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# CANADA



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## Model Aviation CANADA

July 2016, Vol. 47, No. 4

Published by Morrison Communications



Committee Columns

Zone Columns

EVENT REPORT  
Control Line Worlds

Pulveriser II  
By Frank Jarmolay



de Havilland Beaver  
By Peter Campagna



Helping with Drones  
By A. Lachlan



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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.

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Model Aviation Canada  
is Published by  
Morison Communications  
www.morisoncom.com

Publisher/Editor: Keith Morison  
Translation: Jacques Des Becquets  
Copy Editor: Colleen Hughes

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

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Articles, stories and letters to the editor are encouraged and appreciated. Submissions should be mailed to Model Aviation Canada c/o Morison Communications at 2220 25 Ave NW, Calgary, AB T2M 2C1. Electronic files should be in Word, text or rich text format and can be emailed to articles@model-aviation.ca. We reserve the right to edit and/or deny submissions

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# Model Aviation CANADA



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Front row kneeling – Tony Mathews with F1B model, back row left – Yury Shvedenkov with F1C model, back row right – Jama Danier with F1A model

# Mot du président



Rodger Williams 9587L  
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## EXPÉDITION DANS L'EST

Être président d'un gros organisme comme le nôtre n'est pas toujours facile mais il y a des fois où cela vaut tellement la peine. Les raisons de mon expédition dans l'est du pays étaient triples.

La première raison, c'était une invitation de la part du meilleur pilote d'hélicoptère au Canada qui était l'hôte d'un rassemblement des Avon RC Flyers de Windsor Forks (Nouvelle-Écosse). Régis Landry, directeur de la zone Atlantique, m'accompagnait. C'était un Fun-fly sous la formule hélicoptère/courses en vol par immersion (First Person View, ou FPV en anglais).

Même un hélicoptère R-44 Robinson à l'échelle réelle a atterri au terrain. Nous avons aussi observé une démonstration de vol de nuit au son d'une musique et d'une séances de feux d'artifices de la part de Colin Bell. Quel spectacle!

La prochaine visite était un déplacement au Slope Fest de Lawrencetown Beach (Nouvelle-Écosse) qu'organise la Halifax Electric Flyers Association.

Je dois dire que j'ai été très impressionné puisque c'était la première fois que je voyais une séance de vol de pente et wow! C'était impressionnant de voir que ces avions demeuraient suspendus au-dessus de la falaise en profitant de l'air ascendant... et la fois d'ensuite, les maquettes volaient cette portance d'un autre avion... le tout en souriant.

Régis m'a fait visiter trois autres clubs accueillants, le lendemain. Nous avons rendu visite à la Miniature Aircraft Society de Truro, l'Atlantic Society of R/C Modelers et les Shearwater RC Flyers.

Ensuite, nous nous sommes rendus au centre-ville d'Halifax afin de visiter plusieurs hôtels afin d'en dénicher un qui conviendrait à la prochaine Assemblée générale annuelle à Halifax, le 23 avril 2017. Inscrivez cette date à votre calendrier parce que ce sera excitant. Nous n'avons pas encore choisi l'hôtel en question mais je vous ferai suivre les détails. Régis et l'équipe travaillent déjà au projet.

La troisième étape de mon



*A fine group enjoying the slope soaring on the edge of the cliff at the Lawrencetown Slope Fest (Nova Scotia). / Un beau groupe qui prend plaisir à exercer le vol de pente sur la falaise lors du Slope Fest de Lawrencetown (Nouvelle-Écosse).*

périple consistait à voler d'Halifax à St. John's (Terre-Neuve-et-Labrador) afin de présenter le prix le plus prestigieux du MAAC à un gentleman qui le mérite sans l'ombre d'un doute.

Cette personne est connue internationalement puisqu'il s'est déplacé à travers le Canada à l'occasion de concours de voltige, de copies volantes et de vol de pente et elle faisait partie de l'équipe de Maynard Hill qui, le 8 août 2003, a fait voler une maquette de Terre-Neuve à l'Irlande en 38 heures, 52 minutes et 19 secondes.

Carl Layden compte plusieurs succès y compris d'avoir occupé la présidence du MAAC entre 2004 et 2006. Il a rédigé bon nombre d'articles dans les pages de Model Aviation Canada et plusieurs autres dans la revue américaine Model

Airplane News. Sa liste de réalisations nécessiterait tout l'espace rédactionnel de cette chronique, alors je n'en ai mentionné que quelques-unes... y compris une très gentille famille.

Au cours de ma visite chez les Club 4752 Aeromodellers, Joe Gaudon est arrivé avec deux maquettes de Spitfire peintes à la main dans une cloche de verre. Je dois dire qu'elles étaient magnifiques et je n'ai pu résister à la tentation d'en prendre une photo à côté de la maquette (plus grosse) de Spitfire de Carl.

## TRANSPORTS CANADA

Nous avons ajouté un autre membre au groupe consultatif de Transports Canada. Il s'agit de Mark Winstanley, de Kanata (dans l'ouest d'Ottawa). Il possède plusieurs qualifications et sera un atout au sein du groupe.

## ASSEMBLÉES DE ZONE

Au moment où vous recevrez ce numéro de la revue, les assemblées de zone auront eu lieu. Assurez-vous de rédiger vos procès-verbaux et vos comptes-rendus de sorte à ensuite les envoyer au siège du MAAC. Ces démarches sont critiques.

Pilotez en toute sécurité et profitez de notre passe-temps. ✈





# President's Report



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## EASTERN SWING

Being President of a large organization such as ours is not always easy but there are times when it can be all worthwhile. The reasons for my Eastern visit were three-fold.



The first one was an invitation from the number one helicopter pilot in Canada who hosted the event at the Avon RC Flyers in Windsor Forks, Nova Scotia. I was joined by Régis Landry, Zone director for the Atlantic Zone. This was a combination helicopter / FPV racing Fun-Fly.

It also included a full-size Robinson R44 helicopter which landed at the field and to top it off, we were treated to a helicopter night flight demo all coordinated to music along with a rather large fireworks display by Colin Bell. What a show it was!

The next visit was to the Lawrence-town Slope Fest hosted by the Halifax Electric Flyers Association.

I have to say that I was totally impressed as this is the first time that I have ever seen slope soaring and what a treat it was. It was impressive as they just hung there over the cliff collecting all of the lift available and then the manoeuvring of various models to take the lift from another model for their own model and then give a big smile.

Régis took me around to visit three more clubs which welcomed me on the following day. We also visited the Miniature Aircraft Society of Truro, Atlantic Society of R/C Modelers and the Shearwater RC Flyers.

Following this, we travelled to downtown Halifax to visit several hotels



*Carl Layden is presented with his MAAC Hall of Fame award in the presence of his family and friends. It was indeed an honour to be able to give this plaque to him. A very well deserved honoree. / Carl Layden reçoit sa plaque du Temple de la renommée du MAAC en présence de sa famille et de ses amis. C'était un honneur de la lui remettre. Il la mérite amplement.*

to find one that would be suitable to hold the next AGM which will be held in Halifax on April 23, 2017. Mark this on your calendars as it will be an exciting one for sure. We have not chosen a hotel as of yet but further information will follow. Régis and his team are working very hard to make it all come together.

The third leg of my journey was to

fly from Halifax to St. John's, Newfoundland to present the highest award that MAAC has at the present time to a gentleman who deserves this without any question.

He is internationally known as well as having travelled throughout Canada for pattern, scale competitions of slope soaring and was on the Maynard Hill

team that on August 8<sup>th</sup> 2003, flew a model airplane from Newfoundland to Ireland in 38 hours, 52minutes and 19 seconds.

Carl Layden has many successes including being President of MAAC from 2004-2006. He has written several articles in Model Aviation Canada as well as many articles in Model Airplane News from the U.S.A.

His list of accomplishments would take up the whole column so I just gave you a few of them, including an very nice family.



*Carl Layden's Spitfire overshadows Joe Gaudon's two mini-Spits. / Le Spitfire de Carl Layden est imposant en présence des deux minis de Joe Gaudon.*

*suite à la page 7*

# Morison

## COMMUNICATIONS

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- Photography/Video.
- Contract Publishing .
- Public Relations.
- Project Management.
- Event Planning.
- Consulting/Planning



# Model Aviation

## CANADA

If you have an idea for a story that might be of interest to MAAC Members, send an email to Editor@ModelAviation.ca and let me know what you're thinking.

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

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

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

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

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

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<b>FRIDAY</b>	<b>11:00 AM - 7:00 PM</b>
<b>SATURDAY</b>	<b>10:00 AM - 5:00 PM</b>
<b>SUNDAY</b>	<b>11:00 AM - 4:00 PM</b>

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During my visit at Club 4752 Aeromodellers, Joe Gaudon came in with two Spitfire models all hand-painted in a glass enclosure. I have to say that they were pristine and I couldn't resist taking a photo of them beside Carl's larger Spitfire model.

#### TRANSPORT CANADA

We have added one more member to the Transport Canada Advisory group. His name is Mark Winstanley from Kanata, Ontario. He is very well qualified and will be a worthy asset to the group.

#### AZMs

By the time you receive this edition, all of the AZMs will have been completed and make sure that your minutes as well as any résumés have been sent into the MAAC office. This is critical.

Fly safely and take a day to enjoy the hobby. ✈

## On the Cover...



#### TORONTO FREE FLIGHT GROUP CLEANS UP AT US NATS!

From July 25 to 28, members of the Toronto Free Flight group made their presence known at the US Nationals in Muncie, Indiana. They managed to win all three major FAI Free Flight classes in succession!

On July 25th, Jama Danier won the F1A class (towline glider) in tricky conditions with the only perfect score.

On July 26th, Yury Shvedenkov won the F1C class (2.5 cc power model) in a two man flyoff.

On July 27th, Tony Mathews won the F1B class (rubber powered "Wakefield") also in a two man flyoff.

Also, on July 28th, Ladi Horak just missed making it 4 in a row after finishing a close 2nd in F1G (Coupe d'hiver). They certainly knew we were there!

*Front row kneeling – Tony Mathews with F1B model, back row left – Yury Shvedenkov with F1C model, back row right – Jama Danier with F1A model*

## \$5,000 Jack McGillivray Memorial MAAC Bursary

### Bourse commémorative Jack McGillivray de 5,000\$ du MAAC

Jesse McCutcheon #45487	L	1997	Mike Beasley #52781	A	2002	Alexandre St-Germain #34218	J	2007
Stephen Mailloux #49431	D	1997	Mike Beasley #52781	A	2003	Christopher Robert #71912	M	2008
Dany Allard #39830	J	1998	Michel Griffioen #63486	F	2004	Colin Bell #61634	B	2009
Mark Harrington #58726	G	1999	Steven Prang #59431	E	2005	Harvey Dhiman #72204	H	2011
Daniel Bough #53860	E	1999	Dimitri Cuesta Lavoie #56935	J	2005	No Submissions		2012
Matt Usher #51549	E	2000	Steven Prang #59431	E	2006	Graeme Ellis #79914	F	2013
No submissions		2001	Adam Buray #66989	C	2006	Nick Playle #76165	D	2014

A bursary in the amount of \$5,000 will be awarded to a student enrolled in a recognized Canadian educational institution included in the list of institutions eligible for applicants for student loans and/or withdrawal of funds from a Registered Educational Savings Plan (RESP), and which the student is or will be registered in an aviation or aerospace oriented discipline. Selection by a panel of MAAC and full size aviation industry individuals will be based on resumes submitted by MAAC members, providing confirmation of such enrollment, post-marked, emailed or faxed prior to November 1st. Winning applications will include a cover letter by the applicant, comments in written or electronic form by school officials, high school and/or college, reference letters from employers, etc., in the form of a complete resume. Include in your resume detailed information on your activities in the modeling community and/or your club; successes in your studies; involvement in local community groups/activities; other hobbies; continued interest in pursuing activity in MAAC; continued interest in pursuing your plans or hopes in the aviation industry and reference letters from MAAC members and/or clubs. Applicant must be a current MAAC member and have at least 2 consecutive years membership. Applicant will agree in writing to MAAC using his/her personal profile to promote the bursary. The appropriate tax forms will be issued at the end of the year in which the bursary is given. Contact the office for a submission check list form.

Une bourse d'un montant de 5,000\$ sera offerte à un étudiant inscrit à un établissement d'enseignement Canadien reconnu faisant partie de la liste des établissements où le financement étudiant, ou le retrait de fonds dans le cadre d'un programme enregistré épargne étude est disponible et qui est ou sera inscrit dans une discipline orientée vers l'aérospatiale ou l'aviation. Un comité de sélection composé d'individus provenant à la fois de l'industrie de l'aviation et du MAAC sélectionnera les candidatures reçues des membres du MAAC et en confirmeront la validité basée sur la réception par courrier, courriel ou fax reçus avant la date du 1er novembre. Les candidatures retenues seront celles présentées sous forme de Curriculum complet et qui contiendront; une lettre de présentation par le candidat; les commentaires de la part des autorités de l'institution d'enseignement secondaire ou collégiale via un média écrit ou électronique; lettre(s) d'employeurs etc. Ces résumés seront assortis d'une description détaillée de vos activités de modélistes dans votre communauté et / ou votre club; de vos accomplissements académiques; de votre implication au sein de groupe(s) de votre communauté; autres passe-temps; de vos intérêts à poursuivre avec le MAAC; de vos intérêts à poursuivre vos rêves ou ambitions dans l'industrie de l'aviation ainsi qu'une lettre de recommandation de MAAC. Afin d'être éligible, le candidat doit être membre en règle du MAAC et ce, depuis au moins deux années consécutives. Le candidat devra aussi, par écrit, autoriser le MAAC à utiliser son profil personnel à des fins promotionnelles. Les formulaires d'impôts pertinents seront acheminés au candidat à la fin de l'année fiscale où la bourse aura été émise. Pour obtenir le formulaire détaillé de soumission, contacter notre bureau.







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## ACTIVITIES IN ALBERTA "A" ZONE

This flying season, I have found that the two most enjoyable aspects of being the ZD are the people you meet and the variety of flying sites. We see everything from the "Super" flying field to the simple, yet functional flying field and everything in between.

Then, there are the pilots. There are those who arrive with a motorhome with the turning radius of a cruise ship that would make a rock star turn green with envy. Then pulling up to the unloading area is a modest automobile with one, maybe two electrics in the back seat. The latter usually seems to be much more relaxed than the former. Hmmmmmm, I wonder why? I think that it's because he's going to get two flights in before Captain Overkill can stop scratching his head to decide which beauty he's going to fly.

## PYLON RACING AT ERCS

The Edmonton Radio Control Society hosted a pylon race June 26, 27 for the first time and the CPPRA racers loved the layout. The ERCS members who volunteered to work the course were not just more than needed but very competent at what they did. One of the comments heard from a pilot was "I love the water hazards!" The float pond claimed one of the engines as a result of one of the mid-air collisions.

This very well run club also hosted its Annual Airshow on August 13 with an incredible variety of aircraft on display and flying.

Frank Mayer from the 4 Wing Club of Cold Lake put on an incredible flight with his Red Bull Gee Bee racer. ERCS simply asked for donations to the local food bank from the spectators.

## ELK POINT R/C FLYERS

Jody Lecopoy and his crew conducted a one-day "Aerodynamics for Kids" event on June 6. Three busloads of grade 6 students from three schools descended upon their flying site for an event-filled happening revolving around both full-size aircraft -- a Super Cub and a homebuilt helicopter -- and models including aircraft, helicopters and rockets.



This flying site has to be seen to be believed. Whether you are a kid of eight or 80, you will enjoy yourself!

## COLD LAKE AIR SHOW

Although I wasn't able to attend, I have heard reports that Frank Mayer flew his 1/3 scale Cub, his Extra 330 plus his jet for the air show audience. All three aircraft had smoke systems, which was very much enjoyed by the spectators. I would like to thank Frank for treating the spectators to his flying performance and many thanks to the 4 Wing Indoor Flyers from Cold Lake for your efforts.

Wayne Beasely transported the MAAC display for the static display inside the hangar. Also a big thank you to all the modellers who assisted in any way, plus those who had their model aircraft on static display.

The pictures that I saw showed a great variety of models in front of the MAAC backdrop.

## JETS OVER TOFIELD

I was treated to some fast flying and loud jet flying at the Tofield airport at an event put on by the Tofield Miniature Aircraft Association. This flying event was not just for jets. Any aircraft large

or small, loud or quiet, fast or slow were welcome.

Wayne Beasely, Nate Rondeau, Bob Wonitoy, Bruce Bender are among the members who have held this event for many years now. They conduct a very safe event and there is always someone with a handheld VHF radio in the event a full-size aircraft should either take off or land. It is a very quiet airport when it comes to full size aircraft movements so they are able to hold their event with very few, if any interruptions, to their model flying.

## LACOMBE JET FLYING

Under the auspices of the Central Alberta Radio Fun Flyers of Red Deer, Jon From and his crew have held three 'Jet Togethers' this summer. Unfortunately, I have not been able to attend. However, judging by the photos I've seen they have attracted a nice variety of both scale and non-scale turbines.

This event is held at the Lacombe airport and like the Tofield site, there is always someone with a VHF handheld transceiver to be on the alert for any full-size traffic. ✪



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## LES ACTIVITÉS AU SEIN DE LA ZONE

Au cours de la dernière saison de vol, je me suis aperçu que les deux aspects les plus amusants d'être le directeur de zone, ce sont les gens que l'on rencontre et la variété des terrains de vol auxquels on se rend. Nous voyons un peu de tout, des super terrains de vol à ceux qui sont un peu plus rudimentaires mais tout à fait fonctionnels... et un peu de tout entre ça.

Viennent ensuite les pilotes. Certains arrivent à bord d'un motorisé doté du rayon de braquage d'un bateau de croisière et qui ferait rougir d'envie une vedette de rock. Ensuite, arrive tout juste à côté une automobile plus modeste dont le propriétaire apporte une, des fois deux, maquettes électriques dans le siège arrière. Ce dernier modéliste semble habituellement plus détendu que le premier. Je me demande pourquoi? Je crois que c'est parce que le deuxième sait pertinemment qu'il effectuera deux vols avant que le capitaine Overkill cesse de se gratter la tête en se décidant laquelle de ses beautés il fera voler.

## COURSE AUTOUR DE PYLÔNES À L' ERCS

Pour la toute première fois, l'Edmonton Radio Control Society a été l'hôte d'une course autour de pylônes les 26 et 27 juin et les amateurs de course de la CPPRA ont adoré. Les membres du Club

qui se sont portés volontaires étaient non seulement requis mais ils étaient très compétents. Un pilote a émis le commentaire : « J'aime les menaces de l'eau! » En effet, l'étang servant aux hydravions a gobé un moteur après une collision aérienne.

Ce club très bien rodé a aussi accueilli son spectacle aérien annuel le 13 août et une impressionnante variété de maquettes étaient en montre et ont volé.

Frank Mayer du 4 Wing Club de Cold Lake a présenté toute une démonstration à l'aide de son avion de course Gee Bee aux couleurs de Red Bull. Le Club a tout bonnement demandé des dons à la banque alimentaire locale aux spectateurs.

## LES ELK POINT R/C FLYERS

Jody Lecopoy et son équipe ont présenté un atelier « L'aérodynamique pour les enfants », le 6 juin. Trois autobus d'élèves de sixième année en provenance de trois écoles se sont rendus à leur terrain afin d'observer tant des avions à l'échelle réelle – un Super Cub et un hélicoptère de fabrication artisanale – et des maquettes d'avions, d'hélicoptères et de fusées.

Ce terrain de vol mérite d'être vu. Que vous soyez un enfant âgé de huit ans... ou de 80 ans, vous vous amuserez!

## SPECTACLE AÉRIEN DE COLD LAKE

Bien que je n'ai pu m'y rendre, j'ai entendu des rapports selon quoi Frank

Mayer a piloté son Cub à l'échelle un tiers, son Extra 330 et son jet, au grand bonheur du public. Les trois maquettes étaient dotées d'un système fumigène, ce qu'ont beaucoup apprécié les spectateurs. J'aimerais remercier Frank pour la performance qu'il a ainsi offerte et merci aux 4 Wing Indoor Flyers de Cold Lake pour les efforts qu'ils ont déployés.

Wayne Beasley a transporté le kiosque du MAAC à l'intérieur du hangar. Merci à tous les modélistes qui ont aidé de quelque façon que ce soit ainsi qu'à ceux qui ont présenté leurs maquettes en exposition statique.

Les photos que j'ai vues illustraient une grande variété de maquettes devant le kiosque du MAAC.

## JETS OVER TOFIELD

J'ai eu droit à des vols très rapides et à beaucoup de bruit à l'aéroport de Tofield lors d'un événement qu'a organisée la Tofield Miniature Aircraft Association. Mais les jets n'étaient pas les seules maquettes invitées. N'importe laquelle était la bienvenue, grande ou petite, bruyante ou silencieuse, rapide ou lente.

Wayne Beasley, Nate Rondeau, Bob Wonitoy, Bruce Bender sont au nombre des membres qui organisent ce rassemblement depuis des années. Ils mènent un événement très sécuritaire et quelqu'un est toujours rivié à une radio VHF portative advenant le cas où un avion à l'échelle réelle décollait ou atterrissait.

*suite à la page 11*



# Atlantique (B)



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Another busy successful season that is coming to an end but it's now time to get ready for the winter events and especially getting some new projects on the go for next year's flying season.

On the August 21 weekend, we had a visit from MAAC President Rodger Williams at the helicopter event at the Avon RC Flyers Club in Windsor, N.S. The event was hosted by Colin Bell, and we spent a good part of the day there.

In the afternoon, we went to Lawrence-town, N.S., along the Atlantic ocean for the impressive slope glider event, hosted by Vic Ruzgys, with about 15 pilots with their gliders.

After supper, we went back to Windsor for the night-time helicopter flying demo. Colin Bell puts on a great night-time flying demo with all the lights flashing which is always great to see.

Sunday morning, we went to the Miniature Aircraft Society of Truro, N.S., where they were having a get-together in the morning.

Monday morning, Rodger and I checked a few hotels for the



upcoming AGM in Halifax next spring and after that, Rodger was on his way to Newfoundland to present Carl Layden with the Hall Of Fame award, which he certainly deserves. It is great to see Carl being honoured after all the time spent for MAAC as Zone Director and also President.

Congratulation, Carl. ✈

# Atlantic (B)



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Une autre saison occupée et couronnée de succès s'achève mais c'est le temps de se préparer pour les événements d'hiver et surtout, de préparer de nouvelles maquettes en prévision de la prochaine saison de vol.

Au cours de la fin de semaine du 21 août, nous avons reçu la visite du président du MAAC, Rodger Williams, à l'occasion du rassemblement d'hélicoptères des Avon RC Flyers de Windsor (Nouvelle-Écosse). Colin Bell en était l'hôte et nous avons passé une bonne part de la journée sur place.

En après-midi, nous nous sommes rendus à Lawrencetown, qui donne sur l'océan Atlantique, afin d'assister au rassemblement de planeurs de pente que coordonne Vic Ruzgys; environ 15 pilotes et leurs planeurs s'y trouvaient.

Après le souper, nous avons refait route vers Windsor afin d'observer la démonstration de vol de nuit des hélicoptères. Colin Bell présente quelque chose de très bien et c'est époustoufflant d'assister à cela.

Le dimanche matin, nous sommes allés chez la Miniature Aircraft Society de Truro (toujours en territoire néo-écossais) puisque les membres se rassemblaient en matinée.

Le lundi matin, Rodger et moi avons visité quelques hôtels en prévision de l'Assemblée générale annuelle d'Halifax, le printemps prochain et ensuite, Rodger se mettait en route pour Terre-Neuve afin de présenter le prix du Temple de la renommée à Carl Layden... Carl le mérite certainement. C'est agréable de le voir ainsi récompensé, compte des heures qu'il a dévouées au MAAC à titre de directeur de zone et par la suite, de président du MAAC.

Félicitations, Carl. ✈

Alberta (A)

*suite de la page 10*

C'est un aéroport plutôt tranquille quant aux mouvements de véritables avions, si bien que les interruptions de vols télécommandés sont peu fréquentes.

## VOLS DE JETS À LACOMBE

Sous la gouverne des Central Alberta Radio Fun Flyers de Red Deer, Jon From et son équipe ont organisé trois rassemblements Jets Together au cours de l'été. Malheureusement, je n'ai pu m'y rendre. Toutefois, d'après les photos, les organisateurs ont attiré une belle variété de maquettes, tant des copies volantes que des appareils à turbine un peu plus génériques.

Cet événement a lieu à l'aéroport de Lacombe et, tout comme Tofield, quelqu'un écoute toujours une radio VHF, aux aguets où un avion se manifeste. ✈

# Colombie-Britannique (C)



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Bonjour tout le monde,  
J'espère que tout le monde a passé un bon été et que vous avez participé à votre part de rassemblements préférés. Comment surpasser le meilleur passe-temps au monde en faisant quelque chose à votre propre rythme, quotidiennement?

Voilà quelques mois, plusieurs membres du MAAC m'ont demandé si je considérerais me présenter à titre de directeur de la zone C (Colombie-Britannique). Après en avoir discuté avec ma femme Dianne, j'ai répondu que je serais des mises en candidature. Remplacer Steve Hughes, c'est remplacer une bien grosse pointure puisqu'il a accompli un travail exemplaire. Je dois aussi arriver à la cheville de ce qu'on fait les directeurs de zone précédents.

Je remercie Steve et les directeurs de zone précédents vers qui je pourrais me tourner pour recevoir des conseils. Je joins leurs rangs en toute humilité et j'en suis honoré. Je ferai de mon mieux.

## MES ANTÉCÉDENTS

Certains d'entre vous pourraient se demander quel est mon passé de modéliste; ce qui suit devrait vous en donner une petite idée. J'aime tous les volets de l'aéromodélisme et j'en ai essayé la plupart mais mon préféré, ce sont les copies volantes.

Lors de mes jeunes années, j'ai connu le vol circulaire. Toutefois, je ne pouvais me payer rien d'autre qu'un moteur que je faisais occasionnellement démarrer, pour le simple plaisir.

Après avoir élevé ma famille, j'avais besoin d'un passe-temps afin de meubler mon nouveau temps libre, si bien que j'ai acheté ma première maquette et son

équipement. Je me suis inscrit chez le Sky Rangers RC Club et j'ai appris à la piloter, grâce à Dave Longworth et Dave Gould qui m'ont montré le « contrôle directionnel ». Ma première hélice cassée trône toujours dans mon atelier : j'ai inscrit la date du 5 novembre 1993.

Depuis que j'ai effectué mon solo à l'aide d'une maquette presque prête à voler (ARF) Sig LT-40, j'ai toujours rêvé de piloter des avions qui ressemblaient davantage à des appareils à l'échelle réelle, tant par les manœuvres que leur allure. Après avoir construit un Tiger II (avion à ailes basses de Carl Goldberg), j'ai ensuite assemblé un D.H.82c Tiger Moth à l'échelle un quart (de Clark Industries) ainsi qu'un Piper J-3 Cub à l'échelle un tiers (de Trillium Balsa) en livrée canadienne.

J'ai commencé à piloter le Cub en 2001 lors de concours de copies volantes au Canada et aux États-Unis – cet avion a participé à plus de 60 concours jusqu'à maintenant.

Je suis membre fondateur de deux clubs dans la région de Kamloops et j'ai servi au sein de tous les postes à l'exécutif.

En 1995, je me suis rendu aux NATS disputés à Brandon (Manitoba) afin d'assister aux séances de vol de presque toutes les disciplines et je me suis déplacé aux NATS de Vancouver en 2000; j'étais notamment spectateur des épreuves mettant en vedette les copies volantes.

Le rassemblement British Columbia Scale Classic a été présenté pour la première fois en 2005 et je suis fier d'avoir fait partie du groupe qui organisé la toute première édition. Nous en sommes rendus à sa 12<sup>e</sup> année.

En 2006, la U.S. Scale Masters Association m'a remis la prix Harris-Lee pour souligner l'appui sans pareil au programme des Scale Masters, en ma quali-

té de représentant de la région de la Colombie-Britannique.

En 2010, j'étais un membre fondateur des NorthWest Scale Aero-Modellers, club créé afin de faire la promotion des copies volantes aux États-Unis, dans le Nord-ouest, en Colombie-Britannique et en Alberta.

J'ai agi à titre de président du Comité des copies volantes du MAAC depuis 2014 et c'est très valorisant de travailler avec des modélistes qui proviennent de plusieurs provinces.

La plaque dont je suis le plus fier, c'est lorsque je me suis rendu au Championnat canadien 2008 (pour copies volantes) du Kawartha Classic Scale de Lindsay (Ontario). Quel événement c'était!

Au fil des années, je me suis déplacé aux réunions et A.G.A. du MAAC à Kelowna, Victoria et Edmonton. Lors de l'assemblée d'Edmonton en 2015, j'ai assisté – de même que Roger Ganley et Keith Morison – à toutes les réunions du Conseil de direction et de l'exécutif du MAAC (en quatre jours) afin de constater comment fonctionne notre organisme. Le dévouement et le professionnalisme de tous les directeurs de zone m'ont beaucoup impressionné... Surtout compte tenu qu'il s'agit de postes bénévoles!

## CE SUR QUOI J'ENTENDS INSISTER

Qu'à cela ne tienne, j'espère que cela vous donnera une idée de mon expérience et j'espère pouvoir bien vous représenter, membres de la zone C.

J'insisterai sur la promotion du MAAC dans notre région, sur l'appui aux activités de club et à reconnaître nos membres de toutes les façons possibles.

J'espère vous rencontrer sur la ligne de vol ou lors d'une réunion de club. Je vous souhaite de bons vols... en toute sécurité. ✈

# Model Aviation

## CANADA



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# British Columbia (C)



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Hello, all, I hope that everyone has had a enjoyable summer and did their share of participating in or attending a few of your favourite airplane events. How do you beat the greatest hobby in the world with something to do every day at your own pace?

A few months ago, several MAAC members asked if I would consider the Zone Director's position for British Columbia - Zone-C. After discussion with my wife Dianne, I said that I would allow my name to stand for the position. Following in Steve Hughes' footsteps means 'big shoes' to fill as he did an exemplary job representing us. I also have to live up to the previous Zone Directors who have all done well in the position.

I would like to thank Steve and the previous directors who may be called on for their expertise. I'm humbled and honoured to join their ranks and will do my best in the role.

## MY BACKGROUND

Some of you may ask about my aeromodelling history; hopefully, the following will give you an idea. I do have an interest in all areas of aeromodelling and have tried most of the disciplines, although my favourite, from the beginning, is RC Scale.

During my early years, I was exposed to control line airplanes. However, I could not afford to go beyond purchasing a motor to 'run for fun.'

After raising a family, I felt the need for a hobby to occupy the new-found spare time, so I purchased my first plane and support equipment. I joined the Sky Rangers RC Club and learned to fly. Thanks to Dave Longworth and Dave Gould who trained me on aircraft 'Directional Control.' My first broken propeller in the shop - is marked November 5, 1993.

Since 'soloing' on a Sig LT-40 (ARF), I always had an urge to fly the planes 'scale like,' trying to replicate a full-size movements and 'look.' After building a low-wing Carl Goldberg Tiger II, I went on to build a 1/4 scale Clark Industries D.H.82c Tiger Moth and a 1/3 Scale J-3 Cub from Trillium Balsa with Canadian markings.



*Bulkley Valley RC Flyers -- Building the Future for MAAC -- Father's Day weekend Fun Fly -- June 13 20, 2016 at Houston B.C. Airport. / Les Bulkley Valley RC Flyers lors du Fun-fly de la fin de semaine de la fête des pères (« Bâtir l'avenir du MAAC »), en juin 2016 à l'aéroport de Houston (Colombie-Britannique).*

I started flying the J-3 cub in 2001 at Scale Contests in both Canada and the United States -- flown and judged at over 60 contests to date.

I'm a founding member of two clubs in the Kamloops area and served in all the executive positions that a RC club has to offer.

In 1995, I attended the Brandon (Manitoba) NATS to see flying in almost all the current aircraft disciplines and went to the 2000 Vancouver NATS, namely as a spectator for the Scale portion.

The British Columbia Scale Classic was first held in 2005, and I'm proud to be part of the group who first organized this event which is going into its 12<sup>th</sup> year.

In 2006, the U.S. Scale Masters Association awarded me the 'Harris Lee award' for outstanding support of the Scale Masters program as a British Columbia area representative.

In 2010, I was a founding member of the NorthWest Scale Aero-Modelers which was formed to promote Scale Aeromodelling in the U.S.A., North-West, British Columbia, and Alberta.

I have been Chairman for the RC Scale Committee since 2014, and it is reward-

ing to work with modellers from many provinces.

My proudest event plaque is for attending the 2008 Canadian National Championships for RC Scale hosted by the Kawartha Classic Scale in Lindsay, Ontario. It was a great event.

Over the years, I have attended MAAC AGM meetings in Kelowna, Victoria and Edmonton. At the 2015 Edmonton AGM, I – along with Roger Ganley and Keith Morison – sat in on all the Board of Directors and Executive meetings over four days to see how the organization operates. I was very impressed with the professional dedication of all the Zone Directors -- especially since they are all volunteer positions!

## MY FOCUS AS ZD

In any case, I hope this will give you an idea of what my experience is and hope to provide good representation for the Zone-C MAAC members.

My focus will be on promoting MAAC in our area, supporting club activities and recognizing our membership in as many ways as I can.

I Hope to meet you on the flight line or at a club meeting -- wishing you Safe Flights. ✈

# Manitoba North Western Ontario (D)



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

How do you calculate the cost of fun?  
Have you ever thought to calculate how much fun you're actually getting, in return for the investment in the hobby?  
Is there a unit of measure for actual fun?

Can we divide the tangible (dollars) by the intangible (the fun unit)?

That is the \$64 question. What does one need to do to have fun? How much time does it take to have fun, how much money invested to have fun and how much energy does it take to have fun? To my knowledge, there is no APP for that yet. If there was, our hobby would be the winner for the best bang for the buck.

There are many differences between attending a professional sports game and going to a Fun Fly or an evening at our airfield. First of all, there is the cost.

One gets many hours of entertainment at little cost at a Fun Fly. In contrast, the cost per hour at the professional event is best described as absorbent.

Beyond cost, the biggest and most important difference is that you are an observer at the sporting event and a participant at the airfield. Furthermore, you know the people at the Fun Fly, while you sit amongst a sea of strangers at the stadium.

People go to the stadium to see one team lose. We go to the airfield to see all the people succeed.

Ours is a hands-on experience, we are active and move around the airfield. At the stadium, it is just sit on your butt and watch. There is nothing mentally challenging in watching a stadium event. On the other hand, the Fun Fly folks' brain is fully engaged.

The stadium goers in reality are in their own zone with no relationship to their neighbours. RC pilots help each

other with repairs, spot for each other, help prepare the food, man the infrastructure etc. and mow the lawn.

Our hobby is all about personal accomplishment and adventure. We are in a partnership or fraternity, where the success or failure of an event is dependent on the participants. It affects us directly. The stadium goer's activities are not directly related to the team's success, just the player's paycheck.

Our clubs and airfields are an important part of our community –our hobby is something we can do any day of the week, either in the shop or at the airfield. Our clubs and airfields are something that we have created, our Mecca. It is a place where wanton exhilaration happens. Having fun together is priceless.

It is the best bang for your buck and time that you will ever get ✈

# Manitoba / Nord-ouest de l'Ontario (D)



Peter Schaffer 44429  
Directeur de zone  
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Comment calculez-vous le prix de s'amuser?

Avez-vous déjà songé à calculer combien de plaisir vous éprouvez par rapport à l'investissement que vous faites au sein de notre passe-temps?

Y a-t-il une unité de mesure pour le véritable plaisir?

Pouvons-nous diviser quelque chose de tangible (des dollars) par quelque chose d'intangible (unité de plaisir)?

Voilà la question à 64 \$. De quoi a-t-on besoin pour s'amuser? Combien de temps faut-il pour s'amuser, combien d'argent doit-on investir pour s'amuser et combien d'énergie y est consacré? À ma connaissance, il n'y a pas encore d'application téléphonique là-dessus. Si c'était le cas, notre passe-temps serait gagnant du plus de plaisir pour pas beaucoup d'argent (les anglophones diront «Most bang for the buck»).

Il y a plusieurs différences entre se rendre à une partie d'un quelconque sport professionnel et se rendre à un Fun-fly ou à une soirée au terrain de vol. Pre-

mièrement, considérons le coût. Une personne retirera beaucoup de divertissement à un Fun-fly en échange de pas beaucoup d'argent. Par contraste, le coût (de l'heure pour assister à un événement professionnel a de quoi faire dresser les cheveux.

Au-delà du coût, la plus grande différence, c'est que vous êtes un simple observateur à un événement sportif tandis que vous êtes un participant au terrain de vol. De plus, vous connaissez les pilotes à un Fun-fly, tandis que vous prenez place dans une mer de monde au stade sportif.

Les gens se rendent à un stade pour voir une équipe perdre. Nous nous rendons au terrain de vol pour voir tout le monde remporter leur part de succès. Notre expérience est terre-à-terre en ce que nous sommes actifs et que nous nous déplaçons sur le terrain. Au stade, on ne fait que s'asseoir sur son arrière-train et regarder ce qui se passe. Rien ne nous stimule mentalement pendant ce temps. En comparaison, tous les sens sont en éveil chez les participants à un Fun-fly.

Les amateurs de stade se placent dans leur propre zone et n'entretiennent pas de rapports avec leurs voisins. Les pilotes de maquettes télécommandées s'entraident

pour les réparations, agissent comme observateurs pour leurs semblables, aident à préparer la nourriture, s'occupent de l'infrastructure et s'acquittent de bien d'autres tâches... en plus de tondre l'herbe.

Notre passe-temps fait appel à l'accomplissement personnel et à l'aventure. Nous établissons un partenariat de fraternité; le succès ou l'échec d'un événement dépend des participants. Cela nous affecte directement. Les activités des amateurs de stade ne sont pas directement reliées au succès de l'équipe... seulement au chèque de paye des joueurs.

Nos clubs et nos terrains sont une composante importante de notre communauté. Notre passe-temps, c'est quelque chose que nous pouvons pratiquer n'importe quand au cours de la semaine, soit à l'atelier, soit au terrain de vol. Nos clubs et terrains de vol sont quelque chose que nous avons créé, notre sanctuaire, si on veut. C'est un endroit où nous vivons de grands moments. S'amuser ensemble, cela n'a pas de prix.

C'est le meilleur rapport qualité-prix en matière de plaisir pour le temps dont vous disposez. ✈



# Middle / Milieu (E)



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

I am pleased to say, for the moment that everything is good in our zone. The weather is still treating us well and I hope October going forward has some more flying time left.

The AZM for 2016 was done in record time, and all who attended were thankful of that. For some reason, they feel the zone director talks too much. I concur!

Firstly, I am the re-elected ZD for another two years. Thanks to all the members for showing me your support. Please review the minutes from when posted for the October 15<sup>th</sup> 2016 AZM.

I was pleased to receive a letter from McMaster Children's Hospital thanking SOGS for the event's support of the foundation. This certainly gives me feelings of grandeur. As matter of fact, this recognition belongs to all of us who helped make the event happen! Thanks to you all!

The event is a go for 2017 again and I hope to see you there, maybe even as a volunteer! ✈

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

J'ai le plaisir de vous annoncer que pour le moment, tout se passe bien au sein de la zone. La météo est encore favorable et j'espère qu'octobre et les semaines d'ensuite nous fourniront l'occasion de voler un peu.

L'Assemblée générale de la zone 2016 a été menée en un temps record et tous les membres en étaient bien contents. Pour une raison quelconque, ils trouvent



October 24, 2016

Dear Friends:

The Hamilton Health Sciences Foundation and McMaster Children's Hospital Foundation are pleased to acknowledge the \$3,080 donation provided to us recently by Roy Rymer and Paul Chitty, our key collaborators for the Southern Ontario Giant Scale (SOGS) and Model Aeronautics Association of Canada (MAAC). This wonderful donation came by way of the SOGS event that was held at Stoney Creek Airfield in June.

McMaster Children's Hospital is the regional referral centre for children who are seriously ill, injured or require specialized services in south-central Ontario. With more than 215,000 patient visits a year, we have quickly become the 4<sup>th</sup> busiest pediatric inpatient unit in Canada.

Community support is essential to our hospitals. While the Ministry of Health and Long-Term Care continues to support capital projects, they do not provide any funds for the equipment needs of the hospitals. Therefore, we must rely on the generosity of the community to ensure that our doctors and nurses possess the necessary tools in order to provide optimal care to our patients.

We are also proud to announce that our new Ron Joyce Children's Health Centre now houses all of our specialized outpatient services that used to operate out of our Chedoke campus, including autism, developmental pediatrics & rehabilitation, mental health and prosthetics & orthotics. It provides services for more than 70,000 patient visits annually and exists as the only Centre of its kind in Canada.

Through the assistance of Roy and Paul, as well as others, the SOGS group has become a valuable community ally for McMaster Children's Hospital, having now raised \$6,180 over the past five years. We are extremely grateful for their continued dedication, generosity and advocacy. For more information, feel free to contact me at the number below.

Yours sincerely,

Parker Neale  
Development Officer  
McMaster Children's Hospital Foundation  
905-521-2100 x 42373



que le directeur de zone parle trop. Je suis du même avis!

En premier lieu, j'ai été réélu à titre de directeur de zone pour un mandat de deux ans. Merci à tous les membres qui m'ont témoigné leur appui. Examinez le procès-verbal de l'assemblée (du 15 octobre) lorsque celui-ci sera mis en ligne.

Il m'a fait très plaisir de recevoir une lettre de l'hôpital McMaster Children's

Hospital qui remerciait le Club SOGS de l'appui que nous accordons à sa fondation. Cela me procure un sentiment de grandeur. En fait, cette reconnaissance appartient à nous tous, ceux et celles qui ont rendu le rassemblement de maquettes possible. Merci à tout le monde!

Notre rassemblement sera répété en 2017 et j'espère vous y voir... peut-être même à titre de bénévole! ✈

# Northen (F)



Kevin McGrath 6401L  
Zone Director  
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Sincere thanks to all the zone members who attended our AZM in October, particularly those who drove long distances to participate. It is these folks who form the backbone of MAAC, do the work and contribute to a smoothly running zone.

We never seem to have any problem in achieving a quorum for voting purposes and this year held true to this pattern. In fact, we had enough members present to enable us to transact business.

Most of our clubs were represented and there were some new faces around the table, which is always a healthy sign.

2015 and 2016 were reconstruction years for a number of our clubs but our field situation, activity level, and event calendar are very healthy for 2017.

There are a number of major Fun Flies planned, as well as an IMAC event, and increased activity flying off water, and renewed glider interest.

Major work on a number of our fields continues and thanks to similar work done in the past, we have several first class locations in the zone.



Our zone members continue as members or chairs of several MAAC committees which is where the real work of the organization takes place. Notably, Craig Knight allowed his name to stand for a further two-year term as Deputy zone Director.

We discussed and approved the formation of a small group with a representative from each club to have input and approve ongoing changes in our zone.

Membership overall held steady in our

zone which is positive, particularly considering that a number of major employers have fallen on hard times of various sorts with attendant layoffs and job losses.

Once again, I would like to remind all zone members that articles and photos or any other suitable input for the magazine is most welcome and please contact me if this is of interest to you.

Happy holidays to all. ✈

# Nord (F)



Kevin McGrath 6401L  
Directeur de zone  
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Je lance un merci très sincère à tous les membres de la zone qui se sont déplacés à notre assemblée annuelle en octobre, plus particulièrement à ceux qui ont franchi une grande distance pour se rendre. Ce sont ces gens-ci qui sont la pierre angulaire du MAAC, qui effectuent le travail et qui contribuent au bon fonctionnement de la zone.

Nous ne semblons jamais avoir de difficulté à obtenir le quorum aux fins de voter et cette année ne faisait pas exception. En fait, nous comptons suffisamment de membres pour nous permettre de traiter des affaires courantes.

La plupart de nos clubs étaient représentés et nous avons accueilli de nouveaux visages autour de la table, ce qui

est toujours bon signe.

Les années 2015 et 2016 en ont été de reconstruction pour plusieurs de nos clubs mais la situation de nos terrains de vol, du niveau d'activité et du calendrier des événements est très reluisante pour 2017.

Plusieurs Fun-flies d'importance sont présentement en cours de planification, de même qu'un évènement IMAC et d'activité sur l'eau et d'un regain d'intérêt pour les planeurs.

D'importants travaux sont en cours sur plusieurs de nos terrains et grâce aux travaux semblables que d'autres ont exécutés ailleurs, notre zone peut s'enorgueillir de compter plusieurs terrains de premier ordre.

Certains de nos membres continuent d'évoluer à la présidence de plusieurs comités du MAAC, là où le vrai travail s'accomplit au sein de notre organisme. Entre autres, Craig Knight a accepté de

se présenter pour un autre mandat de deux ans à titre de directeur de zone adjoint.

Nous avons discuté et nous avons approuvé la création d'un petit groupe grâce auquel un représentant de chaque club aura son mot à dire lorsqu'il viendra le moment d'approuver les changements au sein de la zone.

En gros, l'adhésion demeure constante au sein de notre zone, ce qui est positif compte tenu des employeurs importants qui vivent des moments difficiles (on s'imagine les mises à pied et pertes d'emploi).

Une fois de plus, je rappelle à tous les membres de la zone que je recevrais avec plaisir tout article ou photo ou autre contribution pour la revue. Si cela vous intéresse, communiquez avec moi.

Bon temps des fêtes à tout le monde. ✈





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Christopher Malcomson 29478  
Zone Director  
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This month's column comes from Tim Miller, Deputy Zone Director and his wife Krista:

"I never know what to expect when I attend a flying event. Besides the usual worry of wondering whether I'll come home with my plane in one piece, you often get the pleasure of meeting new people who show the same enthusiasm for your planes as you do.

"At the Cornwall Float Fly event this

past September, I met two young boys who reminded me of a younger version of myself. My motor quit while taxiing to shore and before I knew it, Thierry and Vincent were asking if they could retrieve my plane. It impressed me how polite and respectful they were in handling my plane which made me even more excited to speak to them.

"With the plane back on the shore, I gave the boys the opportunity to hold the transmitter and I explained how the control surfaces worked in flying the plane. There was a small language barrier -- their first language being French and mine English -- but we still managed to

communicate quite well.

"I encourage you to take the time to speak to the public at these events. Firstly, because it helps to keep our hobby strong by enticing potential new members. Secondly, because it might just spark an interest in a young person's life that might lead to an aviation career.

"All in all, I had a great day and hopefully influenced a pair of young boys in a positive way.

"Also, in case you're wondering, I did come home with my plane in one piece." ✈

## Vallée de l'Outaouais (G)



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La chronique cette fois-ci nous provient de Tim Miller (assistant directeur de zone) et de sa femme Krista :

« Je ne sais jamais à quoi m'attendre lorsque je me rends à un rassemblement aérien. En plus de me demander si je

rapporterai mon avion en un morceau, cela nous offre l'occasion de rencontrer de nouvelles personnes qui partagent le même enthousiasme pour les avions que nous.

« Lors du Float-Fly de Cornwall en septembre dernier, j'ai fait la connaissance de deux garçons qui m'ont rappelé une version, disons plus jeune, de moi-même. Mon moteur a calé alors que je dirigeais mon avion vers le rivage et en

l'espace d'un tout petit instant, Thierry et Vincent m'ont demandé s'ils pouvaient récupérer mon avion. Leur politesse et leur respect de mon avion pendant qu'ils le manipulaient m'ont impressionné et j'étais bien excité de pouvoir leur parler.

« Une fois la maquette revenue sur la plage, j'ai montré aux garçons comment tenir l'émetteur et je leur ai expliqué comment les gouvernes fonctionnaient

*suite à la page 89*

# Colombie-Britannique – zone côtière (H)



Bill Rollins 27460L  
Directeur de zone  
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J'espère que vous avez passé une excellente saison de vol! Maintenant, il vous faudra vous mettre aux projets hivernaux de sorte à être prêt l'année prochaine! C'est aussi le moment de vérifier votre flotte d'avions afin de vous assurer que tout est en ordre.

Vérifiez tous vos raccordements électriques, vos connexions, les interrupteurs, effectuez quelques cycles de vos batteries embarquées (à bord des maquettes) afin de vous assurer qu'elles répondent encore aux exigences du fabricant et n'oubliez pas celles de votre émetteur!

Vérifiez vos vis de servos et la tringlerie, les pentures, les boulons servant à fixer les ailes, les supports moteurs, les joints de colle, le recouvrement et n'importe quoi d'autre auquel vous pensez.

Si vous pilotez des maquettes à propulsion à carburant, vérifiez vos conduites et les réservoirs afin de vous assurer de leur bon état et que rien ne coule à l'intérieur de votre maquette. Si vous pilotez des appareils électriques, assurez-vous que



Radio Control Flying Club of B.C. (RCFCBC) President Rick Hall (left) and Dave Collis instructing Rick's nine-year old Grandson Lincoln at their club field. / Rick Hall (président du Radio Control Flying Club of B.C. (RCFCBC), à gauche) et Dave Collis offrent une leçon de pilotage à Lincoln, le petit-fils âgé de neuf ans de Rick, au terrain du Club.  
Photo by Bill Rollins

vos piles sont entreposées en un endroit sûr et qu'elles demeurent à entre 50 % et 70 % de leur capacité de charge et de voltage.

Ces précautions vous aideront à vous

assurer que votre maquette est sécuritaire pour le vol en prévision de la prochaine saison. Prenez le temps!

## VICTORIA'S LARGEST LITTLE AIRSHOW 2016

La Victoria Radio Control Modelers Society (VRCMS) a présenté son spectacle annuel, le Victoria's Largest Little Airshow et celui-ci a remporté un succès monstre en plus de prélever près de 25 000 \$ pour sa cause caritative préférée, Santas Anonymous.

Les membres du Club et leurs épouses méritent le crédit de réussir à organiser ce rassemblement de trois jours, et ce, à chaque année. Les profits servent à offrir de l'amour et des sourires chez des enfants qui, en temps normal, ne passeraient pas un bon temps des fêtes. Notre communauté aéronautique ne demande pas mieux que de rendre des enfants heureux ... tout en s'amusant.

Beau travail, VRCMS!

## RAPPEL : ENREGISTREZ VOS CLUBS POUR 2017

Je vous rappelle simplement que vous devriez mettre à jour votre enregistrement de club, les renseignements sur votre terrain de vol ainsi que sur l'exécutif de votre club pour 2017. Ce procédé est maintenant facile en ouvrant une session dans votre compte « DASHBOARD » au site Web du MAAC et en y insérant



Dave Sullivan with Victoria's own Santa Bear and Dave's very aerobatic clipped-wing Cub at Victoria's Largest Little Airshow 2016. Every year, Dave drives all the way from Sacramento, CA to fly in this airshow. / Dave Sullivan en compagnie de l'ours de Noël (Santa Bear) et de son Cub acrobatique à ailes tronquées lors de l'édition 2016 du Victoria's Largest Little Airshow. Chaque année, Dave conduit depuis Sacramento (Californie) pour se rendre à ce spectacle aérien.

Photo by Bill Rollins

suite à la page 19





*Paul Dries and his beautiful Carf-Models T-27 Tucano turboprop at the Victoria's Largest Little Airshow 2016. Paul is a member of the Ridge Flyers. / Paul Dries et son magnifique T-27 Tucano turbo (de Carf-Models) lors du Victoria's Largest Little Airshow. Paul est un membre du Club Ridge Flyers.*

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Bill Rollins                      27460L  
Zone Director  
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Hope you all have had a great flying season! Now it's time to get to work on those winter projects so they will be ready for next year! It's also a great time to check over your fleet to make sure everything is in tip top condition for next season.

Check all your electrical wires, connections and switches, cycle your flight packs to make sure they fall within manufacturers minimum recommendations, and don't forget your radio battery!

Check your servo screws and linkages, clevises, control horns, ball links, hinges, wing bolts, motor mounts, glue joints, covering and anything else you can think of to make sure they are all in good condition.

If you are flying glo or gas fuel, check your fuel lines and tanks to make sure they are O.K. and that they are not leaking into the model. If you are into electric models, make sure your batteries are stored in both a safe place and between

50% - 70% charge capacity and voltage.

All of these precautions will help to ensure that your model is safe to fly and ready to go for another season. It's worth the time!

### VICTORIA'S LARGEST LITTLE AIRSHOW 2016

The Victoria Radio Control Modelers Society (VRCMS) Annual Victoria's Largest Little Airshow 2016 was a complete success again this year and raised close to \$25,000 for their favourite charity, Santas Anonymous.

The VRCMS club members and their wonderful wives deserve a lot of credit for pulling this three-day event off each year. The proceeds from the event help to bring a lot of love and smiles from children that otherwise might not have such a very nice Holiday season. I can't think of anything that our modelling community would rather do than to make children happy and all the while having such a good time themselves.

Way to go VRCMS!

### 2017 CLUB REGISTRATION REMINDER

Just a quick reminder to get your club registration, field information and club

executive information and your MAAC membership updated for 2017. This process has become quite easy by logging into your account "DASHBOARD" on the MAAC website and putting in the updated information there.

The office is generally closed over the Holiday Season so if you need named insurance certificates and such before January 1, 2017 the sooner you get it done, the better.

Dorothy and I wish you all the very best for the Holiday Season and hope that you and your family all have a Happy New Year. Cheers, Bill ✈

zone côtière (H)

suite de la page 18

les renseignements pertinents.

Le siège du MAAC est habituellement fermé pendant le temps des fêtes. Si vous avez besoin de certificats d'assurance avant le 1<sup>er</sup> janvier 2017, il serait mieux d'y voir tout de suite.

Dorothy et moi vous souhaitons un très beau temps des fêtes et nous espérons que votre famille et vous-même entameront une Bonne année. Au plaisir, Bill. ✈



*The Scheibe SF-28 Tandem Falke takes to the air. Gudmund Thompson built it from Cliff Charlesworth plans almost 25 years ago. Jacques Des Becquets now proudly owns it. / Le Scheibe SF-28 Tandem Falke décolle. Gudmund Thompson l'a construit depuis des plans de Cliff Charlesworth il y a presque 25 ans. Jacques Des Becquets en est maintenant le fier propriétaire. Photo: Georges Ermani*

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Jean-Paul Le Guilcher 17859  
directeur de zone  
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Bonjour à tous!

Ce mois-ci, un article sur une rencontre amicale de remorquage de planeurs au Club Air modéliste de Québec (merci Jacques!) C'est une facette de notre passe-temps qui n'est pas tellement connue, mais qui vaut la peine de s'y intéresser, car ce n'est pas évident de garder en l'air un des ces appareils bien longtemps sans s'y connaître en aérologie.

Il y a aussi quelques photos du Fun-fly au Club Modéliste Saguenay! ✈

### LES PLANEURS ÉTAIENT ROIS AU CLUB AIR MODÉLISTE! par Jacques Des Becquets

Le ciel bourdonnait d'activité au-dessus du Club Air Modéliste de Saint-Étienne-de-Lauzon (près de Québec), le 20 août 2016. Ses membres ont accueilli des visiteurs pour le tout premier rassemblement de planeurs électriques et de remorquage aérien.

L'organisateur principal Pas-

cal Mercier avait au préalable demandé l'autorisation à l'exécutif du Club. Affirmatif! Tout le monde espérait que la météo serait favorable et que les modélistes viendraient en grand nombre. Le jour venu, tous les ingrédients étaient réunis : de la nourriture, des breuvages, le soleil, du temps CHAUD et tout juste un soupçon de brise. Au bonheur de Mercier, des pilotes d'un peu partout – y compris un contingent de quatre personnes



*Dominique Bourdilleau's models – including an electric Alpina – spent a lot of time in the air. He got as comfortable as possible on the field. / Les maquettes de Dominique Bourdilleau – y compris un Alpina électrique ont aussi passé beaucoup de temps en l'air. Il s'est installé aussi confortablement que possible.*

PHOTO: Jacques Des Becquets

de l'Est ontarien – s'y sont présentés. «C'était une journée formidable, exceptionnelle à tous les niveaux, relate M. Mercier. Beaucoup de gens de notre club sont venus en curieux. Ils ont vraiment apprécié ce qu'ils ont vu. Je n'ai reçu de des commentaires positifs jusqu'à maintenant. Nous avons un beau problème : nous avons (auparavant) plus de remorqueurs que de planeurs. J'ai hâte de voir si l'intérêt se développe.»

L'accent avait été placé sur le remorquage aérien et à cet effet, au moins trois avions remorqueurs étaient disponibles. La gamme de maquettes était intéressante : Ventus, Fox, Schleicher Ka-8, Scheibe SF-28 Tandem Falke ou encore le gracieux Slingsby Skylark IIIb de Marc Alain... Tous ont attiré des regards admiratifs. Les remorquages allaient bon train et tous les pilotes qui voulaient pourchasser des thermiques en ont eu la chance avec leur appareil. Parlant de thermiques, ceux-ci étaient plutôt rares en matinée mais à partir du début d'après-midi, ils ont bien brassé les planeurs. En boni, quelques pilotes locaux

suite à la page 22





Gudmund Thompson (Ottawa area) used his Ventus to chase thermals. / Gudmund Thompson (région d'Ottawa) pourchassait les thermiques à l'aide de son Ventus. Photo: Jacques Des Becquets

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Hello, everyone!

For this column, here is an article on a friendly aerotow event held at Québec' Club Air Modéliste (merci Jacques!). This is an aspect of our hobby which is relatively unknown but that is worth watching. It's not so obvious to keep one of those machines up in the air for very long without knowing about air currents.

There are also a few photos from Club Modéliste Saguenay's Fun Fly! ✈

## SAILPLANES GALORE AT CLUB AIR MODÉLISTE!

*By Jacques Des Becquets*

One could say that the air-space was busy above the Club Air Modéliste of Sainte-Étienne-de-Lauzon, near Québec City, on August 20, 2016. Members greeted visitors for the first sailplane aerotow (and electrics) event ever at the field.

Main organizer Pascal Mercier had previously asked the Club

executive if such a day could be held. Yes was the reply and everyone hoped that the weather would hold and that modellers would respond accordingly. On the given day, all the essential ingredients were there: food, liquids, sun, HOT weather with a whisper of a breeze and certainly many participants! Some of the local fliers checked out the action and to Mercier's delight, pilots from elsewhere – including a four-person contingent from

Eastern Ontario – showed up. "It was an exceptional day, stated Mr. Mercier. Many of our club members dropped by, out of curiosity. They really appreciated seeing this. I have only received positive comments up to now. We had a nice problem, of sorts (before): we had more tugs than sailplanes. I look forward to seeing interest develop for this segment."

The main focus was on aerotowing and to that effect, at least three tug pilots were available. The range of sailplanes was interesting: Ventus, Fox, Schleicher Ka-8, Scheibe SF-28 Tandem Falke and Marc Alain's stately Slingsby Skylark IIIb garnered many admiring glances. Towing was fast-paced and all pilots who wanted to chase thermals got their chance to get their aircraft to altitude. Speaking of thermals, they were rather scarce in the first couple of hours but by early afternoon, they bounced the sailplanes around. As a side bonus, some local pilots made their first foray in aerotowing duty. By the end of the day, they were all more comfortable with this challenging process.



Nice father-son team: Bobby Renaud and Thomas, aged 7. I am sure that he will become an accomplished pilot! We're watching you, young man! / Belle équipe père-fils : Bobby Renaud et Thomas, âgé de 7 ans. Je suis persuadé qu'il va devenir un super pilote! Nous t'avons à l'œil, Thomas!

*continued on page 22*



Georges Ermani had a blast with his electrified Schleicher Ka-8. / Georges Ermani s'est beaucoup amusé avec son Schleicher Ka-8 électrifié.  
PHOTO: Jacques Des Becquets



Roby Couture likes his ARFS. Not only did he bring a Schleicher Ka-8 (and another advanced electric), but also the new Radian XL. It was impressive in the air and seemed to stay aloft forever! / Roby Couture a choisi les maquettes ARF. Non seulement a-t-il apporté un Schleicher Ka-8 (et un planeur électrique avancé) mais aussi le nouveau Radian XL. Il était impressionnant et demeurait là-haut bien longtemps!  
PHOTO: Jacques Des Becquets

ont fait leurs premières armes au pilotage d'avions remorqueurs. En fin de journée, chacun était beaucoup plus à l'aise avec ce procédé.

Comme mentionné, l'invitation avait aussi été lancée aux planeurs électriques et les pilotes ont saisi l'occasion. On pourrait mentionner les performances d'Isabel Deslauriers et de Dominique Bourdilleau qui ont très bien exploité les caractéristiques de leur maquette respective. Les planeurs de loisirs ont aussi trouvé les thermiques. Par exemple, Georges Ermani a piloté son Schleicher Ka-8 qu'il a électrifié. Un autre pilote local, Roby Couture, optait tantôt pour le remorquage à l'aide de son Schleicher Ka-8, tantôt pour du vol électrique à l'aide du nouveau Radian XL (successeur de la populaire lignée, cette fois doté d'une envergure de 150 pouces) ou d'un planeur électrique encore plus performant.

Si l'on devait récapituler la journée, on pourrait dire que tout le monde y a trouvé son compte. Le Club Air Modéliste a présenté à quelques membres ce volet de notre passe-temps et a joué de beaucoup de visibilité; les visiteurs ont été reçus comme des rois par les hôtes... et tout le monde a profité des thermiques. Malgré tout ce brouhaha, seul un membre a perdu un planeur à l'atterrissage (panneau d'aile sectionné). On peut espérer que l'évènement sera répété. Certains des visiteurs ont affirmé qu'ils seraient de retour. Merci, Club Air Modéliste!

Lien vers des photos qu'a prises Robert Plante de cette journée : <https://lightroom.adobe.com/shares/20deb1389e124d7b8befb3f9a542342d> ✈

As mentioned, the invitation was also wide open for electric sailplanes. And pilots jumped at the opportunity. Worthy of mention were Isabel Deslauriers' and Dominique Bourdilleau's frequent air time with very capable machines. But sport and recreational sailplane guiders also found their rising air. Georges Ermani, for instance, flew his Ka-8 sailplane which he electrified. Another local flier, Roby Couture, alternated between a Schleicher Ka-8 during aerotowing sessions and long flights with the new Radian XL electric sailplane (spin-off of the successful line but this time, with a 150-inch wingspan) as well as with an advanced electric sailplane.

Summing up this day, it could be said that everyone involved "got something out of it". Club Air Modéliste introduced some of its members to this aspect of the hobby and received some great visibility; visitors were treated like royalty by their hosts... and everyone enjoyed the thermals. Amidst all this brouhaha, only one modeller lost a sailplane on landing (broken wing panel). It is hoped that this event will be repeated. Some of the visitors stated that they would come back. Merci, Club Air Modéliste!

To see photos which Robert Plante took during the day, go to: <https://lightroom.adobe.com/shares/20deb1389e124d7b8befb3f9a542342d> ✈





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## EVENTS, EVENTS, EVENTS

The St. Lawrence Zone has enjoyed a very active season with many Fun Fly events primarily enjoying great weather this long hot summer. During this period, I have had the pleasure of visiting Club Modéliste Anti-Gravité, Club Amidair, Club Brossair, Club MRCC, Club MARS, Granby, CARC Lanaudière and Club CRASH. Due to conflict of events at the same time, I was not able to attend events at Club Air Calm in Lachute or Club Les Arpents V'Air. However, reports for these events were all very favourable.

I did also visit a non-MAAC sanctioned event held in Île-Perrot for FPV (First Person View) racing, just beside Club MAVIP. I did meet and talk with the organizers as well as participants. As a result of this event, MAAC gained new members.

## NEW MEMBERSHIP TRENDS AND FPV

There is no doubt that the principal growth area of MAAC is FPV. Based on numerous meetings and discussions with them, their typical profile is a 30-40

*Jeannot Bergeron with his 136 inch wingspan Super Cub with Zenoah 80 cc twin cylinder engine at the Club Mars Fun Fly. / Jeannot Bergeron et son Super Cub (envergure de 136 pouces) mû par un bicylindre Zenoah de 80 cc, lors du Fun-fly du Club MARS.*

year old male who is technically oriented with a keen interest in virtual reality.

In the case of multi-rotor craft, the key building material is a carbon fibre frame onto which are loaded circuit boards, controllers, cameras, motors and batteries. The building, for them, is in programming circuit boards and assembling onto carbon fibre frames. Their key assembly tools consist of soldering irons, hot glue guns and small precision screwdrivers. Their high is virtual reality flying, with a strong interest in racing.

Flying wings are delta-shaped craft typically made of EPP foam and reinforced with carbon fibre rods, also loaded with electronics.

Typically, newbies want to test the limits – how high can they fly and how far can they go. They like to get up early in the morning, when no one else is around, and cut up the sky. Having spotters is a limitation for them as many will want to fly at times or locations when no one else is around. Nonetheless, safety is always a concern and so we need to work with them so that they can do their thing, but in a safe fashion.

MAAC multi-rotor

Chairman Jean-Guy Ouellet is working with leaders in this area such as Denis Gratton, Romain Brot, Matthew Zoern, Uvski, and many many more. They have a very large community -- across Canada -- across the world.

## FPV TEAM CANADA

For those not aware, there will be an international competition in Hawaii this October, with FPV Team Canada competing to representing us. The team will include Jason Mainella (Manager), Ryan Walker, Gabriel Kocher and Trevor Christenson. The team motto is: "With practice, passion, teamwork, and respect, we will uphold our mission to be the best FPV racing team in the world."

## MAAC RECRUITMENT

At this point, we have recruited at events listed above approximately 60 new MAAC members. In spite of this, our zone membership is approximately 3% less than the same point in time last year. MAAC as a whole is down 1%. So we must all work hard to encourage new persons to join MAAC.

*continued on page 84*



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*Jacques Langlois, President of Club Granby, with his Pilot Extra 330 88" wingspan and powered by a twin cylinder 70 cc EMC motor. / Jacques Langlois, (président du Club de Granby) avec son avion Extra 330 (kit de Pilot, envergure de 88 pouces) mû par un bicylindre EMC de 70 cc.*

## DES ÉVÈNEMENTS ET ENCORE DES ÉVÈNEMENTS!

La zone Saint-Laurent a connu une saison très active alors que plusieurs Fun-flies ont été présentés sous une météo très clémente et très chaude au cours de l'été. Durant cette période, j'ai eu le plaisir de visiter Club Modéliste Anti-Gravité, Club Amidair, Club Bros-sair, Club MRCC, Club MARS, Granby, CARC Lanaudière ainsi que le Club CRASH. Compte tenu d'un conflit de rassemblements, je n'ai pu me rendre à ceux du Club Air Calm de Lachute et Club Les Arpents V'Air. Toutefois, les comptes-rendus qu'on m'en a fait attestent de leur succès.

Je me suis aussi rendu à un rassemblement non parrainé par le MAAC et qui avait lieu à l'Île-Perrot, une course de vol par immersion (en anglais, First Person View ou FPV), tout juste à côté du Club MAVIP. J'ai rencontré des organisateurs et des participants. Conséquence de cet événement, le MAAC a acquis de nouveaux membres.

## NOUVELLES TENDANCES D'ADHÉSION ET LE FPV

Il ne fait aucun doute que le principal secteur en croissance au sein du MAAC, c'est le vol par immersion. Selon plusieurs rencontres et discussions avec des adeptes, le profil typique est celui d'un homme âgé de 30 à 40 ans qui se passionne pour la technologie et qui nourrit un intérêt prononcé pour la réalité virtuelle.

Dans le cas des maquettes multiro-tor, le matériau-clé, c'est le cadre de fibre de carbone sur lequel sont montés des circuits électroniques, des caméras, des moteurs et les batteries. Pour ces passionnés, la construction réside en la programmation des circuits et leur assemblage sur le cadre de carbone. Leurs outils : des fers à souder, des fusils à colle chaude et de petits tournevis de précision. Ils obtiennent un « high » naturel en effectuant du vol par immersion et la course les intéresse beaucoup.

Les ailes volantes sont en forme delta (en mousse EPP et renforcées de tiges en fibre de carbone), ces ailes aussi dotées de beaucoup de composantes électro-

niques.

Typiquement, les nouveaux venus veulent tester leurs limites – comment haut et comment loin ils peuvent piloter leur engin. Ces modélistes aiment se lever tôt le matin – lorsqu'il n'y a personne autour – et dessiner de grands arcs dans le ciel. Pour eux, se doter d'un observateur (spotter) serait un inconvénient puisqu'ils veulent faire voler leur maquette à des moments ou en des lieux lorsque personne d'autre ne se trouve autour. Malgré tout, la sécurité est toujours un souci, si bien que nous devons travailler avec ces modélistes afin qu'ils puissent donner libre cours à leur envie mais en toute sécurité.

Le président du Comité des multiro-tors Jean-Guy Ouellet travaille déjà avec des chefs de file en la matière : Denis Gratton, Romain Brot, Matthew Zoern, Uvski et plusieurs autres. Ces adeptes font partie d'une très grande communauté au Canada... et de par le monde.

## ÉQUIPE FPV CANADA

Pour ceux qui ne le savent pas, une

*suite à la page 84*





*Clockwise from Above / Dans le sens des aiguilles d'une montre, depuis le haut :*  
*Gabriel Bergeron with his 88-inch Sbach 342 equipped with RCGF 45 cc gas motor. / Gabriel Bergeron et son Sbach 342 de 88 pouces équipé d'un moteur à essence RCGF de 45 cc.*

*David Yanashvili with his 43 % Carden Edge 540 powered by a twin cylinder 180 cc ZDZ turning a 32 x 10 prop. The model has a Volkswagen design on outside and looks great on the ground and in the sky with David piloting it. / David Yanashvili et son Edge 540 (de Carden) à l'échelle 43 % mû par un bicylindre ZDZ de 180 cc et une hélice de 32 x 10. Cette maquette est décorée à la façon d'une Volkswagen à l'extérieur; elle est magnifique autant au sol qu'en l'air lorsque David la pilote.*

*Some flying wings made by TBRC in Nova Scotia for FPV, go like a bat out of hell. / Des ailes volantes de TBRC en Nouvelle-Écosse ont servi au vol par immersion et elles volaient comme si elles avaient le diable aux trousses.*

*René Tardif, left, and pilot Sylvain Gagnon with René's all electric Yak 55. / René Tardif (à g.) et le pilote Sylvain Gagnon exhibent le Yak 55 électrique de René.*











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### K-Town's Goose Festival Fun Fly

September 22 to 25 was Kindersley, Saskatchewan's 44<sup>th</sup> Annual Goose Festival and the weather was almost perfect. The Goose Festival itself has a long history of events from pancake breakfasts, BBQs, face painting, pie baking contests, heavy horse pulls, show and shines, racing, music and the favorite tradition, goose plucking and potato peeling contests. I might be biased, however, but my favorite part of the festival was K-Town Skyscraper R/C Plane Club's event, the Goose Festival Fun Fly.

This was my first time attending the Goose Festival Fun Fly and the crew from K-Town did not disappoint. We were treated like royalty at the field and the Club was out in full force. The field itself is nicely located just south of town close enough for anyone to access for a quick flight after work.

The club has been working on their runway and has plans to expand their strip to include an East/West option.

A steady stream of pilots was on hand with a wide variety of aircraft which delighted the spectators. A special shout-out goes out to the employees of the local Walmart who were on hand, cooking burgers and raising funds for The Canadian Red Cross.

Thanks K-Town for being such a great host. We will see you again at next year's Goose Festival!

### AZM 2016

I cannot believe another year has come and gone. By the time you read this article, this year's AZM will have been host-

ed by the Hub City Radio Control Club.

As I look back over this flying season to reflect, it has been a great year for our zone. The highlights in my mind had to be the grand openings of Hub City Radio Control Club's Bob Richardt field near Saskatoon and the new facility for the Sun City Prop Busters Radio Control Club in Estevan. Both of these events showcased how incredible of a province we live in, demonstrating what can come from the generosity and hard work of some very special individuals, companies and valued supporters.

Membership, once again is on the grow in our Zone, up by almost 5% from 2015, with 14 new members. There are a total of 333 members in the province,

with 21 being juniors, and 11 actively registered fields. A total of 22 events were hosted throughout the year, destroying 2015 numbers by almost 30%, attesting to the great things that are happening in Saskatchewan.

I hope you all had a great flying season and I look forward to the opportunity to meeting up with you in soon. ✈





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## LE FUN-FLY DU FESTIVAL DE L'OIE DE K-TOWN

Le 44<sup>e</sup> Festival annuel de l'oie de Kindersley (Saskatchewan) avait lieu du 22 au 25 septembre et la météo a été presque parfaite. Le Festival lui-même jouit d'une très longue histoire qui comprend des déjeuners aux crêpes, des barbecues, du maquillage de visages, des concours de cuisson, des tirs de chevaux de traie, des expositions de voitures rutilantes, des courses, de la musique et la tradition préférée de tout le monde, le plumage d'oie et les concours de pommes de terre pelées. Je suis probablement biaisé mais ma portion préférée du Festival, c'est le Fun-fly du K-Town Skyscraper R/C Plane Club.

C'était la première fois que je m'y rendais et l'équipe n'a déçu personne. Nous avons été reçus comme des rois au terrain et les membres du Club étaient très nombreux sur place. Le terrain de vol est situé tout juste au sud, suffisamment près pour que quiconque s'y rende rapidement après le travail. Le Club s'affaire à sa piste et entend agrandir la piste afin d'inclure une piste orientée est/ouest.

Plusieurs pilotes étaient de la partie avec une grande variété de maquettes, ce qui a ravi les spectateurs. Quelque chose digne de mention : les employés d'une

succursale du géant Walmart étaient sur place afin de faire cuire des hamburgers, le temps de récolter de l'argent pour une œuvre caritative locale.

Merci K-Town d'avoir été un si bon hôte. On se verra au Festival l'année prochaine!

## ASSEMBLÉE DE ZONE 2016

J'ai peine à croire qu'une autre année s'achève. Au moment où vous lirez cette chronique, l'Assemblée annuelle de la zone aura déjà eu lieu et le Hub City Radio Control Club en était l'hôte.

Lorsque je repense à cette saison de vol, l'année a été fabuleuse. D'après moi, le moment marquant, c'était les ouvertures officielles du terrain Bob-Richardt du Hub City Radio Control Club (près de Saskatoon) ainsi que des nouvelles installations du Sun City Prop Busters Radio Control Club d'Estevan. Ces deux évène-

ments ont montré à quel point il fait bon de vivre en cette province et les bonnes choses qui peuvent découler de la générosité et du travail de personnes très spéciales, d'entreprises et de gens qui nous appuient.

L'adhésion a augmenté une fois de plus cette année au sein de notre zone, d'environ 5 % par rapport à 2015 (14 membres de plus). En tout, nous comptons 333 membres au sein de la province, dont 21 membres cadets et 11 terrains homologués. En tout, 22 événements ont été présentés en cours d'année; c'est une augmentation de presque 30 % par rapport à 2015. Encore une fois, cela prouve qu'il se passe de bien belles choses en Saskatchewan.

J'espère que vous avez tous passé une magnifique saison de vol et j'ai hâte de vous rencontrer bientôt. ✈





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July 2016, Vol. 47, No. 4

Published by Morrison Communications



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## ASSEMBLÉE ANNUELLE DE LA ZONE

Eh bien, l'Assemblée annuelle de la zone est maintenant chose du passé et je veux remercier les membres de la zone Sud-est (Ontario) qui s'y sont présentés. J'aimerais remercier l'Oakville-Milton Flying Club d'avoir été l'hôte de la rencontre et de nous avoir prêté sa salle. J'aimerais aussi remercier les membres qui ont aidé au déroulement de la réunion et que le tout a remporté beaucoup de succès.

L'année a été difficile et j'ai essayé des coups durs sur le plan personnel peu de temps après avoir accepté ce poste de directeur de zone. Je n'ai pu y injecter autant de temps et d'énergie que je l'aurais voulu. Je suis heureux d'avoir quand même réussi à me rendre à quelques réunions de club et à des événements au sein de la zone.

Au moment de rédiger ces lignes, je ne connais pas encore l'issue de l'élection du directeur de zone et si j'ai été réélu. Je vous remercie de votre confiance et je vous promets d'investir autant de temps qu'il m'est possible de mettre de côté afin de me rendre aux clubs.

Si je n'ai pas été réélu, je voudrais

alors vous dire que c'est une expérience que je n'oublierai pas de sitôt et je souhaite la bienvenue au nouveau directeur de zone, quel qu'il soit. J'aimerais aussi remercier l'assistant directeur de zone, Michael Rogozinsky, pour l'aide qu'il m'a offerte pendant mon mandat et j'espère qu'il a été réélu.

De plus, je remercie les modélistes qui se sont rendus à la réunion et qui ont constitué le quorum et ainsi facilité le déroulement de cette réunion officielle.

## LA SAISON DE VOL

J'espère que tout le monde a passé une bonne saison sécuritaire et que les incidents et imprévus ont été peu nombreux. J'ai approuvé plusieurs Fun-flies et j'aimerais en partager les grandes lignes avec les autres membres. S'il-vous-plaît, soumettez un petit compte-rendu de votre événement et incluez quelques photos à haute résolution. Je verrai si je peux les inclure dans de futures chroniques.

## TRISTE NOUVELLE

C'est le cœur lourd que je vous fais part du décès de l'un de nos membres, cet été. Brian Fisher, de Nobel, s'est éteint soudainement dans un hôpital de Sudbury au cours de ses traitements contre le cancer. Brian était un modéliste actif au sein des petits-gros et il était

membre du Club 400 où il faisait régulièrement voler ses maquettes.

Chaque année, il se rendait au rassemblement Joe Nall et on l'apercevait régulièrement au Camp Canada. Il présentait toujours des maquettes intéressantes sur la ligne de vol et il les faisait souvent voler tout au long de la semaine de ce rassemblement d'exception.

Nous transmettons nos sincères condoléances à sa femme Jo et aux membres de sa famille. Nous allons beaucoup nous ennuyer de Brian au sein de la zone. Pilez les ailes parallèles à l'horizon, mon ami.

## 40<sup>e</sup> ANNIVERSAIRE DU RHMAC

Lawrence Cotton a rédigé ce qui suit et Karl Mandjik, président du Club, l'a soumis :

*« Le temps file lorsqu'on s'amuse; où sont passées toutes ces années? »*

*« Le 24 avril, le Richmond Hill Model Airplane Club a soufflé ses 40 chandelles d'opérations soutenues à l'aide d'un excellent goûter et d'une exposition de photos en provenance des archives Harmer. »*

*« Le Club est maintenant voué au vol intérieur et se rencontre dans un gymnase triple de septembre à avril. L'organisme possède un historique coloré. Lors de la célébration, des membres de longue »*

*suite à la page 84*



# South East (L)



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## AZM

Well, the AZM has come and gone and I would like to thank all those SE Zone members who attended. I would also like to thank the Oakville Milton Flying Club for hosting the event at its regular club meeting hall. I'd like to thank all those members who assisted in organizing and helping run the event which I hope was successful.

It was a rough first year as life threw many personal challenges at me shortly after accepting the post as your Zone Director and I was not able to devote as much time and energy to it as I would have liked. I am happy that I still managed to get to a few local club meetings and events in our zone.

Not knowing the outcome at the time of this writing if I was successfully elected as your Zone Director, I would like to thank you for the vote of confidence with the promise that I will devote as much time as I can to getting out and visiting as many clubs in the zone as time permits.

If I was not re-elected, then I would just like to say that it has been an experience I will not soon forget and wish to welcome the new Zone Director whoever he may be. I would also like to thank the Deputy Zone Director, Michael Rogozinsky for his help throughout his term and hope that he has been re-elected.

Additionally, I would like to thank those modellers who were able to attend the meeting and help fulfill our quorum to make it an official meeting.

## FLYING SEASON

Hopefully, everyone had a safe and enjoyable flying season with minimal incidents or unforeseen events. There were quite a few Fun Flies I sanctioned and I would like to share some of those events with the rest of the members so please submit a short blurb about your event and include a few high-resolution pictures and I'll see about including them in future reports.

## SAD NEWS

It is with heavy heart that I report the passing of one our members this



past summer. Brian Fisher, from Nobel ON, passed away suddenly in a Sudbury hospital during treatment for cancer. He was an active Giant Scale Modeler and he was a member of Club 400 where he flew regularly.

He travelled every year to Joe Nall and stayed in Camp Canada and always had many interesting airplanes out on the main flight line which he flew regularly during the week-long extravaganza.

Our heartfelt condolence goes out to his wife Jo and all his surviving relatives. Brian will be sorely missed in the zone. Wings Level, my friend.

## RHMAC 40<sup>TH</sup>

The following was written by Lawrence Cotton and submitted by Karl Mandjik, RHMAC President:

*"Time does indeed fly; where have the years gone?"*

*"On April 24, the Richmond Hill Mod-*

*el Airplane Club celebrated 40 years of continuous operation with a fine luncheon and a display of photographs from the Harmer archives.*

*"Now operating as an indoor club meeting bi-weekly at a local triple gymnasium from September through April, the organization has a colourful history. At the celebration, longtime members recounted those happy days when flying fields were aplenty and the outlying areas of Richmond Hill were mostly green. As development took over, the club lost its last field several years ago and has been unable to find a new location within the confines of the town.*

*"However, the loss corresponded with the rise in popularity of indoor flying and the club re-invented itself. Past President Michael Brodey, President Karl Mandjik and Secretary Treasurer Lawrence Cotton have established a flying schedule which respects the various flying styles including time set aside for home-built models.*

*"Building legends Ken Coleman and Eric Taylor are currently leading the way with a series of home-built Gee Bee Racers, fast becoming the most popular planes in the gym.*

*"Under the leadership of Mike Brodey, the club provides a full day flying demonstration at the Richmond Hill Canada Day celebration. With another full schedule of flying in place for 2016-17, there are warm, bright days ahead for the club."✈*





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L'article de Peter Doupnik, ce mois-ci, nous offre sa perspective annuelle sur les événements.

« En décembre dernier, je tentais de décider sur le bon équilibre entre mon passe-temps et les autres responsabilités de la vie. J'ai décidé de rendre visite à au moins cinq rassemblements au sein de notre zone, mensuellement, à compter du mois de mai.

« J'ai entamé la saison en mai en me rendant au Jet Frost Rally, un rassemblement de trois jours qu'organisaient les Sky Harbour Modelers de Goderich. Cette grande première pour le Club s'est déroulée au début mai et tout a bien fonctionné. Plusieurs nouvelles maquettes se trouvaient sur la ligne de vol. L'aéroport de Goderich est l'une de mes destinations préférées pour faire voler mes appareils. Tout le monde est si sympathique... ce doit être quelque chose dans l'eau!

« En juin, je me suis rendu à un autre rassemblement de trois jours, cette fois organisé par les Forest Lakeside Flyers. Brad Metcalf et son équipe se

*Carl Bachhuber 's giant scale Heinkel HE-111. / Le petit-gros Heinkel HE-111 de Carl Bachhuber.*

sont assurés que le terrain de vol soit parfait. Plusieurs vols ont été exécutés. L'hébergement et les restaurants locaux ont ajouté au plaisir.

« En juillet, je suis allé à deux événements d'importance. Le premier, c'était le Chatham Warbirds and Classics. On y a vu de magnifiques maquettes de gros avions et de multimoteurs. Le deuxième rassemblement, c'était le Wingham Jet Rally. Il s'agit – et de loin – du plus gros rassemblement de jets en Ontario, ce qui a attiré cette année 73 pilotes, plusieurs d'entre eux représentant divers fabricants. Les pilotes ont apporté 150 maquettes et leur ont fait faire toutes les acrobaties possibles. On a très peu la chance de voir de splendides maquettes et des pilotes si doués en un seul lieu. Si vous voulez voir des jets, ce rassemblement est un must. Qui plus est, l'impact économique local aurait atteint les 90 000 \$!

« Le Fun-fly de la zone a été une fois de plus présenté par le Club de Goderich. Personne n'a réussi à faire passer sa maquette à travers la grange, bien que l'appareil de Rick Bruce l'ait atteinte... sans passer à travers La bourse sera donc

offerte encore une fois l'année prochaine.

« Nous avons mis un terme à la saison des jets en septembre à l'aide du ThunderThrust Over Chatham-Kent (à l'aéroport). Cet événement réparti sur quatre jours a attiré 43 pilotes du Québec, de l'Ontario et du Michigan. Ces derniers ont apporté 86 jets (des maquettes sportives aux superbes copies volantes). Deux prix prestigieux ont été remis. Le premier, le Pickled Pilot Award était Jeff Daly et le prix Top Gun a été remis à Doug Matthews.

« Lorsque je repense à la saison de vol 2016, je ne peux m'empêcher de me dire à quel point nous sommes chanceux de pouvoir nous adonner à ce merveilleux passe-temps et de côtoyer des gens si sensationnels.

« La saison prochaine, j'aimerais me rendre à au moins un nouvel événement. Je mets tout le monde au défi d'en faire de même. Votre récompense : la rencontre de nouveaux amis et de merveilleux souvenirs. »

Nous souhaitons un Joyeux Noël et un heureux temps des fêtes... De la part de l'équipe MAAC de votre zone Sud-ouest : Frank Klenk, Peter Doupnik, Bryan Mailloux, Bill Fry et Bryan Hewitt. ✈





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*Dave White 's 1/4 scale Nieuport 28 from Belle River. / Le Nieuport 28 à l'échelle 1/4 de Dave White (Belle River).*

This month's article by Peter Doupnik gives us his yearly perspective of events.

*"Last December, I was trying to decide on what is a good balance between my hobby and life's other responsibilities. I decided to visit at least five events in our zone, one each month starting in May.*

*"I started the season off in May with a three-day Jet Frost Rally that was hosted by Sky Harbour Modelers in Goderich. This first-time event was tried early in May and it worked out great. Many new models were present. Goderich airport is one of my favorite flying destinations. Everyone is so friendly, it must be the water!*

*"In June, I attended another three-day jet rally that was put on by Forest Lakeside Flyers. Brad Metcalf and the team made*

*sure the field was in great shape. Many flights were put in. The local lodging and restaurants make this a fun weekend.*

*"In July, I traveled to two large events. The first was Chatham Warbirds and Classics. There were some really fine examples of large and multi-engine models present. The second event was The Wingham Jet Rally. This is by far Ontario's largest jet event attracting 73 pilots, many of them representing various manufacturers. They brought 150 aircraft and put them through their paces. Not too often does one have a chance to see such great jets and the best jet pilots in one place. If you want to see jets, then, this is a must-attend event. The local economic impact was estimated at \$90K!*

*"The Zone Fun Fly was put on once again by the Goderich Club. No one managed to fly through the barn, although Rick Bruce flew in but not out. The money purse will be up for grabs next year.*

*"We closed out the jet season in September with Thunder-Thrust Over Chatham Kent Airport. This four-day event attracted 43 pilots from Quebec, Ontario and Michigan. They brought 86 jets ranging from sport to super scale. There were two prestigious awards handed out. The Pickled Pilot Award recipient was Mr. Jeff Daly and the Top Gun award was given to Mr. Doug Matthews.*

*"As I reflect back on the 2016 flying season, I keep thinking how lucky we are to be able to enjoy this wonderful hobby and the many great people.*

*"For next season, I would like to travel to at least one new event. I challenge everyone to do the same. You will be rewarded with new friends and many great memories."*

We would like to wish everyone a Merry Christmas and Happy Holidays. Your South West Zone, MAAC team: Frank Klenk, Peter Doupnik, Bryan Mailloux, Bill Fry and Bryan Hewitt. ✈



*Peter Ayche and Trevor Brum land their Diamond Turbines. / Peter Ayche et Trevor Brum font atterrir leurs avions Diamond à turbine.*

# Cornwall Float Fly at Creg Quay



By Mike Cafferky  
Photos by Larry Ingram

Here I am on a Saturday night writing up the post-mortem to our Fall Float fly. In doing so, I was thinking that I should be sitting down for our Saturday night Pot Luck dinner, surrounded by fellow R/C aviators recanting our stories of the day's flying. But... the weather threw us a curve ball and shortened our planned three day event into a day-and-a-half.

In spite of the weather we had an amazing day on Saturday until about 3:00pm. The morning and mid-afternoon delivered perfect flying weather and I think all those who attended agreed that the setting was spectacular.

This was our second consecutive year holding our Fall Fun Fly event at a private beach on Creg Quay Marina in Bainsville, Ontario. As with the inaugural year, we used the event to raise funds for the Beyond 21 charity based in Cornwall, On. This not for profit group serves adults with disabilities in our local community. Over the past two years we have donated just shy of \$800.00 to the charity.

The site of this float fly is an idyllic location situated on a small bay on Lake St. Francis, located approx. 35kms from Cornwall and just an hour-and-a-half southeast of Ottawa. The site is perfectly situated for a multi-day event with room for RV's, and a big field for park flyers and night flying. Unfortunately, the weather forecast scared off the registered campers and forced us to cancel the Saturday night Pot-Luck and the Sunday morning breakfast.

The event was well attended by RC flyers from around the region, including, Montreal, Massena, Brockville and others. The event was advertised around the region to encourage spectators. In the end we generated over \$500.00 for the charity this year and we could not be more delighted.





In all there were 25 pilots who attended with a broad array aircraft. As is the trend today, the sky was filled mostly with foamy electrics, but there were some large scale gasers on hand as well.

Special thanks go to The Quay Estates Residents Association and to Creg Quay Limited who allow us access to the beach and park for this event. Lastly, thanks to the great attendance from flyers and to the hard work of the members who made this event happen.

In the coming weeks, we will begin planning for next years event and hope that the weather cooperates, so that we can encourage flyers to come down for the full three days!





# 2016 British Columbia Scale Classic



By Roly Worsfold  
Photos by Les Isted

The 2016 British Columbia Scale Classic was held July 15 to 17, in Vernon. Ideal weather conditions allowed us to complete six rounds of flying over Saturday and Sunday.

We had 19 entries in five classes from beginner to expert. Six new pilots were entered, which is a very good to see, and the youngest pilot was 12 years old. Pilots came from Washington, Alberta and many areas of British Columbia.

The weather delivered low winds, moderate temperatures, and high clouds which made the weekend very pleasant.

A big thank you to head judge Ron Beauchene and all the members who volunteered as Judges. The Judges were all certified utilizing the US Scale Masters training material. They all completed the NorthWest Scale Aero-Modellers 'on-line' certification process through 'NWSAM head judge' Doug MacMillan.

The event had the newly certified judges do 'Shadow Judging' under the guidance of Doug MacMillan. They judged the flying together and compared the marks with Doug explaining the rationale behind each deduction. Once the 'shadow judging' was completed they went on to judge other rounds on their own.

On Friday the Static Judging was done along with practise flying to prepare for Saturday and Sunday Flying. Friday featured a 'Pizza Feed' at the field - a good time was had by all.

Four rounds of flying was completed on Saturday with the final two rounds on Sunday. Very good to achieve with pilots ready to fly when their turn came up and standby pilots ready to take their turn.

Saturday evening featured a 'Beef on the Bun' BBQ with Bob Hill from Kelowna looking after cooking/cutting and serving the roast. Thanks Bob.

Event volunteers were key to the event; Scorekeepers, score runners, Air Bosses (Dan Idorn and Bernie Lutes) and 50/50 ticket sales all help to make the event a success.

Thank you to "Lester's Hobbies" who donated a \$100.00 gift certificate and gave us a deal on a large Carbon Cub. Rick Hall from Maple Ridge donated a G-4 Flight simulator.

All pilots participating were winners! All were presented with a framed 'event identified' photo of themselves and their plane as an event memento. Thank you all for your participation.

Looking forward to next year - hopefully MAAC and the Vernon Radio Controlled Aero-Modellers will approve a request to host the Canadian 'Open' RC Scale Championships in July 2017.

Many thanks to Les Isted for the report photos.

Links to photos:

Les Isted:

<https://goo.gl/vz8dkT>

Mark Betuzzi:

<https://goo.gl/NUo11r>



Roly Worsfold's Tiger Moth DH 82c gets the once over in static judging.



Shadow Judges in action - Doug, Steve, Harry and Bob.





*Above and Right: Gorgeous details on Greg Davis' 1/3 'fun' scale Heath Baby Bullet. The 75" span model is all scratch built, weights in at 8 lbs and is electric powered.*

*Below: Scott Crosby's 1/3 scale Balsa USA Fokker DR-& is powered by a 85cc DLE, has a 120" span and comes in at 16 lbs.*







*Above, left, and right: 12 year-old Kay Freeman took second place in the ProAm-Sportsman class with his electric powered Super Cub.*

*Below: Doug Stewart's 1/5 Scale Top Flight P-47 comes in for a landing. The 84" span model weighs in at 16lbs and is powered by a 55cc DLE engine. Stewart placed fifth in the ProAm-Pro class with this fun-scale model.*

*Opposite bottom: Keith Bennett's 74", 8lb, 1/4 scale Balsa USA Sopwith Pup cuts through the skies using a 170R3 Saito radial engine.*





## 2016 B.C. SCALE CLASSIC EVENT RESULTS

### ProAM-Sportsman - (entry level)

	Plane	Static	Flight	Total	Place
Scott Crosby	Fokker D7	5.00	93.83	98.83	1
Kay Freeman	Super Cub	5.00	90.00	95.00	2
Norman Cook	Edge 540	5.00	89.42	94.42	3
Keith Bennett	Sopwith Pup	5.00	86.92	91.92	4



### ProAM-Pro

	Plane	Static	Flight	Total	Place
Don Frank	YAK 55	5.00	96.08	101.08	1
Mike Ingram	Chipmunk	5.00	95.17	100.17	2
Bill English	SE 5 A	5.00	93.75	98.75	3
Del Herring	Nieuport	5.00	92.17	97.17	4
Doug Stewart	P-47	5.00	91.08	96.08	5
Paul Bedford	Nieuport	5.00	58.58	63.58	6



### Advanced

	Plane	Static	Flight	Total	Place
Doug Stewart	J3 Cub	92.00	95.42	187.42	1
Mike Ingram	LTR14	92.75	93.75	186.50	2
Bob Scheer	J3 Cub	94.75	89.83	184.58	3



### Expert

	Plane	Static	Flight	Total	Place
Rob Dover	Piper Super Cub	98.50	96.42	194.92	1
Roly Worsfold	Tiger Moth	99.00	83.00	182.00	2
Greg Davis	Heath Baby Bullet	97.50	78.42	175.92	3



### Team

	Plane	Static	Flight	Total	Place
Nick Jost / Lorne Hansen	Nieuport 17	90.25	94.25	184.50	1
Karl Crosby / Scott Crosby	Foker Dr1	92.00	92.42	184.42	2
Bruce Caird / Mike Allman	Waco Ymf3	72.25	0.00	72.25	3



# The Great Grape Gathering 2016



Robert Blair, Mark Rzdaca, Jim DeTar, Matthew King, Vic Nippert, and Jerry Crawmer launch for the first round of the WWII Mass Launch event. A proud Campbell Blair is observing from the far left and Bob Clemens photographs the action. Photo: Roy Smith

by Roy E. Smith

Well, The Great Grape Gathering has come and gone for another year! Once again the weather gods didn't look terribly kindly upon us – although we have had worse years. Having had absolutely perfect weather in the area for the previous weekend, it was too much to expect a repeat on 'our' weekend. On Friday we set up our headquarters shelter about halfway across the field in the N/S direction and somewhat closer to the West side than the East. There was some grumbling about the location but the organizers felt that the likelihood was for fairly light and variable winds and so this seemed like the best location. In the event, they were proved right, for once – a result of pure luck, not any celestial connection providing insider knowledge. The winds were mostly light, with some breeziness at times, and came from every point of the compass at various times throughout the day. Maximums could be achieved within the confines of the field in whichever direction the fickle wind chose to take the models.

The flying conditions on Friday were mostly good and many took advantage of that by getting their flights in for the two-day events as far as possible, the forecast for Saturday calling for much stronger winds and possible rain.

P-30 had eight fliers and FAC Embryo had seven, which is an indicator that folks were taking advantage of the opportunity to fly.

The FAC WW II Mass Launch event was held in honour of a long-time supporter of the GGG, Jack Barker, who we lost earlier in the year. We knew that Jack had developed an abdominal cancer, but expected that he would survive for some time, when he suddenly died of an unexpected heart attack. Jack's wife, Sue, and their son, John, attended for the event and a small ceremony was held on the field, featuring a watercolour painting by Jack on display and some words about Jack from Matt King. This culminated in the release of a set of helium-filled balloons to which was attached one of Jack's fine rubber scale models. The model slowly spun under the balloons during

its initial rise into the sky, as if surveying the field, then steadied in direction as the assembly rose higher, purposefully flying onwards and upwards until it was out of sight.



John & Sue Barker Release the Balloons Carrying Jack's Plane Aloft. Photo: Bob Clemens

Over twenty people attended our Friday evening Fish Fry at Leisures Restaurant in Lakeville and a very good time was had by everyone. Many flying stories were told – and some of the stories were even based at least partly on fact.

Saturday turned out as forecast – strong winds from the South. A number of brave souls did get flights recorded. Most worthy of note was the flying of a junior, Bobby Vidovich, who flew 1/2A Old Favourites, Jr. HL Glider, and the Open HL/CL Glider Combined events. He was the only person to record flights in the Old Favourites event, none of the more seasoned fliers were prepared to demonstrate their skills under the conditions prevailing. Bobby showed us the way, putting in three flights without damaging his aircraft. He won a kit for the 1/2A Fortastrop, which he was very excited to receive. Brian





*The WWII Airplanes. Photo: Roy Smith*

Malin of BMJR Models provided us with the kit and Larry Davidson provided two 10' sheets of polyspan polyester tissue as the prize for the B/C Nostalgia event. Our thanks to both of them.

Despite the wild gusts, more flying than Bobby's was done, as witnessed by the results at the end of this report. The forecast rain did not materialize, fortunately.

Jim Smith flew his beautiful Vic Smeed design cabin model, which was performing well. Unfortunately, Jim did not use an engine shut-off timer and so was subject to some quite variable engine run times. His last flight had a particularly long run – I don't know whether he had perhaps tweaked the needle setting but it ran for 45 seconds and the model was very high when the engine finally quit. It landed within the confines of the airfield, but in a beanfield just North of the runway. Multiple searches have been organised but, as of this writing, the model hasn't been recovered.

Saturday evening saw about thirty of us gather in Swanson Hall, on the airfield, for the traditional chicken barbecue. For a number of years now Heather Mollendorf has taken on the task of organizing this event, which is one of the highlights of the weekend. Her decorative touches, along with the quality of the food she procures, and in some cases prepares, for us, make this always an occasion to remember. This year was no exception. With help from Pat Barlow in transporting the feast to the venue, and Priscilla Whitford's assistance in checking that nothing had been forgotten, Heather provided us with a memorable repast.

On Sunday the winds were forecast to be from the West, veering to the North West during the day and strengthening. We set up on the West side of the field, towards the NW corner, and flying began.



*Bobby Vidovich Readies his 1/2A*

*Photo:Mel Vidovich*



Jim Smith starts his Coquette, a Vic Smeed Design.

Photo: Patti Smith

At 11 minutes past 11:00 am on Sunday, September 11th, we held a minute of silence to mark the 15th anniversary of the attack on the World Trade Centre and also to recognize the loss of four members of the GGG-related model airplane community during the last year.

Those recognized were:-

David Larkin of Ontario: A founding member of SAM 86, one of the two sponsor organizations of the GGG.

Jim Mayes of Florida: A solid supporter of the GGG.

Noel Kirby of Ontario: A long-time supporter of the GGG who had been unable to fly for many years, because of infirmity.

Jack Barker of New York: A member of the WNYFFS and enthusiastic participant in the GGG.

Unfortunately, many people left early on Sunday because of the early wind direction (N) and the forecast that it would worsen – that was a mistake. As it happened, the wind gradually reduced in strength through the day and backed to West-erly, the long direction of the field, and although the breeze remained stiff, it was definitely flyable. That said, Jim Moseley and I decided to fly in the Mulvihill event – we wound and flew, just as the wind veered to Northerly, and both of our models landed in trees immediately to the South of our launch point. Mark Rzadca was later able to retrieve Jim’s with the aid of a pole, but mine remained high in the branches of what I believe to be a hickory tree. The good news is that, since our return from the contest the model has blown down from the tree and is safe indoors.

Now let’s turn to the awards presented at the GGG.

The John Magee Trophy was won by Vic Nippert, who also received a framed commemorative print containing a picture of a Spitfire, a photograph of John Magee and a reprint of his well-known sonnet “High Flight”.

The Jim Anderson Trophy (for highest aggregate in rubber),

and the Jack McGillivray Achievement Award (for highest total points in FAC events) were both won by Jim DeTar.

The Don Reid Memorial Trophy was won by Dominic Algieri flying his Gollywock in SAM Small Stick.

The Bob Gordon Trophy (for highest aggregate score in power) and the MAAC Can-Am Free Flight Trophy (for highest total points in all non-FAC events) were won by Roy Smith.

This year, I’m pleased to report, there was much more competition for the title of NWM Series Grand Champion – the winner being awarded the MAAC Can-Am Free Flight Trophy. The ESFFC, held in August, saw better attendance this year and eleven of the fliers who had recorded scores there were present at the GGG to contend for the trophy. It is to be hoped that the existence of this award will encourage more people to attend both the ESFFC and the GGG, and to fly in more than one category, and more total events, in order to compete for it. It is a very handsome trophy to have on one’s mantelpiece for a year – providing a focal point for some very satisfactory bragging.

Total entries were good this year – 28 fliers signed up, five more than last year, despite the fact that at least six ‘regulars’



Jim DeTar with the Jack McGillivray Achievement Award. Photo: Roy Smith



were unable to attend for one reason or another. I want to thank all those intrepid fliers whose efforts to oppose the law of gravity, in challenging conditions, made the contest successful.

I also want to thank all of those helpers who worked diligently to make the event happen. Lyle Whitford was our CD and dealt with the AMA bureaucracy. Jim Moseley and Jim DeTar were event directors for the non-FAC and FAC events, respectively. Sally Smith manned the desk most of the time (when she wasn't timing flights for me), ably assisted at times by Heather Grigg and others. Heather Mollendorf's organisation of the Barbecue was a triumph. There were many others who lent a hand throughout the weekend, and their assistance is much appreciated. One person in particular, however, is due some special thanks. Jerry Litschi, as usual, was here there and everywhere, setting up and tearing down, laying out the flight line, etc., but this year he took on the extra task of gathering and organising the wine bottles throughout the day, for presentation at the end of each day. This took an enormous weight off my shoulders and made the end-of-day scramble to prepare everything for the award-giving far less onerous (for me). As a result I think I can say without reservation that the little day-end ceremonies went off in a much more professional fashion.

Thanks again to everyone – see you again next year.



Roy Smith with the Bob Gordon Trophy and the MAAC Can-Am Free Flight Trophy.  
Photo: Jim Moseley

### GREAT GRAPE GATHERING 2016 - RESULTS

#### FRIDAY, SEPTEMBER 9

.020 Replica/ ¼ A Nos Gas (3)	Brad Bane	Roy Smith	Ruth Bane
P-30 (8)	Thomas Juell	Bob Clemens	Jim DeTar
Senator (1)	Richard Barlow		
FAC No-Cal Scale (3)	Vic Nippert	Mark Rzacda	Bob Clemens
FAC Embryo Endurance (7)	Jim DeTar	Vic Nippert	Dominic Algieri
FAC Dime Scale (3)	Mark Rzacda	Jim DeTar	Matt King
FAC WWII Mass Launch (6)	Vic Nippert	Jim DeTar	Jerry Crawmer

#### SATURDAY, SEPTEMBER 10

Diesel Duration (1)	Roy Smith		
Vic Smeed Design (2)	Richard Barlow	Jim Smith	
HL/CL Glider Combined (7)	Vic Nippert	Jerry Crawmer	Jim Smith
Jr HL Glider (1)	Bobby Vidovich		
36" Bungee Launched Glider (3)	Vic Nippert	Roy Smith	Richard Barlow
B/C Nostalgia Gas (1)	Roy Smith		
½ A Old Favourites (1)	Bobby Vidovich		
Cloud Tramp (5)	Mark Whalen	Richard Barlow	Robert Blair
SAM Small Rubber Stick (1)	Dominic Algieri		
FAC 2 Bit + 1 (1)	Matt King		
FAC Golden Age Scale (3)	Jim DeTar	Matt King	Mark Rzacda

#### SUNDAY, SEPTEMBER 11

½ A Classic Gas (1)	Roy Smith		
E20 Electric (2)	Jim DeTar	Joe Mollendorf	
SAM Commercial Rubber (3)	Mark Rzacda	Jerry Crawmer	Jim DeTar
Mulvihill/Unlimited Rubber (3)	Mark Rzacda	Roy Smith	Jim Moseley
FAC Simplified Scale (2)	Jim DeTar	Mark Rzacda	
FAC Half Wakefield (3)	Jim DeTar	Lynn Miller	Robert Blair
Don Reid Memorial Trophy	Dominic Algieri		
Bob Gordon Memorial Trophy	Roy Smith	Brad Bane	Jim DeTar
Jim Anderson Memorial Trophy	Jim DeTar	Mark Rzacda	David Acton
The Jack McGillivray Achievement Award	Jim DeTar	Vic Nippert	Mark Rzacda
The NWM Series Grand Champion			
The MAAC Can-Am Free Flight Trophy	Roy Smith	Richard Barlow	Jim DeTar/Jim Moseley

# Float Flying In Bancroft



Garth Stephanson

It's mid-summer 2016, 7:10 AM.

I pulled back the bedroom curtains and the glorious morning sun had crested from the east and the lake was flat calm, like glass... it's another flying morning.

Twenty minutes later I've sipped my first coffee, carried the batteries and transmitter down the 52 wooden steps to the dock, snapped on my inflatable life jacket, sun glasses, and peeked cap, and I've test started the 8 outboard in the dockside recovery boat.

After returning to the cottage and easily releasing the shock cords from the ceiling mount airplane storage corner, I carefully carried my already assembled 82" span Carbon Z E Flight to the Muskoka deck chairs on our large swim dock.

After another on-dock coffee sip, I installed the 22.4V, 4400 MA battery, flipped the on switch, heard the four imperative motor beeps, then confirmed the moving surfaces were functioning, all while staying well clear of the razor sharp 15" prop and assuring the throttle kill switch was active on my transmitter!

After gently placing the 8 lb. Super Cub on the water, a slight push sends it south towards the centre of the two-mile lake.

There was only one distant fisherman on the far shore – the flying zone was clear and safe.

A shot with the left throttle stick, then a figure 8 water rudder

test, and then full power... the model roared for 6 seconds as the prop cut into the air, then she leveled out then slowly and quietly climbed before the steep turn to return to the sweet spot directly in front of the dock.

When I was learning to fly, I had carefully watched and admired the skilled fliers at the Sarasota, Florida, club where my expert respected instructors Dave and Al coached me. Now, I was on my own.



A pass at the right end of the lake – then a run across right in front before full power entering a long inside loop followed by the throttle cut at the top. She behaved as if there were no floats.

Align right in front, then full power for a split S, then an immelman, then a few long slow rolls.

Seven minutes passed and I knew it was time for a battery change. I stayed clear from those 60' shoreline trees behind me. Cut the power, circled and set up for the water landing. Calm and controlled; there was no runway to hit!

By 8 AM the breeze was up, small waves were forming, and water turns would have been more dangerous. The grandkids were laughing in the kitchen, almost ready to invade the dock and confiscate it for the day. Someday, with luck, maybe one of them will want to assemble the Horizon Super Cub in the unopened box in the basement.

As my coach and dear pal, retired dental surgeon Dr. Bob, often reminded me... do it while you can!

Flying is more than a transmitter, it's a culture.





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Water Resistant Foam ..... FTSBK300B

### Mighty Mini Sportster



Standard Foam ..... FTSBK350  
Water Resistant Foam ..... FTSBK350B

### Mighty Mini Tiny Trainer



Standard Foam ..... FTSBK210  
Water Resistant Foam ..... FTSBK210B

### Mighty Mini Cruiser



Standard Foam ..... FTSBK190  
Water Resistant Foam ..... FTSBK190B

### Mighty Mini Arrow



Standard Foam ..... FTSBK310  
Water Resistant Foam ..... FTSBK310B

### Mighty Mini Guinea



Standard Foam ..... FTSBK200  
Water Resistant Foam ..... FTSBK200B

### Mighty Mini Scout



Standard Foam ..... FTSBK170  
Water Resistant Foam ..... FTSBK170B

### Mighty Mini Sparrow



Standard Foam ..... FTSBK320  
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T3910/820KV ..... EXFXPRT3910

### Mighty Mini Pun Jet



Standard Foam ..... FTSBK220  
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### Mighty Mini Speedster



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- (1) ESC - BL Heli - 12 amp
- (Xt-30 Connectors)
- (4) Servos - ES9051 5g
- (1) Y-Lead (30cm)
- (2) Extensions (20cm)
- (4) Linkage Stoppers
- (2) Propellers (6x3)
- (1) Allen Wrench (1.5)
- (1) Screwdriver
- (1) Custom Flite Test Lipo Bag (8"x10")



### POWER PACK A TWIN FTSPPA2

- (2) Motors - EMaxx MT1806
- (2) ESCs - BL Heli 12 amp
- (Xt-30 Connectors)
- (4) Servos - ES9051 5g
- (1) Y-Lead (30 cm)
- (2) Extensions (20cm)
- (4) Linkage Stoppers
- (4) Propellers (2x Clockwise, 2 Counter Clockwise)
- (1) Allen Wrench (1.5mm)
- (1) Screwdriver
- (1) Custom Flite Test Lipo Bag (8"x10")



### POWER PACK F FTSPPF

- (1) Motor - EMaxx-2204
- (1) ESC - BL Heli - 12 amp
- (Xt-30 Connectors)
- (4) Servos - ES9051 5g Servo
- (2) Extensions (20cm)
- (1) Y-Lead (30 cm)
- (4) Linkage Stoppers
- (2) Propellers (6045)
- (1) Allen Wrench (1.5)
- (1) Screwdriver
- (1) Custom Flite Test Lipo Bag (8"x10")

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By Saverio Prato 82039

The 2016 Canadian Space Modeling season began with the CanAm Cup held in Muskegon County, Michigan on June 25-26. The Canadian Team consisted of MAAC Members Peter Cook, Taras Tataryn, Kevin McLeod, Richard Duczmal, and Saverio Prato. Lucy Prato provided invaluable support in the field, freeing up members to concentrate on prepping and flying their models. Peter Cook and Taras Tataryn also served on the FAI Jury, alternating in the S2P event so the other could fly. Canada provides one Jury member to ensure the event maintains its World Cup status.

## MEET OVERVIEW

The meet was sanctioned by the FAI (Federation Aeronautique Internationale) as an open international World Cup competition and by the NAR (National Association of Rocketry), the US Space Modelling sporting authority, as a NAR Regional competition.

The contest was conducted over two days and included the following events: S2/P (Precision Fragile Payload - Egg Lofting), S3A (Parachute Duration), S4A (Rocket Glider Duration), S6A (Streamer Duration), S8E/P (Radio Controlled Rocket Glider Duration and Precision Landing) and S9A (Gyrocopter Duration).

All events were flown in three forty-five (45) minute windows.

The launch site was generally flat, adjacent to a wastewater treatment facility, and included an established corn field on the east perimeter. The north

perimeter of the site included some elevated power lines and a row of tall trees.

With the first days moderate winds prevailing from the south, both the power lines and tree line were in the projected recovery zone.

## DAY ONE: S6A, S9A, S8E/P

The morning of day one saw 45 minute launch windows alternating between three rounds of S6A and three rounds of S9A .

The skies were clear and temperatures in the mid 20s Celsius. The very light S6A models are highly responsive to thermal lift and it was difficult to read the air and determine when thermal activity was occurring. Finding thermals is critical in order to optimize flight times.

Both Peter and Saverio registered three qualified flights each in S6A and managed to keep the models out of the trees and power lines. Peter managed a fourth place finish and Saverio a sixth.

S9A also proved to be a challenge for Team Canada. Peter recorded three qualified flights with one model landing in the top of a tree along the north border of the launch site. Saverio recorded two qualified flights and one disqualification when the piston launcher malfunctioned. Our faithful helper Lucy Prato spent much of the day in the recovery zone north of the trees, blind to the actual launch site in a gallant effort to recover the models. At the end of the day Saverio and Peter both earned a Bronze Medals, tied for third place.



Above: Peter Cook's S9A Gyrocopter Duration model at liftoff using a launch tower.

Top: Peter Cook's S9A Gyrocopter gully deployed as it descends very slowly.





Left: Lucy Prato locating and returning models from the recovery area north of the tree line.  
Right: Kevin McLeod preparing his S8P R/C rocket glider for launch.



The S8E/P event was held in the afternoon of day one. This marked the first time in a number of years that Canada participated in this event internationally. Both Kevin McLeod and Richard Duczmal entered this event and were challenged to keep their radio controlled models aloft for the required six minutes followed by a precision landing.

Richard managed to find some good thermal activity on his second flight and completed a 5m59s flight. He could not however capitalize on a near perfect duration and failed to score any landing bonus points.

Kevin utilized his flying skills to get as much air time as possible and scored two perfect landings obtaining 100 bonus points each time. Both Kevin and Richard qualified for the fourth and final flights of the competition and represented Canada well. Kevin won the Silver Medal and Richard finished a close and very respectful fourth. These results were outstanding and both Kevin and Richard are to be commended for their inaugural efforts. We anticipate even greater results in the future.

### DAY TWO: S3A, S4A, S2/P

The weather forecasts for day two were ominous. We were greeted at the launch site with dark threatening clouds and gusty winds. The first launch window of the day was S3A and both Peter and Saverio managed to get their first flights in before the rains came and put an hour and 45 minute halt to the day's activities.

Round one of S3A resumed under more tolerable conditions and those modellers that held out benefited from the improved conditions. In round one, Peter's model failed to fully deploy a parachute and was disqualified. He could not locate his model when it landed down range and decided not to fly in

rounds two and three. Saverio managed three qualified flights. In round three, his model drifted out of the timer's sight behind the tall trees down range and timing of his model had to stop even though it was still aloft. In spite of his misfortune, he managed fifth place.

The gusty conditions proved to be troublesome for the S4A rocket gliders. It was very difficult to trim the models for the conditions and there was not thermal activity to help keep the models aloft. Peter cook decided to withdraw his entry due to the difficult weather conditions. He had already lost his S9 and S3 models and did not want to risk losing his S4 model as it was needed to compete in the 2016 World Championships in two months time. Saverio once again managed to record three qualified flights, finally managing to get the trim right on the last flight. At the end of the day, Saverio earned a third place Bronze Medal.

Due to the weather delays it was decided to run the S2P event concurrent with the S3A and S4A events. The objective of this event is to loft an egg exactly 1,000 feet in the air and return it safely (i.e. unbroken" in exactly 60 seconds. The total of three launches were scored and the egg must survive to the conclusion of the event.

Saverio designed a model to fly with an Estes "E" engine and use an electronic parachute release system to activate the parachute when it was descending through 300 feet. His round one launch appeared to go well, however the parachute was not properly ejected from the model and failed to deploy. The model hit the ground in 27 seconds after launch, breaking the egg. When the altimeter data was downloaded, the rocket flew to a near perfect altitude of 1,002 feet. Unfortunately his



Richard Duczmal preparing his S8P R/C rocket glider



Above: Taras Tataryn hooking up his S2P egg lofter for launch.

continued on page 89















# A Quick Guide To Photo Editing



by Larry Ingram

In the last issue I said I'd be teaching you a bit of editing using a free program I've used for years. As luck would have it the program is from Google and available for free download but it won't be getting any future updates. That won't really be a problem because the current version will serve you quite well until you decide to get much more serious about your editing.

The program is called Picasa, and a web search will find several free download sites offering it. Not only is it a powerful editing program but it can also catalogue all the photos on your hard drive.

I'll be using screen captures to show you the important features but with a bit of experimentation you'll learn what the other features do, and whether they are of much use to you.

After your download it will want to scan your hard drive and ask you a few simple questions and once done you can open the program and learn about the different sets of features. The first page is pretty straightforward, and the second page is very simple to use and can really help your photos.

The third page is a lot less useful however you may want to play around with the Sharpening tool and Saturation tool but don't go overboard. A little goes a long way and too much can really get you in trouble. I won't be covering what the fourth and fifth page do but it's pretty obvious once you open each of them.



## BASIC ADJUSTMENTS

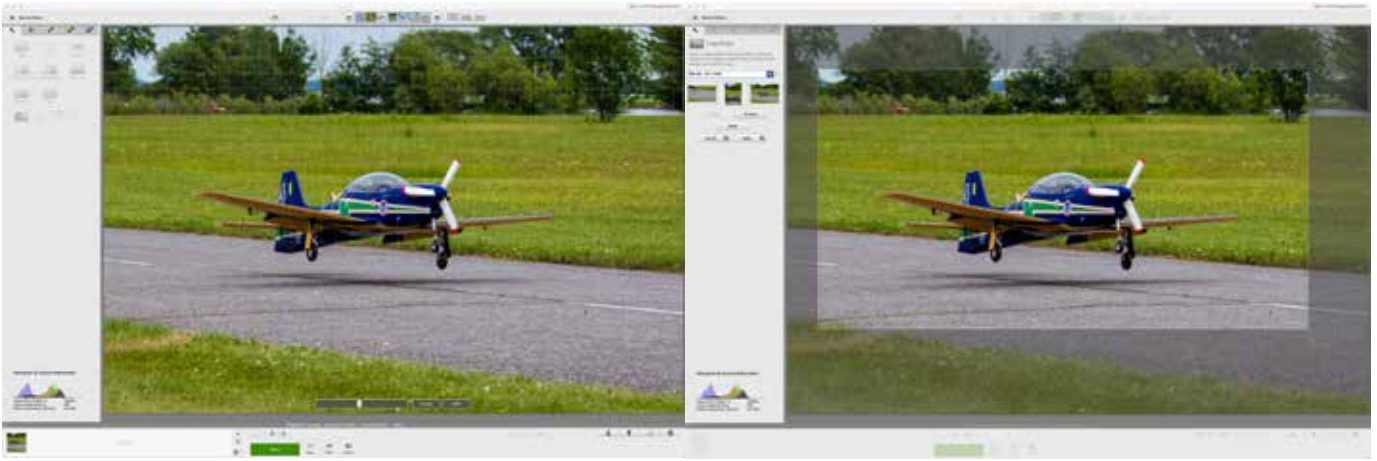
On page 1 (Wrench symbol) we'll need to learn about the crop, straighten and retouch tools and maybe even the text tool depending on what you're up to.

The crop tool is very versatile because it gives you several common crop sizes but also allows you the freedom to pick your own ratios and save them for later use.

The straighten tool is straight forward but in using it you may sacrifice some of your image if it's framed poorly. If you have a body of water in the background this is where you make it look "right" by leveling it left to right.

The retouch tool is generally used to remove the spots dust on your sensor or lens leave in your images at small apertures like f 16 or higher, but can be used to fix other flaws once you get good at it.





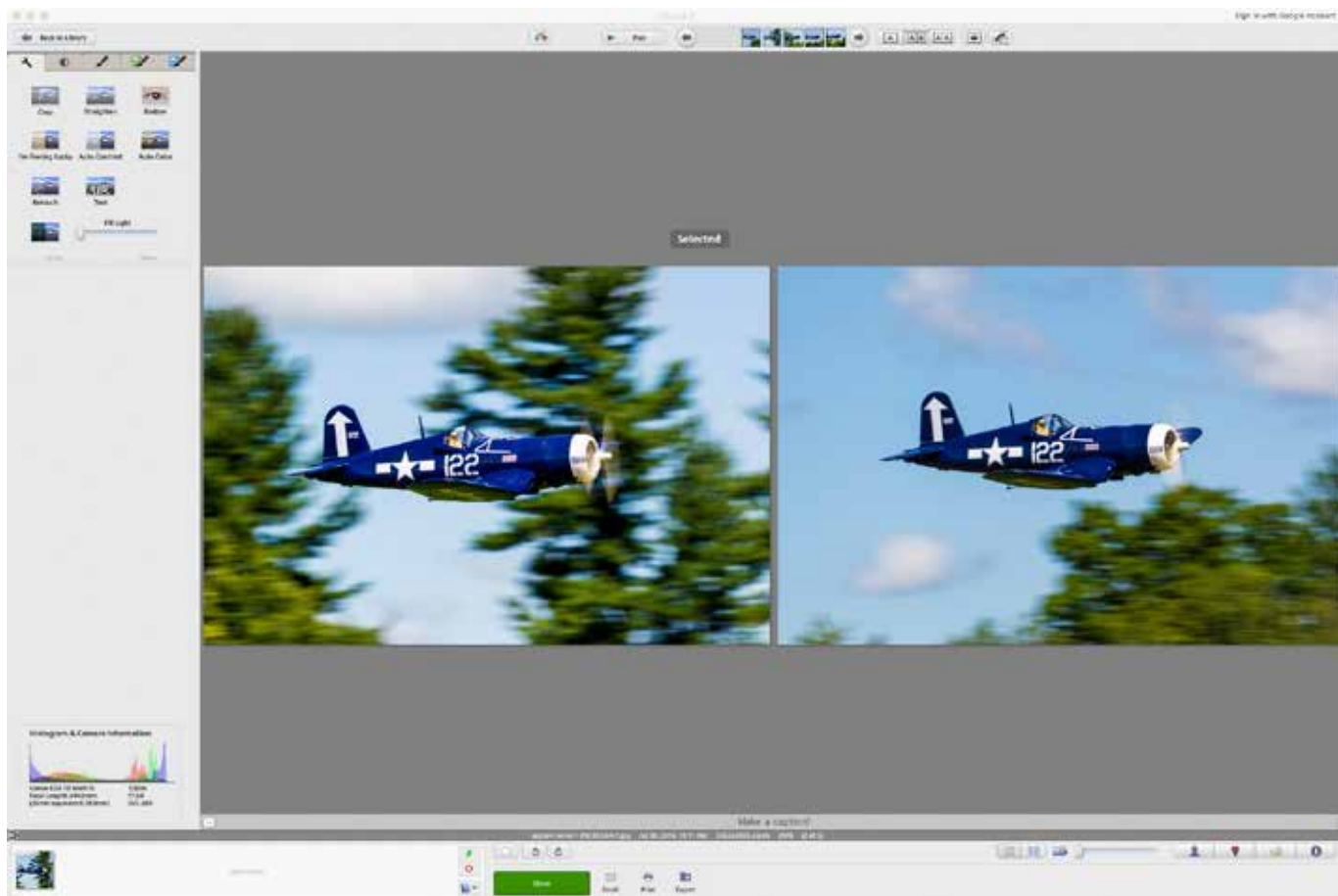
Page two is your friend, and it allows simple but effective exposure adjustments, and you can use combinations of those adjustments to enhance, or emphasize what you've photographed. I use the 'Highlights' and 'Shadows' sliders a lot to bring up different parts of the planes against the sky or a tree background.

The 'Colour Temperature' tool may come in handy for indoor shots of a build when you've shot under tungsten or fluorescent lights but won't be used very often in photos taken outdoors.

The white balance tool is another we won't use very often for this but can be used when a photo was shot in strange light. It's my best friend when editing underwater photos but I do that in a much more powerful program.

The third page offers lots of creative adjustments but for now we're only interested in the "Sharpen" tool which can help improve what should be sharp edges but are slightly fuzzy (or soft). It's rare that you'll use it but if you do work with your image at 100 to 200% to fully see what's being modified.





### PICKING THE BEST PHOTOS

If you end up like me you'll shoot lots of photos at an event (fun fly) but in general you should pick out the most interesting and best focused photos for your album.

I start by working my way through the days photos and select (using the little green pin beside the selection tray) a group of photos I think are worthy and then Export them into a new album, selecting "use original size and Automatic" to duplicate the full file as a copy.

These copies get the editing, and I name that album with the current albums name and add Edits to the title. (If I've shot several hundred photos that day there will be edits 1, edits 2 etc. so I can work in batches.)

When we move to the new album I usually start by cropping or straightening when needed, and when cropping the general rule is to crop tighter behind the plane than in front so it has a place to be going within the photo. If however it's got the smoke on I place the front of the plane near the edge with the smoke trail across the frame.

Once cropped I move to page two and use the sliders to adjust the brightness of the highlights, shadows and maybe the overall scene. If I like what I see I'll move on to the next photo but if I see some dust spots in the sky areas I'll move back to page one and use the Retouch brush to clean up my sky.

It's extremely rare to have them show up in the background on low passes. It doesn't take very long per photo to get a nice set selected once you've spent an evening at it and each time you work at it you get more efficient both at knowing which photos can be improved and whether they are worth the trouble.

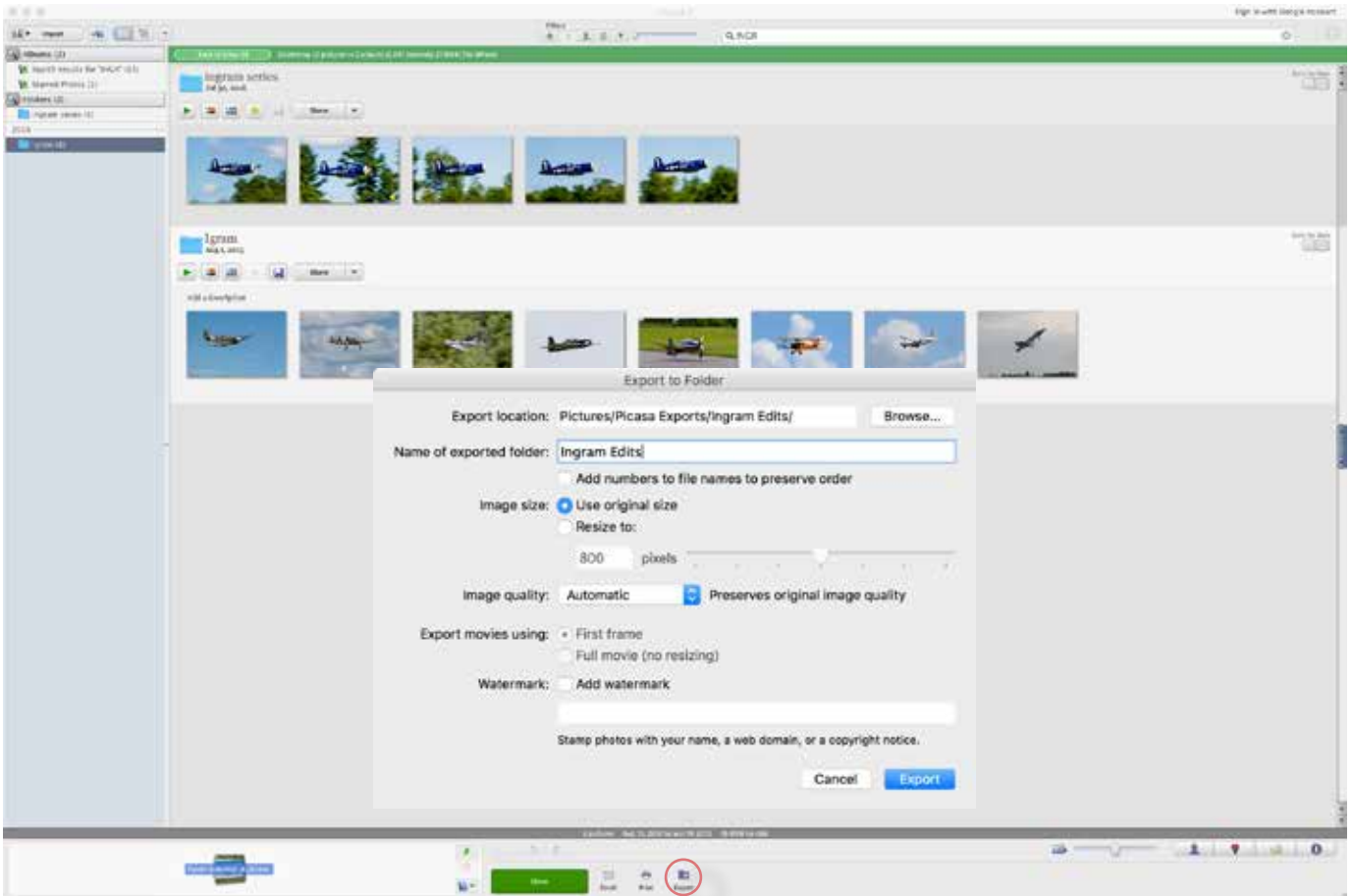
At this point, now that all your edits in the set are done, you can do another Export at a lower resolution for web sharing or attaching to emails etc or at full resolution with the edits made permanent. The set you've been working with can be re-edited or you can cancel your changes because Picasa has kept a record of each thing you tweaked and can reverse them.

My routine is to do both, and I add my watermark info to the low resolution set while they are being downsized. (The © sign is made on a PC by holding down the Alt key and typing 0169 on the number pad. On a laptop you also need to hold down the Fn key)

When Exporting for web sharing resizing to 1600 pixels and Normal is more than adequate plus it helps those of us with slow internet service to run an album with the slide show option. When Exporting the two new albums get names like Final Edits and lr (low res) or ul (upload) added to the original title so I can save all of it to another hard drive as a back up and for later use when needed.

One final thing I need to point out one important thing about editing photos with a computer. The vast majority of us like our monitors, phones and tablets to have a bright display which is fine, but photo printers can't make our prints as bright as we're used to seeing them. To edit and print at home you would need to turn your monitor's brightness setting WAY down. Because this article is aimed at editing to view and share on computers via the internet I'll stick with that form of edit. However if you decide to expand how you use your photos and want to print at home take the time to research "calibrating your monitor for photo editing"; which is a big topic by itself!





## Submission Guidelines

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

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

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

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

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

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

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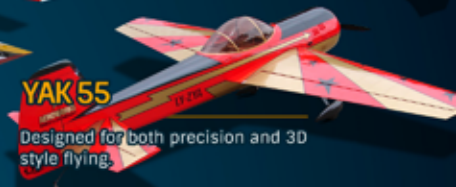
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Aircraft Modelers Research



# The Very Real Danger Of Lipo Batteries



From Steve Woloz

Unfortunately one of the clubs in the St. Lawrence Zone, Club CRASH, suffered a significant loss as the result of a fire that was started from charging lipo batteries. The resulting fire totally destroyed their clubhouse and its contents before it could be put out. Thankfully no one was hurt but there is substantial loss to all the club and its members.

It is important to point out that all of the club members are quite knowledgeable in electronics and the lipo batteries used to power their craft. They were also prepared with a fire extinguisher available, which was used to slow down the fire. However in the end the fire extinguisher was not enough to put out the blaze.

As we adopt new technologies into our hobby, it is important to not only appreciate the benefits, but to also understand the risks and ensure we are prepared to mitigate those risks.

The internet is a great resource for information, and there are no end of sites that can help you learn more about just about every aspect of our hobby. 'TheDroneGirl.com' is a good example of a site that had this brilliant look at LiPo batteries, Written by Jessika Farrar, that can be applied by any of our members using LiPo batteries, not just the drone pilots who the site is aimed at. ✈





# 15 Things Every LiPo User Should Know



from DroneGirl.com, by Jessika Farrar

1. Never charge, discharge, use, or store a damaged or puffy LiPo battery. Immediately follow proper disposal protocols.
2. Avoid purchasing used LiPo batteries. You never know what the previous owner did with them and they could already be badly damaged. "LiPo Battery Like New, Used Once" is usually a scam and should be avoided.
3. Always use a proper LiPo battery balance charger/discharger when charging and discharging your LiPos. It is crucial that all cells in a LiPo battery maintain the same voltage across all cells at all times. If the voltages across the cells deviate too much from each other (5mV ~ 10mV), the battery can become unstable and dangerous. (Unless it's a single cell LiPo, in which case you do not need to worry about cell balance).
4. Always use a fire proof LiPo safety bag, metal ammo box, or other fire proof container when you are charging, discharging, or storing your LiPo batteries. While LiPo fires are rare, they can happen incredibly quickly and can do a lot of damage. All it takes is an internal short circuit to set the battery off. There is no way to predict when it will happen. It does tend to happen more often when batteries are fully charged, being overcharged, or while being discharged, but it can happen to any LiPo at any time. Never fill the container to capacity with your batteries, always follow manufacturer recommendations on LiPo bags for how many mAh's it can safely contain. Do not settle for cheap Chinese knock-off bags!
5. Do not use your flight case/travel case for long term LiPo storage. The foam and plastic in these cases can help spread a LiPo fire. Always use a fire proof container such as a metal ammo box or fire proof safe for storage.
6. Never leave your LiPo batteries charging while unattended. If a battery starts to become puffy, smoke, or catches fire you need to be able to immediately handle the situation. Walking away for even just 5 minutes can spell disaster.
7. A LiPo fire is a chemical fire. Always keep a Class D fire extinguisher nearby your battery charging/discharging and storage area. The battery charging/discharging and storage area should be free from any materials which can catch fire such as wood tables, carpet, or gasoline containers. The ideal surface for charging and storing LiPo batteries is concrete or ceramic.
8. Never overcharge a LiPo battery. Typically a full charge is 4.2v per cell. Never "trickle" charge a LiPo battery.
9. Never discharge a LiPo battery below 3.0v per cell. Ideally you never want to go below 3.2v per cell to maintain a healthy battery. 2.9v per cell and lower is causing permanent damage.
10. Never leave your LiPo batteries sitting around on a full charge for more than 2-3 days. If by the 3rd day you realize you are not going to use your battery today, you need to discharge your battery down to 3.6v-3.8v per cell for safe storage until you are ready to use the battery again.
11. Always store your LiPo batteries at room temperature. Do not store them in a hot garage, or in a cold refrigerator. Even though a cold battery has less chemical reaction taking place which can prolong its lifespan, taking a battery out from a cold fridge can cause condensation to occur on the inside of the battery, which can be very dangerous.
12. Always remember that heat is the number one enemy of LiPo batteries. The hotter your batteries get, the shorter their lifespan will be. Never charge a battery that is still warm from usage, and never use a battery that is still warm from charging.
13. Depending on how they are used, most LiPo batteries typically do not last longer than 300 charge cycles. Leaving them around on a full or depleted charge all the time, running them completely dead, or exposing them to high temperatures will shorten this lifespan dramatically.
14. LiPo batteries do not work well in cold weather. The colder it is, the shorter your run times will be due to the slowing down of the chemical activity within the battery. If it is below 14F (-10C), LiPo usage is not recommended at all. Your battery could cause your R/C vehicle to suddenly fail without warning in these temperatures.
15. Always pack your LiPo batteries in your carry-on bag and never in your checked baggage when traveling on an airplane. It's the law.

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de Havilland Beaver  
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## IN-FLIGHT SERVO LOADS

To follow up on an earlier column, I now have the results of my in flight testing of servo loads. With my electric-powered Top-Flite Cessna 182, I have six analog servos on-board. I have the Electronic Speed Controller BEC set to 6 volts DC.

On the ground, with all six servos at maximum deflection with the flaps moving, the current hit a maximum of 1.7 amps or 1700 milliamps. The BEC voltage was very stable at 6 volts.

In the air, under load, the maximum current drawn by the servos was 1220 milliamps. In the air when flying, you will likely never have all six servos at full deflection, this is probably why the current in amps was lower when flying.

With my electric-powered Hobbistar Mk 3, 1.43 amps (1430 milliamps) of current were drawn using four analog servos when on the ground. During

flight, 1770 milliamps (1.77 amps) was the maximum reading of current drawn. The B.E.C. (Battery Eliminator Circuit - Supply voltage) was a steady 6 volts D.C.

## USING CRASHED COMPONENTS

During the 2015 flying season, I crashed one of my aerobatic planes. Very few of the parts and pieces from the former Aeroworks Edge 540T were useable. One thing I am always reluctant to use again, is a receiver from a crashed airplane. However, after very thorough testing I did transfer this receiver from the crashed airplane into another.

After very thorough testing including on the ground and lots of flights, no problems surfaced. However, about six months later, in preparation for another flight, when power was applied to the receiver, all the servos were moving back and forth and some servos were driven to full deflection.

Once I swapped out the receiver, the problems stopped. It really goes to show that it is not wise to reuse a receiver that has been in a severe crash.

Upon further examination under a microscope, it appears there was a foreign material on the main signal lead to the servo connectors. All the traces looked good without any of the traces broken. After an extensive cleaning with alcohol, the receiver is once again working. I will not use this receiver again, it is too unreliable to trust it to give me safe flights.

## HEED THE WARNINGS!

On one of my flights with my electric-powered Cessna 182, my telemetry gave me a warning that my on-board engine battery was getting low. I set up for a landing, flew the pattern and landed the airplane.

After I landed the airplane, there was not enough power left in the battery to bring it back to the flight station. It's a good thing I listened to the warning and did not try to fly any longer.

I have set the low battery warning a little higher to give me more time to land. ✈

# Spectre radio



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## CHARGE ALAIRE DES SERVOS

Histoire d'effectuer un suivi sur une chronique précédente, j'ai accumulé les résultats de mes tests en vol des charges que doivent soutenir les servos. Mon Cessna 182 (de Top Flite) électrique est doté de six servos analogues. Mon éliminateur de batterie (BEC) sur mon contrôleur de vitesse est ajusté à 6 volts (courant DC).

Au sol, lorsque j'actionne mes servos à leur déflexion maximale et en actionnant les volets, le courant atteint un maximum de 1,7 ampère ou 1 700 milliampères. Le voltage du BEC, lui, demeure très stable à 6 volts.

Une fois là-haut et soumis à une charge alaire, les servos extrayaient un courant maximal de 1 200 milliampères. Lorsque vous ferez voler une maquette, vous n'aurez vraisemblablement jamais les six servos actionnés à leur déflexion maximale en même temps. Voilà pro-

bablement pourquoi le courant (en ampères) était plus bas lorsque la maquette volait.

Lorsque je me suis tourné vers mon avion Hobbistar Mk 3 électrique, le courant sollicité était de 1,43 ampères (1 430 milliampères) à l'aide de quatre servos analogues, la maquette au sol. En vol, la lecture était de 1 770 milliampères (1,77 ampères). Le BEC affichait 6 volts (courant DC)... très stable.

## L'UTILISATION DE COMPOSANTES APRÈS UN ÉCRASEMENT

Au cours de la saison de vol 2015, l'une de mes maquettes acrobatiques s'est écrasée. Très peu des pièces du défunt Edge 540T (d'Aeroworks) étaient utilisables. J'affiche toujours une réticence à réutiliser le récepteur d'une maquette qui s'est écrasée. Toutefois, après avoir beaucoup testé l'un d'eux – au sol comme lors de plusieurs vols – aucun problème ne s'est manifesté. Toutefois, environ six mois plus tard, lorsque je me préparais à effectuer un autre vol, tous les servos remuaient dans un sens

et l'autre – certains sont passés à leur déflexion maximale – alors que j'ai alimenté le courant du récepteur.

Une fois que j'ai changé de récepteur, le problème a cessé. Cela montre qu'il n'est pas sage de réutiliser un récepteur qui a été impliqué dans un grave écrasement.

Après avoir examiné mon récepteur au microscope, il semble qu'une matière étrangère se trouvait logé sur le fil principal de signal vers les connecteurs de servo. J'ai remonté jusqu'aux traces et elles ne semblaient pas cassées. Après avoir soigneusement nettoyé le tout à l'alcool, le récepteur fonctionne une fois de plus. Je ne m'en servirai plus; je ne lui fais plus confiance.

## NOTEZ LES AVERTISSEMENTS!

Lors d'un de ses vols, le système de télémétrie de mon Cessna 182 m'a lancé un avertissement voulant que ma batterie de moteur était en train de s'épuiser. Je me suis préparé à l'atterrissage, j'ai effectué un circuit et j'ai fait atterrir ma

*suite à la page 79*





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## BALSA BEAVERS AND ALL THAT...

At the risk of indulging in some in shameless self-promotion, I am proud to announce that the Toronto Balsa Beavers are entering their sixth decade in October of 2017.

As a long-time member, this is as much an amazing event for me, as it is probably for the founding members who allowed me to join the club so many years ago!

Needless to say, it is the flying circles at Centennial Park in Etobicoke that have been the club's keystone to success.

Before we had a permanent flying site, we moved about like nomads, always looking for a place to call 'home.' We had contests at the Woodbine race-track, CFB Downsview (as it was in those days!), and the Gross Machinery parking lot at Jarvis and Esplanade.

Our flying sessions were held at many locations, with Marie Curtiss Park being the most popular site. But Centennial Park provided the club with roots, and an identifiable place for other modellers to find us. It is probably one of the reasons

*Mike McMahon's gorgeous CF-100 Control Line Profile Scale model, powered by two electric ducted fans with motor control. The model is approximately 48" in span, drawn and scratch built by the flyer! / La magnifique copie volante profil de vol circulaire CF-100 de Mike McMahon, mûe par deux moteurs électriques de type fan et qu'il peut contrôler. Celle-ci est d'une envergure d'environ 48 pouces et Mike l'a construite de façon artisanale!*

that we are still alive and kicking after all this time.

The other club icon is the website, which is so competently organized and maintained by Doug Blackmore, who is both a talented modeller, and a very competent computer software specialist.

Stuart Henderson launched the site originally, but decided he wanted a rest from the daily maintenance chores after many years of service. When Doug took it over, he made it compliant to cell-phones, tablets, and computers, along with providing it with a million other enhancements that would have cost us hundreds of thousands of dollars to get done if we didn't have Wizard Doug to do the work for us gratis!

So if you require contest information, the MAAC C/L Rule, directions to some Ontario C/L flying fields, and a lot more, please go to [www.balsabeavers.com](http://www.balsabeavers.com) to look up the site.

## THE TIMES THEY ARE A CHANGING...

I always tell anyone who will listen that they don't make things like they

used to, and thank heavens for that!

New technology is becoming available to Control Line flyers all the time, and many time-honoured ways of doing things are changing due to the influence of some new innovations.

For instance, if you want to add throttle control to a model, you could do it the old fashioned way with three control wires, a Roberts bellcrank, and a Roberts handle. Or you could use some of the new 2.4 GHz radio control equipment to do the same job, at probably less money. Then, add an extra servo, or two, into the mix, and you may also be able to have operating retracting landing gear, and flaps, as well!

If you look at the General Rules, you will see that this is all perfectly legal, providing that the primary elevator control is operated by the control wires and handle.

Some events, like Precision Aerobatics, may not allow this yet, but for Scale, and other events where it is not specifically prohibited in the event rules, it is all perfectly acceptable for competition. ✈

# Vol Circulaire



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## LES BALSAS BEAVERS ET TOUT LE TRALALA...

Au risque de me complaire dans une promotion personnelle sans vergogne, je suis fier d'annoncer que les Toronto Balsa Beavers entreprendront leur sixième décennie en octobre 2017.

En ma qualité de membre de longue date, cet événement est tout autant stupéfiant que ce ne l'est pour les membres fondateurs puisqu'ils m'ont autorisé à me joindre au club, voilà bien des années!

Il va sans dire que les cercles de vol du parc Centennial d'Etobicoke ont toujours constitué la pierre angulaire du succès du Club.

Avant de nous doter d'un terrain de vol permanent, nous nous déplaçons comme des nomades et cherchions toujours un endroit. Nous avons disputé des concours à la piste de course de Woodbine, à la Base des forces canadiennes (BFC) Downsview (ainsi s'appelait-elle!) et au terrain de stationnement de la société Gross Machinery, angle Jarvis et Esplanade.

Nos séances de vol se déroulaient en plusieurs endroits, le parc Marie Curtyss étant le plus populaire. Cependant, le

parc Centennial nous a offert des racines, un endroit bien identifié où pouvaient converger les modélistes. C'est probablement l'une des raisons pour lesquelles nous sommes encore bien vivants et actifs après tant d'années.

L'autre icône du Club, c'est son site Web qu'organise et entretient si bien Doug Blackmore, un modéliste de talent et spécialiste de la programmation informatique.

Stuart Henderson a lancé le site à l'origine mais il a décidé de prendre du repos avoir l'avoir entretenu quotidiennement pendant plusieurs années. Lorsque Doug a pris la relève, il l'a rendu compatible aux applications de téléphone cellulaire, aux tablettes et aux ordinateurs en plus d'y apporter un million d'améliorations qui, autrement, nous auraient coûté des centaines de milliers de dollars, n'eût été du magicien Doug qui nous fait tout ça gratuitement!

Si vous avez besoin de renseignements, des règlements du MAAC pour le vol circulaire, de directions pour se rendre à certains des terrains de vol en Ontario et bien plus encore, consultez le site [www.balsabeavers.com](http://www.balsabeavers.com).

## LES TEMPS CHANGENT...

Je dis toujours à tout le monde qui

veut bien écouter qu'on ne fabrique plus les choses comme auparavant et Dieu merci!

Une nouvelle technologie est disponible auprès des modélistes du vol circulaire et plusieurs méthodes éprouvées sont en changement grâce à des innovations.

Par exemple, si vous voulez ajouter un contrôle des gaz à une maquette, vous pourriez vous y prendre grâce à la méthode traditionnelle avec trois filins de contrôle, un guignol (bellcrank) et une poignée Roberts. Ou encore, vous pourriez vous tourner vers l'équipement de technologie 2.4 GHz, et ce, pour moins cher. Ensuite, ajoutez un servo supplémentaire ou deux et voilà que vous pourriez faire fonctionner un train d'atterrissage escamotable et des volets!

Si vous jetez un coup d'œil aux règlements généraux, vous vous apercevrez que tout cela est parfaitement légal, en autant que le contrôle principal de l'élévateur soit effectué à l'aide des filins métalliques et de la poignée que vous tenez.

Certains événements, comme l'acrobatie de précision, n'autorisent peut-être pas encore cela mais dans le volet copies volantes -- et d'autres événements qui ne l'interdisent pas précisément -- c'est tout à fait acceptable en compétition. ✈

# Vol circulaire acrobatique



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Lorsqu'on songe à la saison de vol de cette année, nous avons joui d'une bien belle météo de vol dans le sud de l'Ontario. Sauf – bien sûr – lors des concours. Les épreuves de Toronto et du district, le Southern Ontario Control Line Championships et le concours Summer Stunt de Niagara Falls ont tous été disputés en dépit de vents dont la vélocité dépassaient la zone de confort des pilotes qui préfèrent du vol un peu plus détendu.

Et alors?

Si vous voulez que votre maquette vole bien et qu'elle survive à des conditions peu clémentes, il est essentiel qu'elle soit bien ajustée. Bien qu'il soit possible – je ne le recommande pas – de contrôler une maquette mal ajustée dans un circuit par

temps calme, c'est une prouesse de le faire lorsque le vent rugit... et vous risquez de perdre vos points à la suite d'un écrasement!

En particulier, il est critique de trouver le point d'équilibre d'une maquette. Une maquette qui est lourde du nez va peut-être voler tout en douceur lorsque le temps est calme mais lorsque le vent se manifeste, cette même maquette résistera à tout virage, ce qui compliquera même le plus simple des loopings. La meilleure marche à suivre, c'est d'ajuster votre maquette pour que le point d'équilibre soit ramené le plus à l'arrière, tant que vous arrivez à la piloter en douceur par temps calme.

À partir de ce point de référence, préparez-vous à ajuster votre appareil lorsque les conditions changeront. Ajoutez un peu de poids au nez par temps calme et retirez-le lorsque le vent

revient.

Autre chose à considérer afin d'améliorer votre circuit : une poignée qui est confortable dans la main et qui offre une ferme poigne. Cette poignée deviendra glissante aussitôt qu'elle est enduite de sueur, de crème solaire ou d'huile de ricin (castor oil). Procurez-vous ou fabriquez une poignée qui est bien proportionnée à votre main et qui est confortable et appliquez-y du ruban antidérapant. Si votre poignée glisse dans votre main à un moment critique de votre circuit, vous n'aurez pas une bonne connexion avec votre maquette.

L'autre jour, je songeais à cette emprise qu'a le vol circulaire acrobatique sur plusieurs d'entre nous. Cette année, au moment de rédiger ces lignes, j'ai été chanceux de pouvoir inscrire 150 vols. Si j'étais une moyenne d'un peu plus de

*suite à la page 67*



# Control Line Aerobatics



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Thinking back on the flying season this year, there was a lot of really good flying weather in Southern Ontario. Except, of course, on contest dates. The Toronto and District, the Southern Ontario Control Line Championships and the Summer Stunt in Niagara Falls were all completed in winds that were outside of the velocity that made for relaxed flying.

So what?

So in order to fly well and to ensure perhaps the model survives the conditions, it is essential that the plane is well trimmed. While it is possible (but not advisable) to nurse an improperly trimmed model through the pattern on a calm day, doing that when the wind is gusting can lead to a loss of pattern points due to a crash!

In particular, adjusting the balance point of the model is critical. A nose-heavy model may fly smoothly in perfect air but when the wind is blowing, that nose-heavy model will resist turning making even round loops a thrill. The best bet is to trim your model with the balance point as far back as you can still fly it smoothly in perfect air.

Be prepared to trim for the conditions you may encounter from there. Add a little nose weight for calm conditions and take it out if the wind returns.

Another thought on improving your pattern is a handle that fits the hand nicely and feels comfortable and secure. Sweat, sun screen and castor oil will make your handle very slippery and therefore your grip on the handle insecure. Get or make a handle that is properly sized for your hand and feels comfortable and apply a quality grip tape. A handle that may slip even a little at a critical time in the pattern is not the right connection to your model.

I was thinking the other day about the hold stunt flying has on many of us. This year, as of writing this, I have been fortunate enough to put in 150 flights. At just over six minutes per flight, that is just over 15 hours of handle time. Yet, I spend countless hours building, reading the control line boards, thinking and daydreaming about flying stunt, organizing and helping to run contests and yes, even a little time writing these columns.



*Paul Gibeault of Alberta sent in this photo of his wife Dianne with her K&B .35 powered Ringmaster which she pilots in Beginner Stunt. / L'Albertain Paul Gibeault m'a envoyé cette photo de sa femme Dianne et de sa maquette Ringmaster (mûe par un K&B .35) qu'elle pilote au sein de la catégorie Beginner Stunt.*

I bet you are the same. What is it about building and flying a model airplane that evokes such passion and dedication?

Finally, as always, I welcome any submission of material for inclusion in a future column. Fly stunt. ✈

*Vol circulaire acrobatique suite de la page 66*

six minutes de vol, cela représente plus de 15 heures. Pourtant, je passe d'innombrables heures à construire, lire les tableaux sur le vol circulaire, à penser et à rêvasser au sujet du vol circulaire acrobatique, à organiser et à aider à coordonner des concours. Et oui, je rédige aussi ces chroniques. Je parie que vous avez les mêmes habitudes. Pourquoi la construction et le vol d'une maquette d'avion remue-t-elle autant de passion et de dévouement?

Finalement, comme toujours, j'accueille avec plaisir votre contribution de matériel pour inclusion au sein d'une future chronique. Pilotez de l'acrobatie. ✈

# Free Flight Indoor



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The nasty weather will be on us soon, but for indoor flyers, this means action.

Most of us are already flying again for the new season with aircraft that range from Flying Aces Scale types, up through the MAAC (AMA) classes to the ultimate World Class F1D models. This means times in a school gym anywhere from 30 seconds for catapult gliders up to 15 minutes or more for ultra-light creations.

The complexity of your masterpiece can be as simple as a small A6 stick model, which built from scratch in under four hours, can fly over 3 minutes in a gym, as challenging as an Ornithopter with its intricate flapping mechanisms, or as delicate as a full-bodied 20-inch Manhattan ROG model covered with film and weighing only 4 grams. The F1D models are in a class of their own.

A lot of fellows build and fly Scale models that are works of art and things of beauty in the air or on the bench.

There are so many different types of indoor model to choose from. In MAAC, we have 23 Indoor Free Flight class-

es while with the Flying Aces, at least a dozen are possible for Indoor competition. This does not count the many special club events that are also run! In this game, you can fly for fun or get your satisfaction competing with some of the best flyers in the world. It's your choice

Last time, I mentioned Jet Catapult Scale, a newer class with a profile body being flown indoors and out by the Flying Aces Club.

It was flown at Detroit again this year and I think it could be an inexpensive yet entertaining event even with the RC groups. Lightly built with a minimum of colour and markings, it could be flown in small sizes in a limited space. Since I want to build one myself, I set a few criteria which included good wing area, no sweepback, decent tail moment, and as small a profile as possible.

The best for wing is the U2, but I don't like the short tail moment. My other drawings include the CF100 Canuck, Gloster Meteor, and Cessna A-37B. I'm still looking.

I was pleased to learn that Dmytro Silin represented us in June at the AMA Nationals in Ranoul, Illinois. In the 44' Category 2 open girder site, he flew Lim-

ited Penny plane, Ornithopter, Helicopter, and the 10ma Electric model.

He also advised that he has created a Facebook site called Indoor Free Flight with over 100 flyers from around the world already involved, including many times World F1D Champion Jim Richmond, and, of course, our own guys, Vladimir Linardic, Fred Tellier, and Edmund Leung. Check it out. I hope all will be inspired by Dmytro's news that the next F1D World Champs will be held at West Baden, Indiana, USA in 2018.

Dmytro is quite curious about the Science Olympiad Program run in the U.S. a while back, producing some great young flyers, especially F1D's Brett Sanborn. I believe this was a country-wide endeavour to promote science in the schools, like electronics, bridge building, robotic machines etc., and we were lucky enough to have model airplanes as one of the projects.

Science Olympiad aircraft events are still being flown in contests in the States, and are popular with young people. It will be interesting to learn his findings. It would be great to have something like that here in Canada. ✈

# Vol Libre Intérieur



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Le mauvais temps arrivera bientôt mais pour les adeptes du vol intérieur, cela signifie qu'il y aura de l'action.

La plupart d'entre nous faisons déjà voler des maquettes en cours de nouvelle saison à l'aide de maquettes qui pourraient comprendre des copies volantes de type Flying Aces ou des maquettes de catégorie MAAC (AMA) jusqu'aux appareils ultimes de F1D, de calibre mondial. Cela signifie que les temps de vol dans un gymnase d'école peuvent s'étendre de 30 secondes (pour les planeurs lancés par catapulte) jusqu'à 15 minutes ou davantage pour les maquettes ultra-légères.

La complexité de votre chef-d'œuvre : elle peut être aussi simple qu'un diminutif appareil à bâtonnets A6 que vous avez assemblé en moins de quatre et qui volera pendant plus de trois minutes dans un gymnase. Ce peut aussi être

une maquette présentant un défi comme un ornithoptère (doté d'un mécanisme très élaboré) ou aussi délicat qu'un modèle ROG (Rise Off Ground) de catégorie Manhattan à cabine d'une envergure de 20 pouces que vous avez recouvert d'une pellicule de microfilm et qui ne pèse que 4 grammes. Ces maquettes de F1D, elles appartiennent à une catégorie unique.

Plusieurs personnes construisent et font voler des copies volantes qui s'avèrent des œuvres d'art; elles sont de toute beauté, en l'air comme dans l'atelier.

On peut choisir parmi tellement de types de maquettes de vol intérieur. Au sein du MAAC, nous répertorions 23 catégories de vol libre intérieur tandis qu'une bonne douzaine est disponible chez les Flying Aces, le tout pour la compétition de vol intérieur. On ne tient même pas en ligne de compte les rassemblements spéciaux au sein des clubs! Tout cela pour dire que vous pouvez faire voler vos maquettes pour le plaisir ou tirer

une grande satisfaction de livrer combat contre les meilleurs modélistes du monde. À vous de choisir.

La dernière fois, je vous parlais des copies volantes de jets lancés par catapulte. Il s'agit d'une nouvelle catégorie à fuselage de profil qu'on fait voler à l'intérieur et à l'extérieur (ce que fait le Flying Aces Club).

Ce volet a été montré à Detroit (Michigan) une fois de plus cette année et je crois qu'il s'agit d'un événement aussi peu dispendieux qu'amusant, même auprès des groupes de pilotes de maquettes télécommandées. Si vous construisez légèrement et que vous n'ajoutez qu'un minimum de couleurs et de cocardes, je crois que ces maquettes pourraient voler en des espaces confinés. Puisque je veux en construire un exemplaire, j'ai établi quelques critères de surface alaire, aucune aile en flèche, un bras de levier convenable pour la queue et un profil aussi petit que possible.

*suite à la page 74*



# SAM / Free Flight



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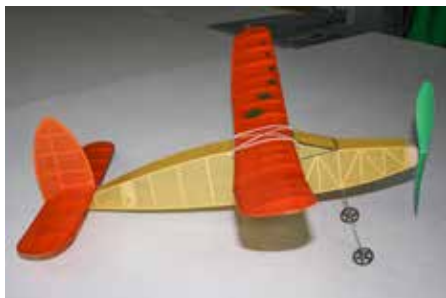
Hello all.

Here are the most current outdoor Free Flight records that are available and known. If anyone has more recent information with respect to these records, please feel free to get them to me and I will forward them to the MAAC office. I will keep an updated version in my records and occasionally post them in the magazine so everyone can be kept up to date.

As for the lack of SAM/Free Flight content in the magazine, I am sorry for this but I have been on the road working for the last year and have been completely out of touch with what has been going on in our community. I am pleading with the Free Flight community to please forward anything you would like to see in the magazine, articles, pictures, tips, etc.

I hope you all had an enjoyable flying season and happy building in the months to come.

Wishing you all a happy upcoming Holiday Season. ✈



*Dave Loveday built this Victory as a rubber power Rainer for his wife Mary. / Dave Loveday a construit sa maquette Victory sous forme d'avion Rainer à propulsion élastique pour sa femme Mary.*

## MAAC OUTDOOR FREE FLIGHT RECORDS - SEPTEMBER 2016

Event	Score	Contestant	Location	Date
Class I Power Cat.A	Junior: Open:	540 sec. John Bortnak	Calgary, AB	12/10/96
Class I Power Cat.B	Junior: Open:	359 sec. John Bortnak	Calgary, AB	12/10/96
Class II Power Cat.A	Junior: Open:	720 sec. John Bortnak	Calgary, AB	6/10/96
Class II Power Cat.B	Junior: Open:			
Class III Power Cat.A	Junior: Open:	702 sec. John Bortnak	Calgary, AB	14/9/96
Class III Power Cat.B	Junior: Open:			
Unlimited Rubber	Junior: Open:	780 sec. John Bortnak	Calgary, AB	29/7/96
Unlimited Towline	Junior: Open:			
Hand Launch Glider	Junior: Open:	401 sec. Bob Hornidge	Matsqui, BC	24/6/06
P-30 Rubber	Junior: Open:	280 sec. Thomas Lee	Matsqui, BC	4/9/06
		350 sec. Bob Hornidge	Matsqui, BC	
13/8/06				
Catapault Glider	Junior: Open:	289 sec. John Buskell	Matsqui, BC	1/8/10
F1A A/2 Glider	Junior: Open:	2705 sec.	Peter Alnutt	Lost Hills, CA
n/a				
F1B Rubber	Junior: Open:			
F1C Power	Junior: Open:			
F1G Coupe d'Hiver	Junior: Open:	771 sec. Bob Hornidge	Matsqui, BC	24/6/06
F1H A/1 Glider	Junior: Open:			
F1J 1/2A Power	Junior: Open:			
Rocket	Junior: Open:	307 sec. Chris Sackett	Matsqui, BC	11/10/08

# SAM / Vol Libre



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Bonjour, tout le monde.

Voici les records de vol libre extérieur qui sont disponibles et connus, à l'heure actuelle. Si quelqu'un dispose de renseignements plus récents, sentez-vous bien à l'aise de me les faire parvenir et je les transmettrai au siège du MAAC. Je

conserverai une version à jour dans mes archives et j'en publierai à l'occasion dans la revue de sorte à informer tout le monde.

Quant à l'absence de contenu SAM/vol libre dans la revue, je m'en excuse mais je fais beaucoup de route pour le travail depuis un an et je n'étais pas en contact avec ce qui s'est passé au sein de cette communauté. Je vous lance un appel afin que vous me fassiez parvenir quelque

chose à faire paraître dans ces pages (articles, photos, conseils, etc.).

J'espère que vous avez passé une excellente saison de vol et je vous souhaite une bonne saison de construction au cours des prochains mois.

Je vous souhaite aussi un excellent temps des fêtes. ✈

# R/C - Hydravion à flotteurs



*These are just some of models on the beach. / Voici quelques-unes des maquettes sur la plage.*

*Photo by Mark Betuzzi*

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Au moment où vous lirez ces lignes, les vols sur flotteurs seront terminés pour la plupart d'entre nous. D'après ce que je comprends, les gars de la Colombie-Britannique volent ainsi tout au long de l'année. Certains ont toute une chance, hein?

Pour les autres parmi nous, c'est le moment de retirer les flotteurs et d'installer les skis. C'est aussi le temps de construire votre prochain appareil. Avec un peu de chance, vous considérerez le vol d'hydravion. Si cela vous intéresse, vous pouvez consulter un bon article sur le site Web du MAAC sur la façon d'en ajuster un.

Je suis émerveillé de constater le nombre de rassemblements d'hydravions en cours de saison; dans le numéro de juillet de Model Aviation Canada, j'en ai compté au moins 12. Cela n'inclut pas les clubs dont les membres se rencontrent informellement pour faire la

même chose. Je sais que le groupe auquel j'appartiens se réunit environ une fois par mois.

Voici quelque chose en provenance du Club Soo (de Sault-Sainte-Marie, dans le nord de l'Ontario) :

« Notre tout premier Float fly et barbecue a été un succès retentissant! En plus de devenir le premier évènement à être présenté sur le bord de l'eau, c'était le premier barbecue au terrain du Club depuis des décennies!

« La météo n'était pas idéale mais cela

n'a affecté en rien notre humeur. Bien que quelques averses aient interrompu les vols, le vent était léger et le mercure était très favorable. Une grande variété de maquettes (et de pilotes) ont participé et nous avons volé, volé et encore volé tout au long de la matinée.

« En plus d'offrir un abri, le chapiteau où on pouvait se nourrir était fort occupé! Nous avons entamé la journée avec du café et des beignes. Plus tard, nous avons dégusté un festin au barbecue (hamburgers et saucisses Paesano), des fèves, une salade aux pommes de terre, de la salade au chou et des croustilles.

« Merci beaucoup à l'organisateur Tom Thompson, aux chefs J.P. et Larry et aux autres personnes qui ont contribué à rendre cet évènement très spécial! »

Et Darren Gauthier, de la Colombie-Britannique, nous offre ceci :

« Je reviens du Float fly autumnal de Shuswap... C'était ma neuvième année à m'y rendre et je dois dire que des nouveaux et différents appareils sont présen-



*One of the Aussie Kingfishers that was flying through the weekend. / L'un des Kingfishers australiens qui volait au cours de la fin de semaine.*

*suite à la page 84*





*Rob Dover's 1/3 scale Cub doing a fly-past. / Le Cub à l'échelle un tiers de Rob Dover effectue une passe.*

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By the time you read this report, float flying will be over for most of us. I understand that the B.C. guys get to float fly all year round... some people have all the luck.

For the rest of us, it's time to take off the floats and put on the skis. It's also time to start building your next plane.

Hopefully, you will consider giving float flying a try. If you are interested, there is a good article on the MAAC website on how to set up a floatplane.

I am amazed at how many float fly events there have been this year; in the July issue of Model Aviation Canada, there were at least 12 different events. This doesn't include clubs that just get together and float fly casually. I know that the group that I float fly with gets together about one a month to fly.

Here a few words from the SOO Club in northern Ontario:  
"Our first ever Float Fly

and BBQ was a huge success! Aside from being the first event to be held at the waterfront, this is the first barbecue to be held at the club's flying site in decades!

"The weather was less than ideal, but didn't dampen our spirits in any way. Although occasional showers interrupted the flying, the winds were light, and the temperature was perfect. A wide variety of planes (and pilots) participated, and we flew, flew... all morning."

"Aside from providing shelter when needed, the food tent was a busy place! We started the day with hot coffee and donuts. Later, we enjoyed a BBQ luncheon feast including BBQ hamburgers and Paesano's sausages (with all the fixins), beans, potato salad, coleslaw, and potato chips.

"Many thanks to event organizer Tom Thompson, master chefs J.P. and Larry, and everyone else who helped to make this event truly special!"

And here are a few words from Darren Gauthier in BC:

"I just attended the Shuswap Fall Float Fly... This is my ninth year going to this event and I must say there are always new/different aircraft there every year. My fleet was a bit slim this year but that will change next year as I have a 1/6 Norseman on my building table as we speak.

"The one thing about Shuswap is there is no shortage of BIG aircraft there. Dave Collis brought his new 1/3 scale Kingfisher (civilian one, not



*Just some of the many BIG Beavers to attend the Shuswap Fall Float Fly. / Voici l'un des GROS Beavers qui était au Float-fly automnal de Shuswap.*

*continued on page 74*



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Last issue, I had nothing to report, so I decided to save a tree...

I was speaking with a new jet owner last week and for his benefit, I was reflecting on mistakes my friends and I have made. I thought I'd share a few this issue.

Of all the money I've spent in this hobby, the most frustrating expenses are from avoidable mistakes when I forgot a small detail. This normally ends the flying day and is followed by repairs to the jet and/or turbine! I had a very good friend learn this the hard way with his quadcopter just a few weeks ago, so this is far from a jet-only issue... Lesson learned -- If it doesn't feel right or isn't behaving exactly as you expect, don't fly it!

Next... We all know fires are rare and

are FAR less probable than they were 10-15 years ago. However, that one time when you get nonchalant about the extraordinary complexity in this hobby, it can and will bite you. Around ten years ago, I became complacent about the probability of a failed start. I knew a fire extinguisher was nearby, but I didn't have it beside me. That extinguisher somehow sprouted legs and wandered off by the time I needed it! Murphy's Law states that this is when my turbine would have trouble.

I had a failed start on an external turbine, and the flames were starting to singe the paint on my fins. With no extinguisher, I whacked at it with my best hat in combination with some very effective use of profanity, but the fire kept going... Luckily a friend came running with an extinguisher, and the paint wasn't too damaged. I left the scorch mark as a reminder for every flight thereafter. Lesson learned – don't get

sloppy on fire risk...

Last... as turbines have gotten better, the risk of a flame-out has gone way down over the years, but it will always be a risk. I have witnessed more flame-outs in 16 years than I can count, many of which were a roll of the dice on survival and ending badly for the jet. I lost my favorite jet a few years ago through a turbine failure shortly after takeoff. Just in the middle of climb-out, the turbine threw a compressor blade and seized. Lesson learned – Get altitude right away. Extra altitude is extra energy that you may need when you least expect it. If you want to fly high, you can go slow. If you want to fly low, you had better be going fast! (Let that be the necessary reasoning for all your high-speed low passes from now on!)

That's it for today, have a productive building season. ✈

## Avion à réaction



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À la parution du dernier numéro, je n'avais rien à vous rapporter, si bien que j'ai pensé épargner un arbre...

Je parlais à un nouveau propriétaire de jet la semaine dernière et, pour sa propre information, je me rappelais les erreurs que mes amis et moi avons commises au fil des années. Je voulais en partager quelques-unes.

De tout l'argent que j'ai dépensé au sein de ce passe-temps, les dépenses les plus frustrantes sont associées aux erreurs que j'aurais pu éviter parce que j'avais oublié un petit détail. C'est à ce moment que la journée de vol se termine... les réparations en atelier survivront sur le jet et/ou la turbine! Un de mes bons amis a appris cela à la dure aux commandes de son quadricoptère, il y a quelques semaines, si bien que ce genre d'incident n'est pas uniquement l'apanage des jets... J'ai appris ma leçon : si vous sentez que quelque chose cloche parce que la machine ne se comporte pas comme d'habitude, ne la faites pas voler!

Ensuite... Nous savons tous que les incendies sont rares et qu'ils se produisent

BIEN MOINS souvent que voilà tout juste dix ou 15 ans. Toutefois, il arrive que vous deveniez nonchalant relativement à la complexité de notre passe-temps... et cela reviendra vous hanter. Il y a environ une décennie, je suis justement devenu nonchalant au sujet de la probabilité d'un démarrage avorté. Je savais qu'un extincteur se trouvait non loin mais il n'était pas à côté de moi. Je ne sais pas comment mais des jambes ont poussé à cet appareil et il était beaucoup plus loin lorsque j'en ai eu besoin! La Loi de Murphy dicte que cela s'est passé au moment précis où ma turbine a eu des ennuis.

J'ai vécu un démarrage avorté dans ma turbine extérieure et les flammes ont commencé à lécher ma peinture sur mes gouvernails. Comme je n'avais pas l'extincteur à portée de main, j'ai sacrifié mon meilleur chapeau et j'ai utilisé un répertoire assez corsé de jurons, sans effet notable sur le début d'incendie... Heureusement, un ami est arrivé à la rescousse avec un extincteur et la peinture de ma maquette n'a pas trop souffert. J'ai laissé la marque de brûlures sur l'avion à titre d'aide-mémoire. Leçon apprise – ne devenez pas paresseux par rapport au risque d'incendie...

Enfin... à mesure que les turbines s'amélioraient, les risques de flame-outs ont beaucoup diminué, mais il subsistera toujours un risque. J'ai été témoin de bien plus de flame-outs que je pourrais compter en 16 ans d'activité au sein de ce volet du vol télécommandé. Plusieurs de ces incidents se sont soldés par un écrasement du jet. Il y a quelques années, j'ai perdu mon jet préféré en raison d'une défaillance de la turbine au décollage. Juste au moment où mon avion grimpaît, une lame du compresseur a cédé et le moteur a saisi. Leçon apprise – gagnez immédiatement de l'altitude au décollage. Cette altitude vous procurera de l'énergie cinétique dont vous pourriez avoir soudainement besoin. Si vous voulez voler en altitude, vous pourrez alors ralentir la cadence. Si vous volez en basse altitude, vous feriez bien de piloter une maquette rapide! (Cela deviendra alors la raison pour justifier les passes rapides en rase-mottes, à partir de maintenant!)

C'est tout pour aujourd'hui. Passez une saison de construction très productive. ✈



# RC Giant Scale



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As I sit and write this, the flying season is coming to a close and the build and repair season is slowly getting into gear.

Personally, I will be getting back into building my Sepp Uberlacker designed 82-inch Tempest; she's just about ready for detailing before painting. I used an interesting covering technique on this model, the same one that I used on my Nimrod -- Eaze Cote and  $\frac{3}{4}$  oz glass cloth. This stuff is great, it goes on easy, has no odor and cleans up with water. It's not quite as strong as resin style glassing but a lot less messy and smelly and easier to use.

It's been an interesting season for Giant Scale. The OVGS guys held their warm-up at the Arnprior field (west of Ottawa) at the beginning of the season and the ever-successful Kingston Giant Scale event, which I attended. Well worth the six-hour drive to take part and see old friends.

The SOGS event at Stoney Creek (Ontario) airport was also a great success with over 60 pilots and a vast array of very good looking Giant Scale planes. I shall be running this event again next year with the same format and at the same site, on the last weekend in June so mark it on your calendars!



*The pits at SOGS... They got bigger as you walked down the line. / L'aire des puits au SOGS. Les maquettes devenaient plus grosses, plus on avançait sur la ligne de vol.*

I recently attended the Kitchener-Waterloo Flying Dutchmen Scale Rally. This is one of the best run events I have ever attended. Although it is a scale rally, there were a large number of Giant Scale airplanes plus a number of big jets including a 400-kph Diamond jet... fantastic performance.

Events like these are what Giant Scale is all about, and we need to promote this segment of our hobby and hold more events across the country. If you live in

an area that doesn't have a lot of GS enthusiasts, try to get a part of your local events dedicated to Giants. It still promotes our big birds and the spectators at these types of events love to see the big stuff both in the air and on the ground

I am still looking for input from you guys. I need articles about Giant Scale; anything is good like build and associated projects. We need to pull more interested participants into it. ✈

# R/C - l'échelle géante



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Au moment de m'asseoir afin de rédiger ceci, la saison de vol s'achève et celle de la construction et des réparations arrivera bien assez vite.

Personnellement, je vais me remettre à la construction du Tempest (un design de Sepp Uberlacker) d'une envergure de 82 pouces; je vais y appliquer les détails puis ensuite, la peinture. J'ai utilisé une technique de recouvrement intéressante sur celui-ci, la même que j'ai essayée sur mon Nimrod – de l'Eaze Cote et de la fibre de verre de trois quarts d'once. Ce matériau est sensationnel : il s'applique bien, ne dégage aucune odeur et se net-

toie bien avec de l'eau. Ce n'est pas aussi robuste que si j'utilisais de la résine mais c'est moins salissant et c'est plus facile à utiliser.

La saison a été très intéressante pour les petits-gros (Giant Scale). Les gars de l'OVGS ont lancé la saison au club d'Arnrior (à l'ouest d'Ottawa) et je me suis rendu au toujours populaire rassemblement de Kingston. Cela valait amplement les six heures de route afin d'y participer et d'y revoir des amis.

Le rassemblement de SOGS à l'aéroport de Stoney Creek (Pointe-aux-Roches, Ontario) a aussi remporté un bon succès : plus de 60 pilotes et une grande variété de petits-gros s'y trouvaient. Je coordonnerai encore cet événement l'année prochaine (même format et même

endroit) pendant la dernière fin de semaine de juin. Inscrivez-le à votre calendrier!

Je me suis récemment rendu au Kitchener-Waterloo Flying Dutchmen Scale Rally. C'est l'un des rassemblements les mieux coordonnés que je connaisse. Bien qu'il s'agisse d'un rassemblement pour copies volantes, on retrouvait plusieurs petits-gros et de gros jets, y compris un Diamond qui volait à 400 km/h... une performance absolument époustouflante.

Voici ce que nous aimons célébrer avec les petits-gros. Nous devons faire la promotion de ce volet de notre passe-temps et organiser d'autres événements partout au pays. Si vous habitez un coin ou on ne

*continued on page 74*

# R/C Hélicoptère



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Le mois de juillet est devenu celui des Fun-flies d'hélicoptères, ici en Colombie-Britannique. Nous en avons eu trois pendant trois fins de semaine consécutives.

Le premier était celui du Mission Wings RC Helicopter Club. La météo n'était pas prometteuse ce matin-là avec de la pluie avant le début du Fun-fly. Toutefois, celle-ci a cessé et en dépit du nombre de concurrents, nous avons effectué bon nombre de vols. C'était une belle journée pour les pilotes; plusieurs ont renoué avec de vieux amis. C'était un bon début pour ce qui allait suivre.

La fin de semaine d'ensuite, c'était le Fun-fly annuel d'hélicoptères des PDQ Flyers. Ce fantastique événement se déroule près de Parksville (sur l'île de Van-

couver) et cela vaut toujours la peine de quitter le continent. C'est un rassemblement de toute une fin de semaine et au cours duquel on peut effectuer de nombreux vols. La plupart des participants vivent sur l'île mais des pilotes doués du continent s'y rendent. C'est merveilleux de regarder les vols; de plus, tout le monde encourage les autres et est sympathique.

Le dernier Fun-fly était le Western Canada Heli Fun Fly des High Country Flyers, près de Logan Lake. Ce n'était que la deuxième fois que les organisateurs présentaient ce rassemblement mais ils essaient de le transformer en l'un des plus importants de l'Ouest. Quelque 35 pilotes ont été attirés de tout partout en Colombie-Britannique et de l'Alberta et le rassemblement était très réussi. C'était très bien de voir des pilotes doués en action, des modélistes qui vivent ici même dans l'Ouest. C'est un

rassemblement que tous les pilotes d'hélicoptère devront inscrire à leur liste. Avec un peu de chance, celui-ci deviendra de plus en plus gros.

Finalement, au moment où vous lirez ces lignes, ce sera l'hiver et la plupart d'entre nous aurons remis nos machines. J'ai déjà écrit quelque chose sur la sécurité mais c'est un bon temps de l'année pour examiner soigneusement nos hélicoptères et pour nous assurer qu'ils seront en parfait état de vol, le printemps prochain.

Démantelez vos machines, vérifiez tous les roulements, lubrifiez les composantes mobiles, remplacez les pièces usées et si vous voulez, modernisez quelques accessoires. Ce serait même le bon moment de construire un nouvel hélicoptère ou travailler sur ce projet que vous avez fait languir depuis un moment.

Envoyez-moi des photos et je vérifierai si je peux en inclure dans la revue. ✈

## R/C Float

From page 71

the military one) which had a 57cc twin gas Saito for a very nice scale motor sound.

"There was the whole contingent of 1/5th and 1/4 scale Beavers with a true turbo one also. Floats and flying boats, singles and multis, they're all there.

"The weather seems to always work out for the Friday and Saturday that I'm there, doing most of my flying. And this is a very nice site to fly at, with calm water most of the time. Flyers come from Alberta, Washington, most of B.C. and even Australia. Lots of electricians and gassers, with the minority being glo.

"If you haven't been to the Fall Classic, then maybe if you're in the Shuswap area of BC during the week after Labour Day weekend, drop by, you won't be disappointed!" ✈

## R/C - l'échelle géante

suite de la page 73

retrouve pas beaucoup d'adeptes de petits-gros, tentez d'obtenir une portion d'événement vouée à la présentation de petits-gros. Cela fait la promotion de nos gros oiseaux et les spectateurs adorent voir les grosses machines, maquettes comme les appareils à l'échelle réelle.

Je suis toujours à la recherche de matériel en provenance des membres. J'ai besoin d'articles, n'importe quoi qui traite de la construction des petits-gros ainsi que de projets connexes. Nous devons attirer plus d'adeptes. ✈

## R/C Helicopter

From page 75

fect shape for spring.

Take them apart, check all the bearings, re-lubricate all of the moving parts, replace worn-out parts and maybe even do a few upgrades. This may even be a great time to build a new helicopter or work on that project that you've been putting off.

Send me some pictures and I'll see if I can get them in the magazine as well. ✈

## Vol Libre Intérieur

suite de la page 68

En matière d'aile, le meilleur design est le U2, mais je n'apprécie pas son bras de levier. Mes autres croquis comprennent le CF-100 Canuck, le Gloster Meteor et le Cessna A-37B. Je cherche encore d'autres designs.

Il m'a fait plaisir d'apprendre que Dmytro Silin nous a représenté en juin dernier lors des AMA Nationals de Ranoul (Illinois). Dans la catégorie des plafonds de 44 pieds munis de poutres ouvertes, il fait voler des maquettes de Limited Pennyplane, d'ornithoptère, d'hélicoptère ainsi qu'une maquette électrique de 10ma.

Dmytro nous a aussi informé qu'il a créé une page Facebook intitulée Indoor Free Flight; plus de 100 modélistes de partout au monde s'y sont déjà inscrits, y compris le multiple champion mondial de F1D Jim Richmond et bien sûr, nos propres ambassadeurs Vladimir Linardic, Fred Tellier et Edmund Leung. Allez voir ça. J'espère que cela vous inspirera, d'autant plus que le prochain Championnat mondial de F1D se déroulera à West Baden (Indiana) en 2018.

Dmytro est très curieux d'en savoir plus long sur le programme d'Olympiades scientifiques aux États-Unis voilà un petit moment. Cette initiative a produit de jeunes modélistes exceptionnels, y compris Brett Sanborn qui évolue en F1D. Je crois qu'il s'agissait d'un programme national qui effectuait la promotion des sciences en milieu scolaire (en matière d'électronique, de construction de ponts miniatures, des machines robotisées, etc.). Nous sommes chanceux d'avoir retrouvé des avions miniatures dans le cadre de ces projets.

Les concours de maquettes d'avion se déroulent encore lors d'Olympiades scientifiques aux États-Unis et ils demeurent populaires au sein des jeunes. Ce sera intéressant de suivre les trouvailles de Dmytro. Ce serait bien stimulant d'avoir quelque chose de semblable ici au Canada. ✈



# R/C Helicopter



*Most of the helicopters and pilots at the Western Canada Heli Fun Fly at the High Country Flyers field. / La plupart des hélicoptères et de leurs pilotes lors du Western Canada Heli Fun Fly, au terrain des High Country Flyers.*

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July ended up being the month of helicopter Fun Flies here in B.C. We ended up have three different Fun Flies three weekends in a row.

The first one was the Mission Wings RC Helicopter Fun Fly. The weather wasn't looking great for it that morning as it rained before the event started. However, the rain stopped and despite the lower attendance, we all got lots of flying in. It was a great day for all of the helicopter pilots to renew old friendships and reconnect with fellow flyers that we hadn't seen in a long time. It was a great start to the events to come.

The next weekend was the PDQ flyers annual RC helicopter Fun Fly. This great event is held near Parksville on Vancouver Island and is always worth the trip across the water to attend. It's a full weekend event that promises lots of flying. Most of the people live on Vancouver Island but there are some awesome pilots who live out there and come to the Fun Fly. The flying is amazing to watch and everyone is always so encouraging and friendly.

The final Fun Fly was the Western Canada Heli Fun Fly at the High Country Flyers near Logan Lake. This was only the second time that they've hosted it but the organizers are trying to turn it into the biggest one in Western Canada. They were able to attract 35 pilots from all over B.C. and Alberta and it really made for a fantastic event. It was amazing to be able to meet and watch all of the great RC pilots that we have out here in



*Three year-old Logan Matheson was helping Manny Hale carry his T-Rex 800 and accessories to the pits at the PDQ Flyers' Heli Fun Fly. / Logan Matheson (trois ans) aidait Manny Hale à transporter son T-Rex 800 et les accessoires à l'aire des puits lors du Heli Fun Fly des PDQ Flyers.*

Western Canada. This is an event for all RC helicopter pilots to put on their list of events to attend. Hopefully, it will be even bigger and better next year.

Finally, by the time you all read this, it will probably be winter time and most of

us will be putting our machines away for the winter. I've already previously written about safety but this is a great time of the year to completely go over our helicopters and make sure they're in per-

*continued on page 74*

# R/C Acrobatie de précision



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En mars dernier, la Fédération aéronautique internationale (FAI) annonçait que le Qatar serait l'hôte du Championnat mondial 2017 mais au cours des derniers jours, cet état annoncé son retrait. Nous espérons maintenant que d'ici la fin du mois de septembre (au moment d'écrire ces lignes), une autre nation aura proposé d'accueillir l'évènement. Sinon, il pourrait ne pas y avoir de Championnat mondial en 2017!

J'en rapporterai les tractations dans le prochain numéro. Notre équipe a hâte de faire la démonstration de ses aptitudes sur la scène mondiale; espérons qu'un autre lieu de compétition sera déniché. L'un des obstacles d'un championnat mondial, c'est le coût. Les organisateurs invitent 20 juges et paient leur envolée, l'hébergement et les repas. Ce n'est pas si mal lorsque l'évènement est disputé dans un lieu où les juges n'ont pas à se

déplacer trop loin (les dépenses de voyage n'étant pas trop importantes). Mais lorsqu'un championnat est présenté aux États-Unis ou au Canada – la plupart des juges de par le monde doivent s'y rendre – le coût peut devenir prohibitif. Ajoutons à cela le fait que la participation est habituellement plus faible en raison des coûts de déplacement... Il devient alors très difficile pour les organisateurs de recouvrer leurs frais.

J'espère que le problème sera résolu et qu'un championnat 2017 aura quand même lieu.

## RETOUR DANS LE PASSÉ

En fin de semaine dernière (encore au moment d'écrire ces lignes) au cours du Championnat d'acrobatie de précision de la Colombie-Britannique à Victoria, Henry Piorun, un membre d'équipe, a apporté une maquette avec laquelle il avait été concurrent lors du Championnat mondial 1985 en Pologne. Il l'avait emboîté pour l'expédier chez lui et, compte tenu de toutes sortes de circonstances y compris un épuisement

professionnel, de nouvelles maquettes, un déménagement, il n'avait jamais déballé cet avion à son retour. La maquette est demeurée dans son sous-sol pendant 31 ans!

Henry a pensé qu'il serait amusant de sortir l'avion de sa boîte pendant le concours. Le samedi soir, le couvercle a été retiré. C'était fascinant de constater à quel point les maquettes de voltige ont évolué au cours de cette période. C'est un appareil que Henry avait lui-même conçu et construit et il était mû par la première génération de moteurs à quatre temps. Il s'agissait d'un OS 120 et je crois qu'il a dit que cette fois-là, c'était l'un de seulement quatre moteurs à quatre temps en utilisation au cours du Championnat mondial, cette année-là.

Ses premières paroles en soulevant le couvercle de la boîte : « Wow, que c'est petit! »

J'espère que vous avez aimé jeter un coup d'œil sur le passé autant que nous. ✈

July 2016, Vol. 47, No. 4  
**Model Aviation**  
**CANADA**  
Published by Morrison Communications  
MOC

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# R/C Precision Aerobatics



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In March, FAI announced that Qatar would host the 2017 World Championships, but this past week, Qatar withdrew their proposal. Now, we are hoping that by the end of September, another country will put forth a proposal. If not, it looks like there may not be a World Championship in 2017!

I will report the outcome next issue. Our team is eager to show off their skills on the world stage so let's hope they find a venue. One of the obstacles of hosting a WC is the cost. They invite 20 judges and pay for airfare, lodging and meals. This is not too bad when the WC is held in a place where the judges don't have to travel far, as the travel expenses are not too great. But when hosted in a place such as the U.S. or Canada, where most judges have to flown in from around the world, the cost get very high. Together with that, the participation is usually lower due to the travel costs, all making it very difficult for the organizers to break even.

Here's hoping they get it sorted out and we get a 2017 WC.

## BLAST FROM THE PAST

This past weekend, at the BC Precision Aerobatics Championships in Victoria, B.C., team member Henry Piorun, brought a plane that he competed with in the 1985 Worlds in Poland. He boxed it up to return home and due to various circumstances, including burn-out, new planes, moving, etc., he never did unpack this airplane from its shipping box after getting back. It's been sitting in the box in his basement for 31 years!

He thought it would be fun to unbox it at the contest. So on Saturday evening, the lid came off. It was awesome to see



how Pattern planes have evolved over the last 31 years. This is a plane that Henry designed and built at the time and at the onset of four strokes. It was an OS 120 and I think he said it was one of only four four-stroke engines at the World Championships, that year.

The first thing he said when the lid came off was: "Wow, is it ever small!" I hope you enjoyed a look at the past as much as we did.



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Attitude Base



Dominator V2



Dominator HD

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## RÉCAPITULATION DE NOTRE SAISON

C'est triste, mais notre saison de course s'est terminée une fois de plus. Cette année a passé particulièrement vite parce que nous n'avons pas eu droit à la course d'E-F1/Quickie 500 à Calgary, tandis que le concours annuel de Regina a été annulé.

La saison n'a véritablement commencé qu'à la fin juin avec notre concours d'Edmonton. Une fois de plus, merci au Club ERCS d'Edmonton d'avoir été l'hôte du concours de courses autour de pylônes. Nous aimerions beaucoup y revenir l'année prochaine.

Calgary a été l'hôte d'une compétition Q40 répartie sur deux jours au début du mois d'août. C'était bien chouette de voler vraiment vite pendant aussi longtemps avec le même avion. Merci au Club de Calgary d'avoir organisé le concours ainsi qu'à tous les aides de camp qui ont servi de juges et qui ont compté les tours des maquettes autour des pylônes.

Le Club HCRCC de Saskatoon a été l'hôte de sa toute première série de courses à son nouveau terrain, à l'est de Saskatoon. Merci à Jeff Martin et à Lyle Baker d'avoir organisé le concours. Le nouveau terrain nécessite encore beaucoup de travail mais il faut reconnaître qu'il n'a pas encore un an.

Nous avons bien hâte de revenir à l'occasion de courses au terrain Bob Richardt.

Notre saison de course s'est conclue à Medicine Hat (Alberta), au club des Medicine Hat Rcers (près de Redcliff). Merci à Al Kramer et au club d'avoir accueilli (encore) cette rencontre.

Nous avions prévu un rassemblement de deux jours de Quickie 500 mais la météo n'a pas coopéré, le samedi. Nous nous sommes réveillés le dimanche sous la pluie et du vent. Peu après, les participants ont remis leur matériel afin de retourner chez eux.

## CLASSEMENT DE SAISON À LA CPPRA

Le concours de Medicine Hat a signifié la fin de la saison de course. Par caté-



Patrick Samek, Roy Andrassy and Harold Sattler qualified to represent Canada at the 2017 F3D pylon racing World Championships to be held next year in Sweden. / Patrick Samek, Roy Andrassy et Harold Sattler se sont qualifiés afin de représenter le Canada au Championnat mondial de courses autour de pylônes (F3D) en 2017 en Suède.  
Photo by Hank Kauffmann

gorie, le classement de fin de saison ressemblait à ceci :

### Catégorie Quickie 500 Gagnants de la saison

1. Doug Houston
2. Roy Andrassy
3. Ted Ellefson

### Catégorie Q40 Gagnants de la saison

1. Roy Andrassy
2. Allan Umbach
3. Ted Ellefson

## TROIS GÉNÉRATIONS EN COURSE!

La famille Ellefson jouit d'une réputation enviable dans le giron de la course autour de pylônes au Canada. Jack Ellefson a fêté ses 80 ans en février 2016 et il est toujours concurrent. Son fils Ted et sa petite-fille Gillian forment une équipe pilote/observateur qui dispute des courses aux côtés de l'aïeul Pappy Jack.

C'est excitant de voir cela au sein de notre sport puisque ce n'est plus très commun. Jack, Ted et Gillian rapportent souvent leur part de trophées lors des

concours dans l'ouest du Canada.

## ÉPREUVES D'ÉQUIPE F3D CHAMPIONNAT MONDIAL 2017

Hank Kauffmann, le gérant de l'équipe canadienne de F3D, m'a fait savoir que les épreuves d'équipe F3D ont eu lieu à Calgary (terrain de la Calgary Miniature Pylon Racing Association) le samedi, 20 août. Les participants étaient Roy Andrassy (Calgary), Harold Sattler (North Battleford, Saskatchewan) et Patrick Samek (Vancouver, Colombie-Britannique) Tous les concurrents ont réussi leurs vols de qualification et représenteront fièrement le Canada lors du Championnat mondial à Dala-Järna (Suède), en juillet 2017.

Les temps de qualification étaient les suivants :

Roy Andrassy	69.50 + 62.00 + 75.00 = 206.5
Harold Sattler	65.15 + 67.03 + 75.00 = 207.18
Patrick Samek	100.14 + 87.28 + 83.23 = 270.65

★



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## SEASON SUMMARY

Sadly, our racing season has come to an end once again. This year seemed to go by particularly quickly because there was no spring E-F1 / Quickie 500 race in Calgary and the annual contest in Regina was cancelled.

The season really only began in late June with our contest in Edmonton. Once again, thanks to the ERCS club in Edmonton for hosting the pylon contest. We would love to come back again next year.

Calgary hosted a two-day Q40 competition in early August. It was nice to go really fast for two days with the same airplane. Many thanks to the Calgary Club for putting on the event and to all the club helpers who came out to judge pylons and count laps.

The HCRCC Club in Saskatoon hosted its first pylon race at its new field east of Saskatoon. Many thanks to Jeff Martin and Lyle Baker for organizing the contest. The new field needs a lot of work but it's less than a year old.

We look forward to future pylon races at the Bob Richardt field.

Our racing season wrapped up in Medicine Hat, Alberta at the Medicine Hat RCers Club field near Redcliff. Many thanks to Al Kramer and the Club for hosting a great event once again.

We had planned for a two-day Quickie 500 event but the weather only cooperated for Saturday. We awoke on Sunday to rain and wind. Shortly thereafter, everyone began to pack up and head for home.

## CPPRA FINAL SEASON STANDINGS

The contest in Medicine Hat marked the end of the racing season. The season championship awards by class looked like this:

### Quickie 500 Class Overall Season Winners

- 1<sup>st</sup> Doug Houston
- 2<sup>nd</sup> Roy Andrassy
- 3<sup>rd</sup> Ted Ellefson



Three generations of pylon racers participate in the CPPRA final season contest in Medicine Hat, AB. Jack Ellefson, Gillian Ellefson and Ted Ellefson go fast and turn left. / Trois générations de concurrents de courses autour de pylônes lors du dernier concours de la CPPRA à Medicine Hat (Alberta). Jack Ellefson, Gillian Ellefson and Ted Ellefson ont l'habitude voler vite et de tourner à gauche. Photo by Randy Smith

### Q40 Class Overall Season Winners

- 1<sup>st</sup> Roy Andrassy
- 2<sup>nd</sup> Allan Umbach
- 3<sup>rd</sup> Ted Ellefson

### THREE GENERATIONS OF PYLON RACING

The Ellefson family is a force to be reckoned with in Western Canadian pylon racing. Jack Ellefson turned 80 years old in February of this year and is still mixing it up with the boys. Son Ted and granddaughter Gillian are a pilot/caller team that races right alongside of Pappy Jack.

This is great to see in our sport and not very common, these days. Jack, Ted and Gillian often take their share of hardware from the pylon contests in Western Canada.

### F3D TEAM TRIALS 2017 WORLD CHAMPIONSHIPS

Canadian F3D team manager Hank Kauffmann reports that the Canadian F3D Team Trial was held in Calgary at the Calgary Miniature Pylon Racing Association's flying field on Saturday, August 20. Participating in the trial were Roy Andrassy from Calgary, Alberta,

Harold Sattler of North Battleford, Saskatchewan, and Patrik Samek of Vancouver, British Columbia. All competitors placed qualifying flights and will proudly represent Canada at the World Championship competition in Dala-Järna, Sweden in July of 2017.

Qualifying times were recorded as follows:

Roy Andrassy	69.50 + 62.00 + 75.00 = 206.5
Harold Sattler	65.15 + 67.03 + 75.00 = 207.18
Patrik Samek	100.14 + 87.28 + 83.23 = 270.65



Spectre radio

suite de la page 64

maquette.

Après l'atterrissage, je ne disposais même plus d'assez de puissance pour revenir à la station de vol. Une chance que j'ai écouté l'avertissement sans chercher à prolonger mon vol!

J'ai maintenant réglé l'avertissement pour qu'il m'avertisse un peu plus tôt afin que je dispose d'un peu plus de temps pour atterrir. ✈



Philippe Dessureault, Président of CRAMS, with his Pilatus Porter. / Philippe Dessureault (président du Club CRAMS) montre son Pilatus Porter.

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Nous voici en pleine saison de construction, en train de nous préparer à la prochaine saison de vol. Avec un peu de chance, vous prendrez le temps d'aller consulter le programme de copies volantes télécommandées du MAAC. Celui-ci pour permet de piloter des maquettes presque prêtes à voler (les ARF) ou des avions qu'ont construits quelqu'un d'autre. Votre maquette n'a même pas besoin d'être très élaborée – les catégories de débutant ne nécessitent qu'une maquette qui ressemble à une copie volante -- <http://www.maac.ca/en/competitions.php>

Si devenir juge vous intéresse, communiquez avec votre Comité de copies volantes télécommandées du MAAC pour récolter les renseignements nécessaires. Vous pouvez aussi aller voir le « Judges' Corner » du site [www.nwsam.org](http://www.nwsam.org).

## DÉMONSTRATION DE COPIES VOLANTES AU CRAMS

En juillet, je me suis rendu à Calgary, où la Calgary Radio Aero-Modeling Society (CRAMS) organisait un rassemblement d'introduction aux copies volantes. Celui-ci a remporté beaucoup de succès : entre 12 et 14 personnes s'y sont rendues afin d'en savoir plus long sur le programme de copies volantes.

Merci au Club CRAMS – que dirige

son président Philippe Dessureault – pour l'organisation de cet atelier. Allez voir leur site Web ainsi que la vue aérienne du terrain (<http://www.crams.ca/>). Ce que j'aimerais avoir un tel terrain!

Scott Crosby et Rick Zaplachinski se sont déplacés depuis Edmonton de même qu'un type local, Gordon Wilhelm et moi-même afin d'offrir une présentation. Il s'agissait d'une présentation « show and tell » très détendue.

Après la présentation, nous nous sommes tournés du côté de la ligne de vol afin d'offrir une démonstration de routine de vol de copies volantes. Scott a piloté un appareil pendant que Rick et moi-même jugions. Après le vol, nous avons discuté du pointage de chacune des manœuvres et des pertes de points en compagnie de Scott et du groupe.

Cela était très divertissant et nous avons beaucoup ri.

Les participants ont ensuite exécuté leur propre routine d'acrobatie afin d'être évalués. Ça m'a tout l'air que les efforts déployés cette journée-là étaient appréciés. Les participants entendent pratiquer en prévision d'un évènement, l'année prochaine.

Si votre club voulait devenir l'hôte d'un évènement pour pilotes qui se lancent en vol de copies volantes, veuillez communiquer avec votre représentant du Comité de copies volantes ou avec votre directeur de zone. Vous recevrez des détails sur la façon de procéder.

## CHAMPIONNAT «OPEN»

L'année prochaine, nous espérons pouvoir présenter un Championnat canadien libre («open») de copies volantes télécommandées grâce auquel chaque région géographique aura l'occasion d'en être l'hôte. Avec le temps, ce concours sera disputé dans tous les coins du Canada. En d'autres mots, tous les membres du MAAC auront l'occasion de se rendre à un championnat. Cet évènement sera ouvert – les débutants tout comme les experts seront admis.

Notre premier Championnat canadien aura lieu l'an prochain (en 2017); nous espérons que les Vernon RC Aero-Modelers remplaceront l'ancien rassemblement British Columbia Scale Classic par le Championnat national.

Le Comité des copies volantes télécommandées continue d'améliorer notre programme en insistant sur la catégorie de débutants et en rendant le livret de règlements des copies volantes facile à comprendre.

## CHAMPIONNAT MONDIAL

Une fois de plus, nous recherchons des pilotes de copies volantes qui voudraient participer au Championnat mondial de Meiringen (Suisse) entre les 5 et 14 juillet 2018.

Consultez les détails au : <http://www.fai.org/events/events-calendar-andresults?id=34877&Event-CalendarId=11405>.





# RC Scale



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Here we are in 'Building Season' getting ready for next year's flying season. Hopefully, you will find some time to check out the MAAC RC Scale program. The program allows you to fly ARFs or planes built by someone else. You do not need something fancy -- entry levels require a plane that 'sort of' looks scale. -- <http://www.maac.ca/en/competitions.php>

If you are interested in judging, contact your MAAC -- RC Scale Committee for more information.

See 'Judges Corner' -- [www.nwsam.org](http://www.nwsam.org)

## CRAMS SCALE DEMO

In July, I had the opportunity to go to Calgary -- the Calgary Radio Aero-Modeling Society (CRAMS) where they had a 'Introduction to Scale Event' which was very successful. About 12 to 14 interested people attended to find out about our RC Scale program.

A big thank you to the CRAMS club led by President Philippe Dessureault for organizing the Scale Introduction seminar. Check out their website and the aerial view of their field. <http://www.cramps.ca/>. Oh, to have a site like that!

Scott Crosby and Rick Zaplachinski came down from Edmonton along with local Gordon Wilhelm and myself made a presentation and fielded questions. It was a very casual 'show & tell' presentation.

After the presentation, we turned around to the flight line and a demonstration of a scale flight routine was done by Scott judged by Rick and myself. After the flight, we explained what the score was for each manoeuvre and why the downgrades to Scott and the group.

This proved to be very entertaining with lots of laughs.

The attendees then had the opportunity to fly their routines and to be judged. Sounds like the effort was very much appreciated and they look to be practicing for an event next year.

If your club has any interest in hosting an entry-level 'Fun Scale Event', please contact your Zone Scale Committee representative or your Zone Director for details on how to do this.

## CANADIAN OPEN RC SCALE CHAMPIONSHIPS

Next year, we hope to have a 'Cana-



*Twelve year-old Kay Freemon of Vernon and his Fun Cub competing in the 2016 British Columbia Scale Classic. / Kay Freemon (12 ans) de Vernon était concurrent avec son Fun Cub au concours British Columbia Scale Classic de 2016.*

dian Open RC Scale Championships.' The event will be a rotating championship where each area will have the opportunity to host the event. Over time, the event would be held in all areas of Canada. In other words, all the MAAC membership will have an opportunity to attend a Championship. The event will be open -- beginners to expert.

Our first National Championships will be next year, in 2017, with the hopes that the Vernon RC Aero-Modelers will replace the British Columbia Scale Classic with the National Championships.

The RC Scale Committee continues to work on improving our program with em-

phasis on the entry level and making the RC Scale Rule Book as easy to understand as possible.

## WORLD CHAMPIONSHIPS

Again, we are also looking for RC Scale contest pilots who may be interested in participating in the 2018 World Scale Championships to be held in Meiringen, Switzerland July 5 to 14, 2018.

<http://www.fai.org/events/events-calendar-andresults?id=34877&EventCalendarId=11405>



# R/C Scale Aerobatics



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I'd like to thank Brendan Grace for sending us this tidbit about radio set-up and smooth flying!

## EXPO, EXPO, READ ALL ABOUT IT.

Exponential. What is it? How does it work? And how can it help?

I have been flying RC less than ten years now and one thing I have learned is that Expo is my best friend when flying.

Whether a Sunday flyer or seasoned aerobatic pilot, expo is a tool that can make a world of difference as to how your airplane handles.

Is your plane twitchy? Is it the plane or you?

The cause doesn't matter, expo can help out. Expo is an electronic method of changing the amount of movement of the surfaces with respect to the sticks. It makes the response non-linear. In other

words, you can set it up so the movement at the centre of the stick moves the control surfaces less. Sure, a change in rate can do that but exponential still allows for full movement at the extremes of the stick movement.

Here is a quick example. With no expo, if a servo is set up with 30 degrees of stick movement causing 30 degrees of aileron movement (15 degrees each way from center), every degree of stick movement throughout the range will cause one degree of surfaced movement. Now add lots of expo. If the stick is moved the first 10 degrees in either direction from center, the surfaces may now only move 5 degrees. As the stick is moved to its limits, the movement will eventually be the full 15 degrees in each direction.

All expo does is allows more stick movement in the middle range with less effect on the plane. It sure works wonders for my shaky hands when competing or just flying someone else's plane and the nerves take hold.

Truth be told, I use up to 70% expo on my surfaces and love the effect. Everyone has different values that work for them. I still have lots of throws towards the ends when needed. When I roll, I am at full stick and the roll rate is about one roll per second. While flying around or turning, I can move the stick quite a bit in the middle with a resulting slow and very controlled roll rate.

Futaba uses negative values where many other radios use positive values. Check your manual, try it on the ground and see what it does and when ready, try it in the air.

The other big issue I see that causes twitchy planes is too much throw on surfaces, especially when landing. Dial them way back, land with lower throws and dial up the expo. You definitely don't want a twitchy plane when landing but rather a smooth, well responding aircraft. Hope this helps and enjoy expo and its benefits. ✪

# R/C Acrobatie à l'échelle



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J'aimerais remercier Brendan Grace d'avoir envoyé ce texte sur l'ajustement des émetteurs et des vols en douceur.

## EXPO, EXPO, LISEZ TOUS LES DÉTAILS

Exponentiel. Mais qu'est-ce que c'est? Comment cela fonctionne-t-il? Et comment cela peut-il nous aider?

Je pilote des maquettes télécommandées depuis moins de dix ans et si j'ai appris une chose, c'est que l'exponentiel est mon ami lorsque je fais voler quelque chose.

Que vous soyez un pilote du dimanche ou un chevronné de l'acrobatie, l'exponentiel est un outil qui fait toute une différence quant au comportement de votre avion.

Votre maquette est-elle nerveuse? Est-ce l'avion ou vous?

La cause n'a aucune importance. La caractéristique exponentielle peut vous donner un coup de main. L'exponentiel, c'est cette méthode électronique de modifier le montant de mouvement des sur-

faces (de vol) relativement aux manettes sur votre émetteur. La réaction des manettes devient non linéaire. En d'autres mots, vous pouvez ajuster vos manettes de sorte à ce que le mouvement au centre de la manette fait moins bouger la surface. Bien sûr qu'une modification des taux peut accomplir la même chose, mais la fonction exponentielle permet quand même le plein mouvement aux angles extrêmes de votre manette.

Rapidement, voici un exemple. Sans fonction exponentielle, si un servo est ajusté pour se déplacer sur 30 degrés de mouvement de la manette, entraînant ainsi un mouvement d'aileron de 30 degrés (15 degrés de chaque côté du centre), chaque degré que l'on déplace la manette entraînera un débattement d'un degré de la surface. Ajoutez maintenant beaucoup d'exponentiel. Si vous actionnez la manette à 10 degrés dans une direction ou l'autre depuis le centre, vos surfaces ne bougeront que de 5 degrés. Si vous déplacez votre manette vers sa limite, le mouvement des surfaces atteindra éventuellement les 15 degrés dans chaque direction.

Tout ce que permet l'exponentiel, c'est de permettre plus de mouvement des ma-

quettes au milieu de l'émetteur tandis que les effets seront amoindris sur la maquette. C'est merveilleux ce que cette caractéristique peut faire pour calmer mes mains tremblotantes lorsque je suis en compétition ou lorsque je pilote l'avion de quelqu'un d'autre et que mes nerfs l'emportent.

En vérité, j'utilise jusqu'à 70 % d'exponentiel sur mes surfaces et j'aime bien le résultat. Tout le monde garde en tête des paramètres qui fonctionnent bien pour eux. Je dispose encore de beaucoup de débattement au bout du mouvement des manettes si j'en ai besoin. Lorsque je fais effectuer un tonneau à mon avion, ma manette est déplacée tout à fait au bout de son mouvement, le taux de roulis (roll rate) est d'environ un tonneau à la seconde. Lorsque je fais tout bonnement voler mon avion ou que je lui fais effectuer un virage, je peux déplacer mes manettes assez loin au centre pour que mon taux de roulis se fasse lentement et de façon très contrôlée.

Futaba utilise des paramètres négatifs alors que les autres télécommandes utilisent des paramètres positifs. Consultez

*suite à la page 84*



## ROLLAND LUSSIER 1925 - 2016

Rolland Lussier passed on October 13th and his death should not go by without mentioning a few things about a really nice man.

He was from the old school of people a French Canadian gentleman, thoughtful, giving, always ready to help you if you needed it specially to new Flyers because he had a wealth of experience.

A person who once you met him you never forgot him.

He was born in 1925, raised and educated in Cornwall, Ontario. He was a graduate of Cornwall Collegiate and Vocational school circa 1940 and after high school joined the US Navy.

He began his working career as an accountant at Nortel in Montreal and also his avid interest in model aircraft.

Rollie married Ruth in 1948, and together they had 7 children whom he loved dearly.

His other love was model aircraft building and flying. An old time member of the MARS Club and the person that was always welcome to the Cornwall Aero Modellers flying field.

So long to Rollie, a good man, a great modeller and a friend to many and all who new him. He will be missed!



## ROLLAND LUSSIER 1925 - 2016

Rolland Lussier nous a quitté le 13 octobre dernier se doit d'être souligné car nous perdons en lui un homme très attachant.

Rolland était un franco-ontarien gentilhomme, réfléchi et toujours prêt à aider surtout pour les apprentis modélistes en leur offrant sa vaste expérience.

Rolland était ce genre de personne que l'on oublie jamais. Il est né à Cornwall et y passa sa jeunesse. Gradué de l'école "Collegiate and Vocational school" au début des années '40

il s'enrôla ensuite dans la marine américaine.

Rolland poursuivit sa carrière comme comptable chez Nortel à Montréal. C'est alors qu'il qu'il développa sa passion pour l'aéromodélisme.

Rolland épousa Ruth en 1948 et eurent 7 enfants.

Passionné d'aéromodélisme, Rolland était un constructeur hors pair. Membre du club MARS pendant plusieurs années, il fréquentait également le club de Cornwall sur une base régulière.

Adieu Rolland, amis de tous, il laisse derrière lui un souvenir inoubliable.



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July 2016, Vol. 47, No. 9  
Published by Merrison Communications

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## ANNUAL ZONE MEETING

By the time you receive this magazine, this year's Annual Zone meeting will have taken place. We believe that attendance should be increased due to the location in this community with whom MAAC is well known.

Many interesting seminars will have been presented, accompanied by demos and flight simulators. We are most appreciative for the generous support of our local hobby stores and corporate sponsors who have provided items with a retail value in excess of \$ 3,000. There will be many happy winners.

The St. Lawrence zone thanks our Gold sponsors: Bisson Custom Mufflers, Distribution aux Modélistes, Hobbyville, Téléguidé Sherbrooke, Teeny Drones and Zone Hobbies

Our Platinum sponsors are: AMR, Great Hobbies, Icare Sailplanes, Robert Tremblay, Rothenberg and Rothenberg Capital Management, Steve Woloz Associates Inc., TBRC Wings, Ted's Hobby Shop. ✈

R/C - Hydravion à flotteurs *suite de la page 70*

tés à chaque année. Ma flotte était un peu moins nombreuse cette année mais je vais y voir puisqu'un Norseman à l'échelle 1/6 se trouve dans mon atelier au moment où je vous écris.

« Si on remarque une seule chose au sujet de Shuswap, c'est qu'il n'y manque jamais de GROSSES maquettes. Dave Collis a apporté son Kingfisher à l'échelle un tiers (en livrée civile, non militaire) mû par un Saito double cylindres de 57 cc... ce qui offrait un son très réaliste.

« On retrouvait aussi un important contingent de Beavers à l'échelle 1/5 et 1/4 et même une version turbo. Tous les autres étaient sur place : hydravions, hydravions à coque (ce qu'on appelle les flying boats), des monomoteurs et des multimoteurs.

« La météo semble toujours coopérer le vendredi et le samedi lorsque je m'y présente et que j'effectue la plupart de mes vols. L'emplacement de vol est très beau et l'eau était calme la plupart du temps. Des pilotes de l'Alberta, de l'état du Washington, de la majeure partie du territoire de la Colombie-Britannique et même de l'Australie sont venus. On retrouvait plusieurs maquettes électriques et à essence, les moteurs à incandescence (glow) étant minoritaires.

« Si vous n'êtes jamais allés au Fall Classic et que vous vous retrouvez dans le secteur de Shuswap pendant la semaine suivant le congé de la fête du travail, venez faire un tour... Vous ne serez pas déçus! » ✈

compétition internationale sera disputée en octobre à Hawaï et une équipe canadienne nous représentera. Celle-ci sera formée de Jason Mainella (gérant), Ryan Walker, Gabriel Kocher et Trevor Christenson. La devise de l'équipe : « Avec de la pratique, de la passion, du travail d'équipe et du respect, nous nous acquitterons de notre mission : devenir la meilleure équipe de course FPV au monde » (traduction libérale).

## RECRUTEMENT AU SEIN DU MAAC

À ce moment-ci, grâce aux évènements cités plus haut, nous avons recruté 60 nouveaux membres. Malgré cela, l'adhésion au sein de notre zone a chuté d'environ 3 % par rapport au même moment, l'année dernière. Celle du MAAC en général accuse aussi une diminution de 1 %. Nous devons travailler d'arrachepied afin d'encourager de nouvelles personnes à se joindre au MAAC.

## ASSEMBLÉE ANNUELLE DE LA ZONE

Au moment où vous recevrez cette

revue, l'Assemblée annuelle de la zone aura déjà eu lieu. Nous croyons que la participation devrait avoir augmenté compte tenu du lieu de rencontre et de son rapport avec le MAAC.

Plusieurs ateliers très intéressants auront été présentés, en plus de démonstrations et de séances de simulateur de vol. Nous apprécions énormément l'appui très généreux de nos magasins locaux de passe-temps et des commanditaires corporatifs qui ont offert des prix dépassant une valeur totale de 3 000 \$. Il y aura plusieurs gagnants bien heureux.

La zone Saint-Laurent remercie ses commanditaires or : Bisson Custom Mufflers, Distribution aux Modélistes, Hobbyville, Téléguidé Sherbrooke, Teeny Drones et Zone Hobbies.

Quant à nos commanditaires platine, il s'agit de : AMR, Great Hobbies, Icare Sailplanes, Robert Tremblay, Rothenberg and Rothenberg Capital Management, Steve Woloz Associates Inc., TBRC Wings, Ted's Hobby Shop. ✈

*date ont rappelé l'heureuse époque durant laquelle les champs étaient nombreux à l'extérieur et que les environs de Richmond Hill étaient très verts. À mesure que le développement résidentiel et commercial grugeait de l'espace, le Club a perdu son terrain de vol il y a plusieurs années et n'a pu trouver autre chose à l'intérieur des limites de la localité.*

*« Toutefois, cette perte correspondait avec la montée en popularité du vol intérieur et le Club s'est réinventé. L'ancien président Michael Brodey, l'actuel président Karl Mandjik et le secrétaire-trésorier Lawrence Cotton ont établi un horaire*

*de vol qui respecte les différents styles de vol, y compris une case horaire pour les maquettes de construction artisanale.*

*« Les légendes de la construction tel Ken Coleman et Eric Taylor mènent actuellement la charge avec une série d'avions de course artisanaux Gee Bee. Ces maquettes sont devenues les plus populaires au gymnase.*

*« Sous la gouverne de Mike Brodey, le Club offre une démonstration d'une journée entière lors de la fête du Canada à Richmond Hill. Un horaire de vol est déjà planifié pour 2016-2017, si bien que l'avenir promet au Club. »*

✈

votre manuel du propriétaire, essayez ça au sol et vérifiez ce que l'exponentiel produit au sol. Ensuite, essayez cela en l'air.

L'autre gros enjeu qui fait en sorte que les avions soient trop nerveux, c'est qu'il se peut que vous ayez trop de débattement sur vos surfaces, surtout à l'atterrissage. Enlevez un peu de débattement, atterrissez ainsi et rajoutez de l'exponentiel. Vous ne voulez certainement pas d'un avion instable lorsque vous le faites atterrir mais plutôt une maquette qui est stable et qui répond bien à vos sollicitations. J'espère que ces conseils vous aideront et que vous profiterez de l'exponentiel et de ses avantages. ✈





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

**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 519-550-7955. flyanextra@gmail.com (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. 519-550-7955. flyanextra@gmail.com (01/13)

**FOR SALE:** DA 85 Engine, new, never run; includes ign. battery and two props. \$800. David 204-255-6652 or email blcdlc@mymts.net

**WANTED:** Art Tech's 25" PNP Fokker DR1. TimEckens@gmail.com (Thunder Bay)

**FOR SALE :** 60's Carl Goldberg 1st foamie. Ranger 42. Kit #PRC1. Never built. TimEckens@gmail.com (Thunder Bay)

**WANTED:** Aeronca Sedan plans with or without kit, 64-84 inch. Partial built kit OK. neufeldjamesl@gmail.com (11/16)

**FOR SALE:** Carl Goldberg Anniversary Piper Cub, 76" span, saito FA-56 4 ST NIB, fuselage, wing, tail feathers all framed, not covered, 2 rolls coverite Cub Yellow, five servos, hobnico iron, field box complete, hobnico starter, 2 voltmeters, \$ 300.00 OBO. Keith 905 854 2700 (11/16)

**FOR SALE:** Falcon 56 .OS 40, 4 servos, futaba rec, futaba Conquest TX, RTF \$280.00 OBO Keith 905 854 2700 (11/16)

**FOR SALE:** Model Bi-plane with new motor: Circa: 1980s'. Strips of clear pine frame. Kit made in Kingston, Ontario. Length: 41" (105cm) Wing span: 48" (122cm) wing span. Markings: Lucy in the Sky with Diamonds." Never used, never flown. contact pchristopher@xplornet.ca



**FREE:** I have seven retired but flyable Ukie combat ships to be given away at NO charge. These would be good for Juniors, Beginners or a Club project. 905 836 5678, or 705 484 0637 Anytime. (Newmarket, ON) (09/16)

**FOR SALE:** Built but never flown Gentle Lady with .049 Babe Bee engine and pod. \$75 OBO Clinton cjb.marquardt@rogers.com (Ottawa, ON) (09/16)

**FOR SALE:** For Aero Towing 1/4 stand off scale Genesis Standard Class Sailplane reasonably priced. For details contact larrylit@gmail.com (St.Catharines, ON)(09/16)

**FOR SALE:** Cosmic Wind Little Toni with a O.S. 91 Four Stroke never flown spitfiremk09@hotmail.com (Sidney, BC) (09/16)

**FOR SALE:** DLE 55SE Gas Engine.Complete. NEW in Box .Will ship Loomis Within Canada. \$350.00 Contact: gkincaid@sasktel.net(09/16)

**FOR SALE:** 3 model rockets, length; 34, 45, 66 inches, + launch pad. Info:(705)498-6312 or chpepin@ontera.net (North Bay, ON) (07/16)

**FOR SALE:** Super Tiger 3250 engine and Saito 300 twin engine. Also Astro Hog Airplanes ready to fly. 204-728-2345 (Brandon, MB) (05/16)

**FOR SALE:** Hawk Jet by SAPAC. NIB kit with motor, fan, retracts (w/s 38"). Pick-up preferred \$300. robbbrundelre@gmail.com or 613-574-2555. (05/16)

**FOR SALE:** Dave Platt 1/5 Spitfire Mk XII, new (never flown) expertly built with Saito 150 (like new), 3 retracts (tail), 88 inches, epoxy finish including markings, sliding canopy with opening side door, full size Platt pilot, 18 pounds (light) \$1000.00. Cost of material alone (over \$2000,00) Montreal Qc .Local pick up only. Contact: Claude at claudes1256@gmail.com or 514-6850638. (05/16)

**FOR SALE:** MAGNUM XL 25FSR, .25ci 4cc BB R/C engine, R/C throttle, muffler, NIB \$60 tootleheight@shaw.ca

**FOR SALE:** Saito FA 270T 4 Stroke Flat Twin. Motormount, muffler, manual, tool kit. Never run! \$550. 403-526-5248 (03/16)

**FOR SALE:** Longtime modeller retiring. Selling everything. FF/UC engines late '40s, early '50s. 4 RC Engines. Numerous .049 engines, OK C02, DynaJet, O&R 60 Ign, several kits, completed models (some never flown, others partially built) Boxes of MAN, RCM, and hints/plans photocopied from magazines. Best Offer. Email your name and address and I'll forward a two-page detailed listing. Jim MNJ1055@AOL.com (Chatham, ON) (03/16)

**FOR SALE:** New Daddy-0 525 \$295. Escape \$195. Smith Miniplane \$165. Call Gary 905-544-1251 Hamilton, ON. (03/16)

**FOR SALE:** Chevron model paints, filler and thinner - various camouflage 8 oz cans. Can send complete list. Phone 250-337-5320 (Vancouver Island) or email : Flitesup@Island.net (03/16)

**WANTED:** Crystal for a KMI KMR8M receiver to change from channel 54 (72.870Mhz) to 72.400 Mhz. Phone Tom at 705-424-1790

## Model Aviation CANADA

	6x	3x
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230

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# 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

October 29, 2016 - Saturday | Auction | 1 Day | ERCS Annual Auction | EDMONTON RADIO CONTROL SOCIETY | Baturyn Community Hall | ERCS Annual Auction Doors open at 8:00 AM for Consignment First item on the block for Auction at 10:00 AM All payments by Cash, Debit, or Credit Card. (No Cheques) Consignees: Auction Fee is 15% of selling price. For more info and Registration forms see ERCS website At [www.ercs.ab.ca](http://www.ercs.ab.ca) This is a no reserve Auction Concession on Site Come and join us in a day of fun and good company | 2016-583 | <http://www.ercs.ab.ca>

January 01, 2017 - Sunday | Fun Fly | 1 Day | Annual Polar Bear Fun Fly | ROCKY BARNSTORMERS R/C CLUB | MAIN FIELD | Jan 1-Barnstormers Polar Fun Fly. 10 am to 4 pm regardless of weather. Field is cleared

of snow. Heated club house. Coffee and sweets provided. MAAC rules apply and proof of valid MAAC membership is required. Contact Peter 403-845-6271 or Bill 403-844-4203. | 2017-01 |

### ATLANTIC - B

No Listings

### BRITISH COLUMBIA - C

November 05, 2016 - Saturday | Swap Shop | 1 Day | High Country Flyers - Swap Shop | HIGH COUNTRY FLYERS | Calgary Temple Community Church | Come join your fellow builders, flyers, and collectors in swapping, selling, and trading your best kept treasures for those of others. Some of the best deals ever are concocted at

the Swap Shop. Even if you just want to come and catch up with your long lost flying buddies and swap stories, there will be lots of treasures. Tables are \$10 each; entry fee for all others is \$3. Open to Sellers at 8 am, doors open to buyers at 9 am. Usually goes till 1 pm but the best deals happen before noon. Absolutely No Selling before 9AM | 2016-31 | <http://www.highcountryflyers.org>

November 06, 2016 - Sunday | Fun Fly | 1 Day | Indoor - November 6, 2016 | KELOWNA OGOPOGO RADIO CONTROLLERS | INDOOR FLYING SITE - QUIGLEY ELEMENTARY SCHOOL | Indoor Fun Fly - come join us and have loads of fun flying in a school gymnasium, and maybe make some new friends. Definitely will hone your skills at flying in a confined space. The only requirement is that you have a plane capable of flying slow, and it must be electric. Landing fee is \$20

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# Calendar of Events



for 4 hours of fun. Non-members are welcome, but MAAC is mandatory and will be checked at the door. Location is Quigley Elementary, 705 Kitch Road, Kelowna. Time: 12:00 PM to 4:00 PM. | 2016-601 | <http://www.korc.ca>

November 11, 2016 - Friday | Fun Fly | 1 Day | Remembrance Day | KAMLOOPS MODEL AIRPLANE SOCIETY | Tolko Airfield | The Kamloops Model Airplane Society is hosting their annual Remembrance Day service. The service will be begin at 10:45 a.m. Please bring a plane to fly after the service is completed. | 2016-604 | <http://www.kmasrc.ca/>

November 20, 2016 - Sunday | Fun Fly | 1 Day | Indoor - November 20, 2016 | KELOWNA OGOPOGO RADIO CONTROLLERS | INDOOR FLYING SITE - QUIGLEY ELEMENTARY SCHOOL | Indoor Fun Fly - come join us and have loads of fun flying in a school gymnasium, and maybe make some new friends. Definitely will hone your skills at flying in a confined space. The only requirement is that you have a plane capable of flying slow, and it must be electric. Landing fee is \$20 for 4 hours of fun. Non-members are welcome, but MAAC is mandatory and will be checked at the door. Location is Quigley Elementary, 705 Kitch Road, Kelowna. Time: 12:00 PM to 4:00 PM. | 2016-603 | <http://www.korc.ca>

December 11, 2016 - Sunday | Fun Fly | 1 Day | Indoor - December 11, 2016 | KELOWNA OGOPOGO RADIO CONTROLLERS | INDOOR FLYING SITE - QUIGLEY ELEMENTARY SCHOOL | Indoor Fun Fly - come join us and have loads of fun flying in a school gymnasium, and maybe make some new friends. Definitely will hone your skills at flying in a confined space. The only requirement is that you have a plane capable of flying slow, and it must be electric. Landing fee is \$20 for 4 hours of fun. Non-members are welcome, but MAAC is mandatory and will be checked at the door. Location is Quigley Elementary, 705 Kitch Road, Kelowna. Time: 12:00 PM to 4:00 PM. | 2016-602 | <http://www.korc.ca>

## MANITOBA - D

June 03, 2017 - Saturday | Fun Fly | 2 Days | Rabbit Lake Float Fun Fly | LAKE OF THE WOODS AEROMODELERS | Rabbit Lake Float | Bring your float aircraft and your family to Central Canada's premier float flying site, for the annual float fly on Rabbit Lake at Garrow Park in Kenora. There will be an onsite food concession and there are nearby restaurants. | 2017-04

July 15, 2017 - Saturday | Fun Fly | 1 Day | Rainy River Internationals | RAINY RIVER INTERNATIONALS | RAINY RIVER AIRFIELD | This fun fly and the fish fry supper is a internationally known and well attended event. There is dry camping on the airfield, weather permitting. Supper ticket's for the freshly caught walleye and everything else to fill your plate is \$15.00. There also is a noon BBQ with burgers and smokies for a nominal fee. Be sure to bring proper documentation if you plan on going to the USA for any reason. Minnesota is only a few kms from the airfield. | 2017-03

September 16, 2017 - Saturday | Fun Fly | 2 Days | Kenora's End of the Season Fall wheeled Fun Fly | LAKE OF THE WOODS AEROMODELERS | Main Field Wheels | The fall days are upon us, the daylight is getting shorter, the temperatures have cooled off, the leaves are turning color and the birds have started their flights to the south. This is the perfect time to come to the Kenora airfield and enjoy a relaxing time with your friends. Dry camping sites are available. There will be an onsite food concession. Note - the evening bonfire, the bright stars and the northern lights is always a great way to end the day. | 2017-05 |

October 14, 2017 - Saturday | Meeting/Seminar/Clinic | 1 Day | 2017 Zone D Annual Meeting | MANITOBA/NORTHWESTERN ONTARIO ZONE | Western Turbo and Fuel Injection Ltd | Don't forget to bring a chair to the meeting. | 2017-09 |

## MIDDLE - E

November 05, 2016 - Saturday | Fun Fly | 1 Day | St.Georges Church Fun Fly | NIAGARA ELECTRIC FLYERS | ST. GEORGE ANGLICAN CHURCH | St.Georges Church Fun Fly, 83 Church Street, St.Catharines, L2R 3C7, Free Parking behind Church on asphalt, Raymond Street entrance. Saturday November 5, 12, 10:00 am to 4:00 pm, Saturday November 26, 12:00 pm to 4:00 pm, 2016 MAAC is required. All Fees Support the Daily Breakfast Program. | 2016-599 |

December 03, 2016 - Saturday | Fun Fly | 1 Day | St.Georges Church Fun Fly | NIAGARA ELECTRIC FLYERS | ST. GEORGE ANGLICAN CHURCH | St.Georges Church Fun Fly, 83 Church Street, St.Catharines, L2R 3C7. Free parking behind Church on asphalt, Raymond Street entrance. Saturday December 3rd, 10th, and 17th, 10:00 am to 4:00 pm. 2016 MAAC are required. All Fees Support the Daily Breakfast Program. | 2016-600 |

January 07, 2017 - Saturday | Fun Fly | 1 Day | St.Georges Church Fun Fly | NIAGARA ELECTRIC FLYERS | ST. GEORGE ANGLICAN CHURCH | St.Georges Church Fun Fly, 83 Church Street St.Catharines, L2R 3C7. Free Parking behind Church on asphalt, Raymond Street entrance. Saturday January 7, 14, 21, 2017 10:00 am to 4:00 pm, Saturday January 28 2017 12:00 pm to 4:00 pm. 2017 MAAC is required. All fess support the daily breakfast program. | 2017-10 |

February 04, 2017 - Saturday | Fun Fly | 1 Day | St.Georges Church Fun Fly | NIAGARA ELECTRIC FLYERS | ST. GEORGE ANGLICAN CHURCH | St.Georges Church Fun Fly, 83 Church, St.Catharines L2R 3C7,. Free parking behind Church on asphalt, Raymond Street entrance. Saturday February 4th, 11th, 18th 10:00 am to 4:00 pm, Monday February 13, Family Day 12:00 pm to 4:00 pm, Saturday February 25th !2:00 pm to 4:00 pm. 2017 MAAC is required. All fees support the daily breakfast program. | 2017-11 |

March 04, 2017 - Saturday | Fun Fly | 1 Day | St.Georges Church Fun Fly | NIAGARA ELECTRIC FLYERS | ST. GEORGE ANGLICAN CHURCH | St.Georges Church Fun Fly, 83 Church



# Calendar of Events

Street, St.Catharines, L2R 3C7. Free parking on asphalt, Raymond Street entrance. Saturday March 4th 2017, 11th 18th, 10:00 am to 4:00 pm, March 25th 12:00 pm to 4:00 pm. All fees support the Daily Breakfast Program. 2017 MAAC is required | 2017-12 |

## NORTHERN ONTARIO - F

No Listings

## OTTAWA VALLEY - G

October 23, 2016 - Sunday | Meeting/Seminar/Clinic | 1 Day | Annual zone meeting | OTTAWA VALLEY ZONE | Aviation Museum | Join us for the Annual Zone G meeting at the Aviation Museum in Ottawa Sunday October 23rd. Registration starts at 10:30 a.m. There will be how to seminars in the morning and a chance to look around the museum. Lunch will be available to purchase and the meeting will start at 1:00 p.m. | 2016-592 |

August 19, 2017 - Saturday | Fun Fly | 2 Days | 30th Annual Ottawa Valley Giant Scale Rally in Kingston | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | August 19-20, 2017 - 30th 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 Saturday night feast. Raffles and door prizes. Rule 80" wingspan for monoplanes, 60" for biplanes or 1/4 scale. Must be current member of MAAC or AMA. Landing fee \$20, Contact: Dave Penchuk, cell: (613) 795-6076, Email: dave.penchuk@bell.net or Rolly Siemonsen, home: (613) 389-3631, cell (613) 572-3631 Email: roly@bell.net Directions: <http://www.krccm.org/map.pdf> Website: <http://www.giantscalecanada.com> | Feb-17 | <http://www.krccm.org>

## BC COASTAL - H

December 06, 2016 - Tuesday | Meeting/Seminar/Clinic | 1 Day | WCRCAF Christmas Party | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | FIELD | Save the date. Anyone who wishes to make suggestions for a venue may contact [secretary@wcrcaf.com](mailto:secretary@wcrcaf.com) | 2016-331 | <http://www.wcrcaf.com>

## QUEBEC - I

November 27, 2016 - Sunday | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Club Air Modéliste: Vol intérieur à la Polyvalente de l'Ancienne-Lorette. | 2016-593 | <http://www.clubairmodeliste.com>

December 18, 2016 - Sunday | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de l'Ancienne-Lorette | Club Air Modéliste: Vol intérieur à la Polyvalente de l'Ancienne-Lorette | 2016-594 | <http://www.clubairmodeliste.com>

January 22, 2017 - Sunday | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de l'Ancienne-Lorette | Club Air Modéliste: Vol intérieur à la Polyvalente de l'Ancienne-Lorette. | 2017-06 | <http://www.clubairmodeliste.com>

February 26, 2017 - Sunday | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de l'Ancienne-Lorette | Club Air Modéliste: Vol intérieur à la Polyvalente de l'Ancienne-Lorette. | 2017-07 | <http://www.clubairmodeliste.com>

March 12, 2017 - Sunday | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de l'Ancienne-Lorette | Club Air Modéliste: Vol intérieur à la Polyvalente de l'Ancienne-Lorette. | 2017-08 | <http://www.clubairmodeliste.com>

## ST LAWRENCE - J

October 29, 2016 - Saturday | Meeting/Seminar/Clinic | 1 Day | ST

LAWTENCE ZONE ANNUAL ZONE MEETING | ST LAWRENCE ZONE | COTE ST LUC AQUATIC CENTRE 5794 PARKHAVEN Côte-Saint-Luc, QC H4W 0A4 | VERSION FRANCAIS A SUIVRE 1 Annual Zone Meeting , Saturday October 29/19 This years Annual Zone meeting will take place Saturday, October 29, 2016 at the Cote St Luc Aquatic Centre located at 5794 Avenue Parkhaven, Côte-Saint-Luc, QC H4W 0A4. As in prior years the morning, open to the public, will include tech info seminars; swap shop, popularity judging. Raffles for gifts provided by corporate sponsors will also occur. We wish to thank our 2015 sponsors which included ; Great Hobbies; Teds Hobby Shop; Icare; Udisco; Hobbyville; AMR ; Distribution Aux Modelistes; Dr Filoteo pasquini The afternoon official meeting will commence at 1:30 and complete by 3:45. Election for your deputy zone director will occur. Please prepare your list of wings graduates in advance and forward them to your zone director no later than October 1, 2016. In addition please submit in writing using appropriate MAAC forms your list of recommendations, resolutions , nominations for Leader member ; Hall of Fame; Pioneer etc . More Information will follow . | 2016-537 |

August 25, 2017 - Friday | Competition | 3 Days | Lacolle International Championship 2017 | CLUB R/C LES ARPENTS V'AIR | GRANDE LIGNE, LACOLLE | LACOLLE INTERNATIONAL CHAMPIONSHIP Aug. 25-27 2017 4th annual MAAC sanctioned international electric soaring championship LACOLLE, QUEBEC, CANADA This is a three days program counting for two distinct ALES competitions and one FAI F5J competition. EVENTS Friday F5J competition (FAI F5J Intertour sanctioned) Saturday ALES 1 (ESL sanctioned) Sunday ALES 2 (ESL sanctioned) More details at <http://ArpentsVairRC.org/> |

## SASKATCHEAWN - K

No Listings



# Calendar of Events



## SOUTH EAST - L

November 06, 2016 - Sunday | Fun Fly | 1 Day | HUCK It's COLD 3.0 | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELLERS | FIELD - 2734 CAMBRIAN RD SEVERN TOWNSHIP | 2016-596 | <http://www.6thdivisionflyers.com/>

November 12, 2016 - Saturday | Competition | 1 Day | 5th annual F3P ECC | NORTHUMBERLAND ELECTRIC AVIATORS | COBOURG COMMUNITY CENTRE | The 5th Annual F3P ECC will be held Saturday November 12, 2016, at the Cobourg Community Center, 750 D'Arcy Street. We are aiming for 6 rounds for all classes All 3 F3P classes will be flown. For rounds 5 and 6 FAI pilots may elect to fly F or P. The entry fee is \$35.00 for juniors \$20.00. Practice starts at 9 am. Contest will run from Noon to 6 pm. There will be practice and instruction on Friday November 11, from 7pm to 10pm. For more information Please check here: <http://xavier.mouraux.com/indoor/eastern-canada-f3p.html> | 2016-598 |

November 12, 2016 - Saturday | Fun Fly | 1 Day | NEA Indoor Fun Fly | NORTHUMBERLAND ELECTRIC AVIATORS | COBOURG COMMUNITY CENTRE | The NEA Indoor Fun Fly will be held Saturday November 12, at the Cobourg Community Centre, 750 D'Arcy St. Max. Weight limit 300 grams. Entry fee \$10.00. from 6 pm to 10 pm. | 2016-597 |

## SOUTH WEST - M

November 19, 2016 - Saturday | Meeting/Seminar/Clinic | 1 Day | President's Meeting Fall Edition 2016 | SOUTH WEST ONTARIO ZONE | Jazz Hangar | Club Presidents, Executive and anyone interested are invited to attend the Fall edition Presidents Meeting for the Southwest Zone. Start time will be 10:00 am at the Fanshawe College School of Aviation Technology Faculty of Technology at the London Airport, formerly the Jazz Hangar. Let's meet up at the Flying J for breakfast at 8 am. After the meeting

we may even get a tour of the building. See you there. | 2016-428 |

June 24, 2017 - Saturday | Air Show/ Demo | 2 Days | SOGS Airplane Rally | BLUEWATER R/C FLYERS | Stoney Creek Airport, Hamilton, Ontario | Southern Ontario Giant Scale is once again hosting the SOGS Airplane Rally at the Stoney creek Airport on Mudd St in Hamilton. This event is staged to promote Giant Scale in Canada and to raise funds for McMaster Childrens Hospital Foundation. The Stoney Creek airport is a wonderful flying facility with a long black top and grass runways. Free Overnight camping is available ( sorry no services ) from Friday afternoon to Sunday evening. Electrical power will be available for charging batteries and there is a water supply to fill your tanks if needed. There will be raffles and draws over the week end plus pilot prizes including an early registration draw. To early register please see the SOGS website for the form and send it and your cheque or money order payable to SOGS to Paul Chitty, 1032 Camelot Cres, Sarnia, On. N7S 3L3. Landing fee is \$20.00 which includes a SOGS T shirt Cut off for early registration is June 1st. For further information please contact [pchitty@cogeco.ca](mailto:pchitty@cogeco.ca) (519-330-6611) or Roy Rymer MAAC Middle zone Director or go to [southernontariogiant-scale-airplanerally.com](http://southernontariogiant-scale-airplanerally.com) or see us on Facebook ( SOGS ) | <http://www.bluewatererrcflyers.info/>

2016 CanAm Cup

From page 88

flight was disqualified by the broken egg and he could not fly again.

Taras Tataryn also entered S2/P. His model suffered numerous misfires as the model rocket motor refused to ignite. Perhaps this was a message from above as when the Estes "E" motor finally did ignite, the motor "blew through" lofting the model about 10 feet into the air and crashing next to the launch pad. His model was damaged beyond repair and he too could not fly again. It just wasn't meant to be.

### SUMMARY

Team Canada had some mixed individual contest results. Kevin scored an outstanding Silver Medal in S8P, Saverio and Peter tied for Bronze Medals in NAR S6A, Saverio scored a Bronze Medal in S9A, a Silver Medal in NAR S3A, a Silver Medal in NAR overall points and a Bronze Medal in FAI overall points.

Our haul of eight medals was a respectable team showing and a good foundation for future events. Both Peter Cook and Saverio Prato are entered in the 2016 Space Modelling World Championships in Lviv, Ukraine, August and hope to represent Canada well.

Looking to the 2017 season: CanAm will be held in Muskegan, MI, later half of July and the Capital Cup will be held in Great Plains, VA in September.

If you are interested please contact Saverio Prato at [savprato@hotmail.com](mailto:savprato@hotmail.com).

*Vallée de l'Outaouais (G)*

lorsque je pilote l'appareil. Nous étions en proie à une barrière linguistique – leur langue maternelle étant le français et la mienne étant l'anglais – mais nous avons tout de même réussi à communiquer.

« J'encourage chacun d'entre vous à prendre le temps de jaser avec le public lors de tels rassemblements. En premier lieu, cela aide à perpétuer notre passe-temps auprès de membres potentiels. Deuxièmement, qui sait, une simple jasette pourrait déclencher l'étincelle chez une jeune personne, ce qui pourrait

*suite de la page 88*

l'entraîner vers une carrière en aviation.

« Pour tout résumer, j'ai passé une journée splendide tout en espérant avoir influencé deux jeunes hommes de façon positive.

« Ah oui, au cas où vous vous posiez la question... Oui, j'ai ramené ma maquette en un seul morceau. » ✈

# Hobbyshops Canada

Your guide to local hobbyshops and Canadian distributors and manufacturers



**Aircraft Modelers Research**  
2550 Chemin du Lac  
Longueuil Québec  
AMR-RC.com 450-670-2444

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Winnipeg, MB 866-248-0352  
cellardwellerhobby.com

**Eliminator-RC Hobby Supply**  
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Winnipeg, MB 800-870-6346  
www.e-rc.ca 204-947-2865

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	6x	3x
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230





# General Order Form / Bon de commande générale

Print Clearly / imprimer clairement

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

		Quantity/é	TOTAL
Decals: Wings/Ailes –Small/ Petit	\$ 0.30	x _____	\$ _____
Wings/Ailes –Medium/Moyenne	\$ 0.30	x _____	\$ _____
Wings/Ailes –Large/Grande	\$ 0.30	x _____	\$ _____
Wings All three/ Ailes tous les trois	\$ 0.90	x _____	\$ _____
Tri-Colour Sticker	\$ 0.35	x _____	\$ _____
Wings/Ailes – Large/Grande –Win d o w / F e n ê t r e	\$ 0.50	x _____	\$ _____
Bumper Sticker / Autocollant pour pare-choc	\$ 1.40	x _____	\$ _____
Pins/Épingles:			
Brass Lapel Pin/cuivre	\$ 2.50	x _____	\$ _____
Tri-colour Plastic Pin/tricolore plastique	\$ 0.95	x _____	\$ _____
Hat Pins/à chapeau (specify Qty/quantité)	\$ 2.80	x _____	\$ _____
_____ 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 P i l o t _____ 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) \$ 5.25 x \_\_\_\_\_ \$ \_\_\_\_\_  
 Nom: \_\_\_\_\_ Club/Location: \_\_\_\_\_

Misc.: MAAC Crest / Écusson du MAAC \$ 1.00 x \_\_\_\_\_ \$ \_\_\_\_\_  
 Frequency Board/ tableau de fréquences \$ 3.00 x \_\_\_\_\_ \$ \_\_\_\_\_  
 Warning Sign / pancarte d'avertissement \$ 2.95 x \_\_\_\_\_ \$ \_\_\_\_\_  
 Cub Kit (minimum 5) \$ 2.75 x \_\_\_\_\_ \$ \_\_\_\_\_  
 Medallions/ Médailles (specify Qty/ quantité) \$ 2.90 x \_\_\_\_\_ \$ \_\_\_\_\_  
 Gold/or \_\_\_\_\_ Silver/argent \_\_\_\_\_ Bronze

10 K Gold MAAC Ring /Bague en or 10k (specify size/grandeur)

*Please contact the office for current pricing /Bien vouloir communiquer avec notre bureau pour le prix courant*

Pictures available at [www.maac.ca](http://www.maac.ca) under MAAC E-Store - Photos disponibles sur le site web [www.maac.ca](http://www.maac.ca) sous la rubrique Magasin

## Shipping (based on order Value)

	Subtotal/total partiel	\$ _____
Frais d'expédition sont Basés sur la valeur de la commande	Shipping/frais	\$ _____
0 – 5.00 n/c	50.01 – 60.00	10.95
5.01 – 10.00	60.01 – 70.00	11.95
10.01 – 20.00	70.01 – 100.00	12.95
20.01 – 30.00	100.01 – 150.00	14.95
30.01 – 40.00	150.01 – 200.00	16.95
40.01 – 50.00	200.01 & over	18.95
	GST/TPS 5% AB, BC, MB, NT, NU, QC, YT	\$ _____
	HST/TVH 13% ON	\$ _____
	HST/TVH 15% NB, NF, NS, PE	\$ _____
	<b>Total</b>	<b>\$ _____</b>

## Payment/Paiement:

\_\_\_ Cheque Enclosed (payable to MAAC) / Inclus (paiement chèque à MAAC)

\_\_\_ VISA \_\_\_ MC Card # \_\_\_\_\_ Expiry \_\_\_/\_\_\_

Signature: \_\_\_\_\_

Mail Form to / postez aux:

**Model Aeronautics Association of Canada / Modélistes Aéronautiques Associés du Canada**

5100 South Service Road, Unit 9, Burlington, ON, L7L 6A5

If paying by credit card, form may be faxed to / Si paiement est par carte de credit, faxez au: 905-632-33 04.

Please allow 6 to 8 weeks for delivery. / Prévoir 6 à 8 semaines pour réception.



# MEMBERSHIP APPLICATION 2017

Model Aeronautics Association of Canada  
5100 South Service Rd., Unit #9, Burlington ON L7L 6A5  
www.maac.ca maachq@on.aibn.com Tel: (905) 632-9808 Fax: (905) 632-3304  
Toll Free 1-855-FLY-MAAC or 1-855-359-6222



## Personal Information

MAAC # \_\_\_\_\_ New Member?  Yes  No

Occupation \_\_\_\_\_

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.

Birthdate: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Language  E  F

*Birthdates are required for verification of member type and kept confidential*

Name: \_\_\_\_\_ Spouse (open member): \_\_\_\_\_  
First Initial Last First Initial Last MAAC #

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)

- Sport (just for fun)  R/C Scale  SAM (Society of Antique Models)  R/C Scale Combat  RC Float Plane
- R/C Open Combat  R/C Boats  Contol Line Precision Aerobatics  R.C Precision Aerobatics  Control Line
- R/C Helicopters  Free Flight Outdoor  R/C Scale Aerobatics  Electric Aircraft  R/C Pylon
- R/C Sailplane  Free Flight Indoor  R/C Jet  Turbine  R/C Scale Sailplane  R/C Car
- RC Indoor  Rocket  R/C Giant Scale  FPV  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)*

Any member who joins or renews for next year before November 30th of the current year will receive a specially designed crest.

The crest is available in limited quantities and for a limited time while supplies last.  Check here if you do not want to receive the crest.

Member Type	Current Year (or any portion) Jan 1/17 - Dec 31/17	16 Month Sept 1/17 - Dec 31/18	Current Year (or any portion) plus 2 years Jan 1/17 - Dec 31/19
<b>AB, BC, MB, NT, NU, QC, SK, YT,</b>			
Open Member (Includes magazine) <i>(18 years or over as of January 1)</i>	\$84.00	\$84.00	\$226.80 <i>(Canadian residents only)</i>
Spousal/Common-law Member (without magazine) <i>Married to an open member</i>	\$52.50	\$52.50	\$157.50
Junior Member (without magazine) <i>(Under 18 years as of January 1)</i>	\$10.50	\$10.50	N/A
Junior Member (Includes magazine)	\$22.05	\$22.05	N/A
<b>ON</b>			
Open Member (Includes magazine) <i>(18 years or over as of January 1)</i>	\$90.40	\$90.40	\$244.08 <i>(Canadian residents only)</i>
Spousal/Common-law Member (without magazine) <i>Married to an open member</i>	\$56.50	\$56.50	\$169.50
Junior Member (without magazine) <i>Under 18 years as of January 1)</i>	\$11.30	\$11.30	N/A
Junior Member (Includes magazine)	\$23.73	\$23.73	N/A
<b>NB, NL, NS, PE</b>			
Open Member (Includes magazine) <i>(18 years or over as of January 1)</i>	\$92.00	\$92.00	\$248.40 <i>(Canadian residents only)</i>
Spousal/Common-law Member (without magazine) <i>Married to an open member</i>	\$57.50	\$57.50	\$172.50
Junior Member (without magazine) <i>(Under 18 years as of January 1)</i>	\$11.50	\$11.50	N/A
Junior Member (Includes magazine)	\$24.15	\$24.15	N/A

### Base Membership Fees Are:

- Open \$80 per year or \$216 for three years
- Spousal/Common-law \$50 per year or \$150 for three years
- Junior \$10 or \$21 with magazine
- Fees shown include applicable GST or HST
- All memberships expire at the end of the calendar year.
- CURRENT YEAR FEES ARE NON-REFUNDABLE
- Bi-monthly publication is supplied to members commencing at renewal or date joined

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)	_____
<b>Total</b>	_____
method of payment: <input type="checkbox"/> VISA <input type="checkbox"/> Mastercard <input type="checkbox"/> Cheque	
Card #	_____
Exp.: _____ / _____	
Payment Signature: _____	
<b>Please allow 3 - 5 weeks for application to be processed October through April</b>	





# DEMANDE DE PERMIS DE MODÉLISTE 2017

Les Modélistes Aéronautiques Associés du Canada  
5100 South Service Rd., Unit #9, Burlington ON L7L 6A5  
www.maac.ca maachq@on.aibn.com Tel: (905) 632-9808 Fax: (905) 632-3304  
Numéro sans frais 1-855-FLY-MAAC or 1-855-359-6222



## Information personnelle

MAAC # \_\_\_\_\_ NOUVEAU MEMBRE?  Oui  Non **Emploi** \_\_\_\_\_  
Date de naissance: / / \_\_\_\_\_ Langue  A  F  
La demande de cette information est pour fins démographiques puisque notre Association, est gérée par des bénévoles et nous pouvons à l'occasion nous référer à l'information fournie par nos membres, pour demander de l'aide. Si vous ne désirez pas être contacté, ne remplissez pas la section "Emploi"  
Date de naissance requise pour vérification, renseignements confidentiels

Nom : \_\_\_\_\_ Époux (Membre Régulier) : \_\_\_\_\_  
Prenom Initiale Nom Prenom Initiale Nom MAAC No.

Adresse : \_\_\_\_\_  
Rue, chemin, etc. Unit / app #

Ville: \_\_\_\_\_ Province: \_\_\_\_\_ Code Postal: \_\_\_\_\_  
TEL: résidentiel \_\_\_\_\_ FAX: \_\_\_\_\_ courriel: \_\_\_\_\_  
TEL: travail \_\_\_\_\_ FAX: \_\_\_\_\_ courriel: \_\_\_\_\_  
 Veuillez cocher ici si vous ne voulez pas recevoir des messages du MAAC par 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 divulguez 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 dénegation de mon adhésion et perte de la couverture d'assurance pour tout dommage ou réclamation

Je reconnais aussi que lorsque je ferai voler un modèle dans n'importe lequel des 50 états des Etats-Unis, je serai couvert par l'assurance de l'Association et j'obéirai au Code de Sécurité du MAAC ainsi que celui du AMA. S'il y a conflit entre les deux Codes, le plus sévères des deux sera de rigueur et que j'utiliserai uniquement les fréquences approuvées par les 50 états des Etats-Unis pour les modèles télécommandés.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

(Le parent ou tuteur de candidat âgé de moins de 18 ans doit signer et accepter d'offrir la surveillance adéquate au candidat)

Les adhésions anticipées pour l'année suivante reçues avant le 30 novembre recevront un écusson à tirage limité, disponible jusqu'à épuisement des stocks..

Cochez ici si vous ne désirez pas recevoir l'écusson

Member Type      Année courante (tout ou en partie)      16 mois      Année courante (tout ou en partie) plus 2 ans  
Jan 1/17 - Dec 31/17      Sep 1/17 - Dec 31/18      Jan 1/17 - Dec 31/19

### AB, BC, MB, NT, NU, QC, SK, YT

Membre Régulier (revue incluse) (18 ans et plus au 1er janvier)	84,00 \$	84,00 \$	226,80 \$ (uniquement pour résident CAN)
Membre Époux / Conjoint de fait (sans la revue) (Marié(e) à un membre)	52,50 \$	52,50 \$	157,50 \$ (uniquement pour résident CAN)
Membre Cadet (sans la revue) (Moins de 18 ans au 1 janvier)	10,50 \$	10,50 \$	N/A
Membre Cadet (revue incluse)	22,05 \$	22,05 \$	N/A

### ON

Membre Régulier (revue incluse) (18 ans et plus au 1er janvier)	90,40 \$	90,40 \$	244,08 \$ (uniquement pour résident CAN)
Membre Époux / Conjoint de fait (sans la revue) (Marié(e) à un membre)	56,50 \$	56,50 \$	169,50 \$ (uniquement pour résident CAN)
Membre Cadet (sans la revue) (Moins de 18 ans au 1 janvier)	11,30 \$	11,30 \$	N/A
Membre Cadet (revue incluse)	23,73 \$	23,73 \$	N/A

### NB, NL, NS, PE

Membre Régulier (revue incluse) (18 ans et plus au 1er janvier)	92,00 \$	92,00 \$	248,40 \$ (uniquement pour résident CAN)
Membre Époux / Conjoint de fait (sans la revue) (Marié(e) à un membre)	57,50 \$	57,50 \$	172,50 \$ (uniquement pour résident CAN)
Membre Cadet (sans la revue) (Moins de 18 ans au 1 janvier)	11,50 \$	11,50 \$	N/A
Membre Cadet (revue incluse)	24,15 \$	24,15 \$	N/A

### Cotisations de base:

membres régulier 80,00 \$ ou 246,00 \$/3  
Époux / Conjoint de fait 50,00 \$ ou 150,00 \$/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.

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

je désire faire un Don: \_\_\_\_\_

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

Fonds pour compétition \_\_\_\_\_

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

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

Autre (spécifiez) \_\_\_\_\_

**Total** 0,00 \$

Méthode de Paiement:  VISA  Mastercard  Cheque

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

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

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

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

# GREAT HOBBIES

Great Service • Great Selection • Great Prices



## 45mm Rezo RTF w/ Camera

- Only 45mm!
- Record flight video
- Includes Micro SD card



Length: 45mm Weight: 20.7g

HBZ9200 ICON Rezo RTF Ultra Small Camera Drone



## UMX Yak 54 3D BNF

- No assembly required
- AS3X stabilization
- Bind n Fly



Wingspan: 16.9in - Length: 19.6in - Weight: 1.3oz

EFLU3550 UMX Yak 54 3D BNF Basic w/AS3X



## Radian XL 2.6M PNP

- Big and easy to fly
- lightweight Z-Foam™
- Powerful, efficient brushless motor



Wingspan: 102.4in - Length: 56.90in - Weight: 79.5oz

EFL5575 Radian XL 2.6M PNP



## UMX Cessna 182 BNF Basic

- AS3X® receiver incl
- Optional SAFE® flight mode
- Powerful 180-size brushless motor



Wingspan: 25in - Wing Area: 93sq-in - Weight: 4.6oz

EFLU5650 UMX Cessna 182 BNF Basic



## Fat Shark Dominator HD3

- Fan-equipped Faceplate
- High Definition Media Interface Support
- Modular Head Tracker Bay



FOV 42deg Diagonal - SVGA 800x600 - Analog DVR

FAT1076 Fat Shark Dominator HD3 FPV Headset



## Pilatus PC-21 PNP

- EPO 52 foaming material
- 99% scaled appearance
- 5-blade propeller included



Wingspan: 43.3in - Length: 48.6in - Weight: 1680g

FMS087P Pilatus PC-21 PNP 1100mm Red



## P-47 Razorback "Bonnie"

- Impeccable scale detail
- LED lighting set
- Scale pilot
- PNP, add radio & battery



Wingspan: 59in - 4258 KV650 Motor (incl) - ESC: Predator 70A

FMS089P P-47 Razorback "Bonnie" PNP 1500mm



## QAV-X Charpu FPV frame

- Full 3K Carbon Fiber airframe featuring solid 3mm main plate.
- Dual purpose FPV/HD camera mounting solution.



LUM6126 QAV-X CHARPU FPV Racing Quadcopter (3mm)



## DX6e 6-channel radio

- Built-In Telemetry
- Multirotor flight mode setup
- Airplane, Helicopter, Sailplane and Multirotor programming



6 Channels - 250 Model Memory - 2.4GHz

SPM6650 DX6e 2.4GHz 6-Ch Radio System w/AR610  
SPMR6650 DX6e 2.4GHz 6-Ch Transmitter Only



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