

January-February 2018, Vol. 49 No. 1

# Model Aviation

# CANADA



Published by Morison Communications



Canada Post Publication agreement number 40012482

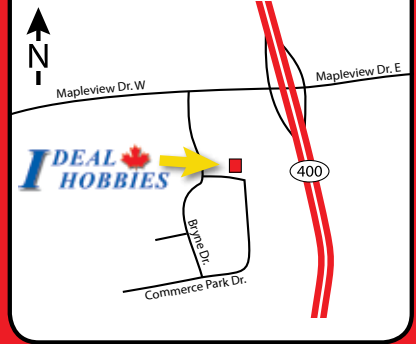
Return Undeliverable CDN addresses to: Model Aeronautics Association of Canada  
Unit 9, 5100 South Service Rd., Burlington ON L7L 6A5

# IDEAL HOBBIES

*Service,  
Selection,  
Price!*



## Central Ontario's Radio Control Hobby Source



### IDEAL HOBBIES

12 Commerce Park Dr, Unit K  
Barrie, Ontario L4N 8W8  
1-705-725-9965 1-705-725-6289  
PHONE LINE FAX LINE  
1-800-799-2484  
TOLL FREE ORDER LINE



### BUSINESS HOURS

MONDAY	11:00 AM - 7:00 PM
TUESDAY	11:00 AM - 7:00 PM
WEDNESDAY	11:00 AM - 7:00 PM
THURSDAY	11:00 AM - 7:00 PM
FRIDAY	11:00 AM - 7:00 PM
SATURDAY	10:00 AM - 5:00 PM
SUNDAY	11:00 AM - 4:00 PM

[idealhobbies.com](http://idealhobbies.com)

1-877-PMHOBBY (764-6229) www.pmhobbycraft.ca



Hobbies and Crafts for the whole family for Over 50 Years






















Your Best Source for  
**The latest in R/C Aircraft!**

2020J 32 Ave NE  
Calgary AB T2E 6T4  
(403) 293-2733





news, events, contests -  Join Us

905 SQUADRON MODEL FLYING CLUB PRESENTS

# R/C SWAPMEET '18

Great Deals on New and Used R/C Products! Great Deals from Popular Local Hobby Vendors!  
Refreshments Available! Raffles for Great Prizes!



## NEWMARKET RECREATION CENTRE

200 Doug Duncan Dr. Newmarket

### ADMISSION:

General: .....\$5  
Youth 13-16: .....\$2  
Children 12 & under: .....FREE  
Vendor Tables: .....\$25

### PAYMENTS:

Regular Attendance Pays  
at the Door

Vendor Payments made to:  
**Aurora Model Aircraft Club**  
690 Leslie Valley Drive  
Newmarket ON  
L3Y 7J5

EMT or PAYPAL also  
accepted at:  
**AMAC\_swapmeet@yahoo.ca**

### Questions and Reservations:

**AMAC\_swapmeet@yahoo.ca**  
or 905-955-1632

# SUNDAY, APRIL 22

## SET UP 8AM DOORS OPEN 10AM - 2PM

Visit us at [www.905squadron.com](http://www.905squadron.com)!



Supported By:



## OAKVILLE MILTON FLYING CLUB



# Toronto West Swap Meet

Sunday February 4, 2018  
9 am - 12 noon

Units 13-14, 785 Pacific Road, Oakville, ON

**Come one, come all**

**to the annual Toronto West Swap Meet hosted by the Oakville Milton Flying Club.**

ENTRY  
**\$5.00**

The swap meet is located at 785 Pacific Road, Units 13 & 14, Oakville, Ontario. Pacific Road runs off Wycroft Road and is south of the Q.E.W. between Bronte Road and Third Line. You are invited to look up our web site at [www.omfc.org](http://www.omfc.org) for a map and further directions.

Rental for vendors is \$10 per table.

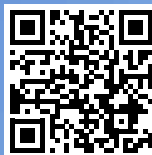
Please register with Terry Sears:  
[searst7281@gmail.com](mailto:searst7281@gmail.com) - 905-844-4048

# SEE YOU THERE!



## Join Because You Want To!

Over 11,000 Members | Over 800 Events | Nearly 400 Clubs  
Transport Canada and Industry Canada Representation



New Members Join us here:

<https://secure.maac.ca/members/en/join.php>



Existing Members Renew here:

<https://secure.maac.ca/members/en?msg=renew>



## Check out MAAC products at:

<https://www.maac.ca/en/store.php>





## "Join MAAC

### *Because You Want To"*

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.

## "Joignez MAAC

### *Parce Que Vous Voulez"*

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

### Advisory Groups (Board Appointed)

#### COMMUNICATIONS

**Geoff Strotmann**  
gstrotmann@jcis.ca

#### CONSTITUTION

**Keith Bennett** 4623  
1 - 1530 Tynebridge Lane  
Whistler, BC V0N 1B1  
604-932-4614 keithb1@telus.net

#### INSURANCE

**TONY EBERTS**  
Tobiano, BC  
Tony.Eberts@aon.ca

#### TRANSPORT CANADA

**RODGER WILLIAMS** 9587L  
1365 County Rd RR1 Box 8  
8447 Lespérance  
Quebec, QC G2K 2M4  
418-650-3150  
rawilliams@videotron.ca

### Appointments (Board Appointed)

#### ACC DELEGATE

**Chris Brownhill** 3797L  
63 Savona Dr  
Toronto, ON M8W4V2  
416-255-1289 cbrownhill@sympatico.ca

#### CHAIR OF COMMITTEES

**Roland Worsfold** 50286L  
2080 Pacific Way #27  
Kamloops, BC V1S1V3  
250-374-4405 rolydd@telus.net

### Standing Committees (Open to all members, max 2 per zone)

#### ARCHIVES

**Fred Messacar** 25381L  
84 Royal Salisbury Way  
Brampton, ON L6V 3J7  
905-457-5634  
messacar@rogers.com

#### YOUTH AND BEGINNER

**Todd Davis** 26986  
23-225 Glenpark Dr.  
Kelowna, BC V1V 2X5  
778-436-9821  
toddapril@shaw.ca

#### CONTROL LINE

**Chris Brownhill** 3797L  
63 Savona Dr.  
Toronto, ON M8W 4V2  
416-255-1289  
cbrownhill@sympatico.ca

## Model Aeronautics Association of Canada

Unit 9, 5100 South Service Rd. Burlington ON L7L 6A5

English 1-855-FLY-MAAC (1-855-359-6222) - Phone 905-632-9808  
français 1-855-756-MAAC (1-855-756-6222) - Fax 905-632-3304  
office@maac.ca - maac.ca

The MAAC office is open from 8:00 am to 4:30 pm Monday to Friday.  
Bilingual service is available / Un service bilingue est disponible.

**President** **Craig Ekstrand #67884** **president@maac.ca**  
615 Colonel Otter Dr., Swift Current, SK S9H 4Z7 306 741-3482

**Vice President** Peter Schaffer **zd-D@maac.ca**

**Executive** Kevin McGrath **zd-F@maac.ca**  
Frank Klenk **zd-M@maac.ca**  
Roland Worsfold **zd-C@maac.ca**

**Secretary/Treasurer** Linda Patrick **sec-treas@maac.ca**

**Bilingual Reception and Membership** Rivka Neal **office@maac.ca**

### CONTROL LINE AEROBATICS

**John McFayden** 14681L  
3 Riely St  
Dundas, ON L9H 7C6  
905-689-4283  
stuntguy@sympatico.ca

### DISABILITY AWARENESS

Vacant

#### FAI

**Chris Brownhill** 3797L  
63 Savona Dr.  
Toronto, ON M8W 4V2  
416-255-1289  
cbrownhill@sympatico.ca

### FIRST PERSON VIEW

**Calvin Martini** 40498  
70 Berkley Drive  
Riverview, NB E1B2L6  
506-386-5247  
rotary65@gmail.com

### FLYING FIELDS

**Steve Woloz** 7877L  
5763 Ave Mclear  
Cote St. Luc QC H4W 2H2  
514 944 2437  
s.woloz@swaassoc.com

### FREE FLIGHT INDOOR

**John Maret** 651  
99 Perryview Dr.  
Port Perry, ON L9L 1T8  
905-985-4458

### SAM / FREE FLIGHT

**David Loveday** 7073  
5240 Blvd Saint Joseph  
Lachine, QC H8T 1S2  
514-634-6006  
freeflightguys@yahoo.ca

### MULTI-ROTOR

**Jean Guy Ouellet**  
(450) 663-9476  
Deltasigma@videotron.ca

### NOISE

**Terry Smerdon** 23540L  
Box 1525 - 257 Farah Ave.  
New Liskeard ON P0J 1P0 705-  
647-6225  
smerdon@ntl.sympatico.ca

### PUBLIC RELATIONS

**Roy Rymer** 61172L  
1546 8 Ave.  
St Catharines, ON L2R 6P7  
905-685-1170 **zd-e@maac.ca**

### R/C COMBAT

**Bruce Gillespie** 75738  
4 Giles Ct  
Toronto, ON M9V 4C5  
416-741-4385  
peterredtail@yahoo.ca

### R/C ELECTRIC AIRCRAFT

Vacant

### R/C FLOAT PLANES

**Paul Neely** 73841  
28 Timber Cres  
London, ON N6K 2W2  
519-641-4045  
pneely@rogers.com

### R/C GIANT SCALE

**Paul Chitty** 41698  
1032 Camelot Cres  
Sarnia ON N7S 3L3  
519-330-6611  
pchitty@cogeco.ca

### R/C HELICOPTER

**Darren Wiens** 79825  
26225 127 Ave,  
Maple Ridge, BC. V2W 2C6  
(604) 354-4471  
rchelidarren@gmail.com

### R/C INDOOR

**Jason Uberig** 32586  
147 Acorn Crescent  
London, ON N6G 3V4  
519-472-7305 **jason@uberig.ca**

### R/C JET

**Alan Blore** 21353L  
19 Sierra Vista Circle  
Calgary, AB T3H3A4  
403-730-9860 **ablore@shaw.ca**

### R/C PRECISION AEROBATICS

**Harry Ells** 21034L  
3872 Jamieson Road RR4  
Cobourg, On K9A 4J7  
905-342-2128  
harryells@gmail.com

### R/C PYLON

**Randy Smith** 13141  
111 Hawkhill Pl NW  
Calgary, AB T3G 2V4  
403-474-0708  
pylon.guy@shaw.ca

### R/C SAILPLANE

**Cato Hansen** 61451L  
11 Knapp Lane  
Kingston, NB E5N 1S9  
506-832-5710  
chansen@nbnet.nb.ca

## BOARD OF DIRECTORS

### Alberta (A)

**Roger Ganley #6426**  
4209 - 36 Ave, Leduc, AB T9E 6A3  
780-986-9230 **zd-a@maac.ca**

### Atlantic (B)

**Cato Hansen 61451**  
11 Knapp Lane, Kingston, NB E5N 1S9  
**zd-b@maac.ca**

### British Columbia (C)

**Roland Worsfold 50286**  
#27-2080 Pacific Way  
Kamloops, BC V1S 1V3  
(250)-374-4405 **zd-c@maac.ca**

### British Columbia Coastal (H)

**Bill Rollins 27460L**  
Box 1376 129 Butler Ave  
Parksville, BC V9P 2H3  
250-248-5545 **zd-h@maac.ca**

### Manitoba - Northwestern Ontario (D)

**Peter Schaffer 44429**  
1256 Heenan Pl., Kenora, ON P9N 2Y8  
807-468-7507 **zd-d@maac.ca**

### Middle Ontario (E)

**Roy Rymer 61172L**  
1546 8 Ave., St Catharines, ON L2R 6P7  
905-685-1170 **zd-e@maac.ca**

### Northern Ontario (F)

**Kevin McGrath 6401L**  
40 Parkshore Ct,  
Sault Ste. Marie, ON P6A 5Z3  
705-759-1670 **zd-f@maac.ca**

### Ottawa Valley (G)

**Geoff Strotmann 30746L**  
9229 Country Road 44  
Oxford Station, ON K0G 1T0  
613-799-7414 **zd-g@maac.ca**

### Québec (I)

**Jean Paul Le Guilcher #17859**  
19 Martel de Brouage,  
Baie Comeau, QC G4Z 2B2  
418-296-8791 **zd-i@maac.ca**

### St. Lawrence (J)

**Steve Woloz 7877L**  
5763 Mac Alear,  
Cote St. Luc, QC H4W 2H2  
514-944-8241 **zd-j@maac.ca**

### Saskatchewan (K)

**Jamie Skerten 84706**  
PO Box 2344,  
Swift Current, SK. S9H 4X6  
306-774-9830 **zd-k@maac.ca**

### South East Ontario (L)

**Athol Cohin 35223**  
26 Zola Gate  
Thornhill, ON L4J 9A7  
416-729-1232 **zd-l@maac.ca**

### South West Ontario (M)

**Frank Klenk 32001L**  
450 Broadway St  
Tillsburg, ON N4G 3S7  
519-550-7955 **zd-m@maac.ca**

Model Aviation Canada  
is Published by  
Morison Communications

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

#### Editorial Department

editor@modelaviation.ca  
2220 25 Ave NW, Calgary, AB T2M 2C1  
Ph 403-510-5689

#### Advertising

Keith Morison  
editor@modelaviation.ca  
Ph 403-510-5689

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.

All material appearing in Model Aviation Canada is copyrighted by the author, and may not be reprinted or used without express written consent of the author. Opinions expressed are strictly those of the author and do not necessarily reflect the views of the Model Aeronautics Association of Canada or Morison Communications. Articles, reports and letters submitted for publication may be edited or rejected at the discretion of the publisher or the Executive committee of the Model Aeronautics Association of Canada.

Annual subscriptions to Model Aviation Canada are available for \$24CDN in Canada or \$40 US outside of Canada.

#### Submissions

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 editor@modelaviation.ca. We reserve the right to edit and/or deny submissions.

#### Submission Deadlines

January Issue - November 10  
March Issue - January 10  
May Issue - March 10  
July Issue - May 10  
September Issue - July 10  
November Issue - September 10

#### Classified Advertising

Submit to:  
Model Aviation Canada,  
2220 25 Ave NW, Calgary, AB T2M 2C1  
or email TradingPost@modelaviation.ca

#### MEMBER RATES:

First 20 words free. Each additional 20 words or part thereof \$1. Dealer/commercial rates: First 20 words \$15. Each additional word \$1

#### Display Advertising

See rate card in the Trading Post section. Direct all advertising inquiries to: Keith Morison 403-510-5689  
editor@modelaviation.ca.

# Model Aviation CANADA



JANUARY-FEBRUARY 2018 - VOL. 49 NO.1

## TABLE DES MATIÈRES

Message du président	4
Alberta (A)	8
Atlantique (B)	11
Colombie-Britannique (C)	12
Colombie-britannique Côtière (H)	14
Manitoba/Nord-Ouest Ontario (D)	16
Milieu de l'Ontario (E)	19
Vallée de l'Ottawa (G)	20
Saint-Laurent (J)	22
Sud Est (L)	24
Sud Ouest (M)	26
Building A Lancaster	27
Canadian Scale Nationals 2017	28
Canadian Endurance Record Attempt	32
F3A World Championships	35
Escadrille Harfang at Baron field	36
Lifetime Achievement Award	39
Aerodesign at .B.C.	40
Using Facebook to Promote Your Club	45
2017 F3K World Championship Report	49
2017 F3K Technical Report	50
Archives	51
Débutant	52
Relations publiques	53
Spectre de radio	54
Vol circulaire	56
Acrobatie de précision de vol circulaire	58
Vol libre intérieur	61
FPV (Vole en Immersion)	62
R/C Hydravion à flotteurs	64
R/C Hélicoptère	66
R/C Vol intérieur télécommandé	68
R/C Avion à réaction	70
R/C Acrobatie de précision	72
R/C Pylône	74
R/C Planeur	76
R/C Maquette	78
Trading Post	80
Magasins de passe-temps au Canada	81
Évènements à venir	82
Obituaries	91

## TABLE OF CONTENTS

President's Message	5
Alberta (A)	9
Atlantic (B)	11
British Columbia (c)	13
British Columbia Coastal (H)	15
Manitoba/Northwest Ontario (D)	17
Middle Ontario (E)	19
Ottawa Valley (G)	21
St. Lawrence (J)	23
South East (L)	25
South West (M)	26
Building a Lancaster	27
Canadian Scale Nationals 2017	28
Canadian Endurance Record Attempt	32
F3A World Championships	35
Escadrille Harfang at Baron field	36
Lifetime Achievement Award	39
Aerodesign at U.B.C.	40
Using Facebook to Promote Your Club	45
2017 F3K World Championship Report	49
2017 F3K Technical Report	50
Archives	51
Beginner	52
Public Relations	53
Radio Spectrum	55
Control Line	57
Control Line Precision Aerobatics	59
Free Flight Indoor	61
FPV (First Person View)	63
R/C Floatplanes	65
R/C Helicopter	67
R/C Indoor	69
R/C Jets	71
R/C Precision Aerobatics	73
R/C Pylon	75
R/C Sailplane	77
R/C Scale	79
Trading Post	80
Hobbyshops Canada	81
Coming Events	82
Obituaries	91



Rick Wood's Piper Pawnee crop dusting at the Canadian Scale Championships in Vernon BC.

Le Piper Pawnee de Rick Wood en épandage lors des Canadian Scale Championships à Vernon (Colombie-Britannique).

Photo: Les Isted



## MESSAGE DU PRÉSIDENT

**Craig Ekstrand - 67884**

Président

306-741-3482 | president@maac.ca

### HISTOIRE ET COMMUNAUTÉ

Il y a de cela plusieurs mois, j'étais à la rencontre du comité exécutif à Burlington (Ontario) alors que nous étions en train d'étudier les opérations et le budget pour 2018. Pendant que j'étais sur place, j'ai eu l'occasion de rendre visite à John «Knox» Hawkshaw afin de lui présenter un certificat de Pionnier, un honneur tout à fait mérité.

Knox cumule une feuille de route incroyable en aéromodélisme ainsi qu'en ingénierie militaire et aéronautique et il a pris part à des concours de vol circulaire au Canada et aux États-Unis avant même que le MAAC ne soit formé, en 1949. Il fait partie des modélistes en vedette dans un livre présentement en préparation qui traite de l'aviation des pionniers au Canada et il possède une collection de maquettes à l'échelle 1/8 les plus détaillées qui soit, des

œuvres qu'il a construites à l'aide de ses propres plans.

En plus de rencontrer et de parler à Knox, sa femme Barbara m'a offert une tournée de son atelier et de ses maquettes. C'était tout aussi inspirant. À mesure que nous passions d'un coin à l'autre et d'une maquette à l'autre, Barbara m'a raconté les histoires sur les raisons qui poussaient Knox à assembler telle ou telle maquette, où ils avaient voyagé ensemble pour la faire voler, qui ou quoi l'avait inspiré. Chaque racoin de l'atelier fait partie de l'histoire de Knox et Barbara était très fière de me faire revivre ce passé.



Le MAAC, ce n'est pas l'histoire de posséder un avion fantastique ou d'exceller lors d'un concours. C'est plutôt à propos de faire partie de nos communautés. En me montrant l'atelier de son mari, Barbara m'a prouvé que nous avons tous un rôle à jouer au sein de cette communauté. Merci Barbara de m'avoir laissé entrevoir la communauté que Knox a créée.

### MON UNIVERS RECENTRÉ

Peu après être reparti de Burlington, j'ai reçu le courriel d'un membre qui remettait en question la pertinence d'un plan stratégique du Conseil de direction, de notre examen de nos valeurs fondamentales et même l'avenir de cet organisme. J'ai préservé ce courriel et en l'examinant une fois de plus, j'étais content de m'y être attardé. J'y ai encore jeté un coup d'œil et je me suis aperçu que ce membre tentait de me guider, ainsi que cet organisme incroyable dont nous faisons partie. Il a été très clair en affirmant qu'au fil des années – que nous le voulions ou

*suite à la page 6*

# PRESIDENT'S MESSAGE

**Craig Ekstrand - 67884**

President

306-741-3482 | president@maac.ca

## THE HISTORY AND COMMUNITY

Several months ago, I was out in Burlington meeting with the Executive working on the 2018 operating and budgeting plans. While out there, I had the opportunity to sneak up to visit John "Knox" Hawkshaw to present him with a well-deserved pioneer award.

Knox has an incredible background in modeling, military and aeronautical engineering which included control line competitions in Canada and the United States prior to the formation of MAAC in 1949. He is being showcased as a modeller in a book currently being compiled on early aviation in Canada and he has some of the most detailed 1/8th models built from his own plans.

In addition to the honour of meeting and talking with Knox, the tour I was given of Knox's workshop and models by his wife, Barbara was just about as inspiring. As Barbara and I worked our way around the shop from model to model, she told me stories of why Knox built this plane, where they travelled to fly that plane and who or what had inspired him to build each craft. Every part of that shop has been touched by the history of Knox, and Barbara was extremely proud to let me have a small taste of that past.

MAAC is not about how great a plane is or about being the best at a competition. It is about the communities we are a part of. Barbara showed me that day, in her husband's shop, how everyone of us has a part to play in that community. Thanks Barbara for letting me see a piece of the community Knox has created.

## MY WORLD REFOCUSSED

Shortly after returning home from Burlington, I received an e-mail message from a member who questioned the value of the Board developing a strategic plan, reviewing our core values, and even questioning the future for this organization. I had kept



this e-mail, and now looking back at it, I am glad I did. I recently revisited this e-mail and recognized that the member was trying to guide me and this incredible organization. He was clear in saying that over the years, whether we like it or not (in his words),

MAAC is seen by many as "insurance first or an organization founded on individual competition-based value." He also went on to say that "MAAC's relationship to its member, clubs, and zones is bureaucratic" and his comments hit home, with perfect timing.



Through the Board's operating and budgeting process which occurred just prior to receiving this e-mail, several heightened areas of focus came out for the upcoming year.

The first is around members and clubs. In today's world of changing regulations and ever-increasing ease of access to the hobby, the Board has established a need to focus on attracting and retaining new members and clubs. Although this is not really a new priority for

*continued on page 7*



non (en ses propres mots) – le MAAC était perçu comme étant un regroupement «l'assurance d'abord ou un organisme qui se base sur la valeur que l'on retire de la compétition individuelle». Il a ajouté que le « rapport du MAAC avec son membre, les clubs et les zones, c'est plutôt bureaucratique ». Ses commentaires ont fait résonner quelque chose en moi et le moment était très bien choisi.

Grâce au processus d'examen des opérations et du budget auquel le Conseil de direction s'était livré juste avant que je ne reçoive ce courriel, plusieurs secteurs prioritaires ont été soulignés pour la prochaine année.

Le premier porte sur les membres et les clubs. En cette ère de modification de règlements et de facilité à entrer dans le giron de ce passe-temps, le Conseil de direction a établi que nous devions nous concentrer sur les façons d'attirer et de garder nos nouveaux membres et nos clubs. Bien que cette priorité ne soit pas nouvelle au MAAC, les directeurs se sont engagés à devenir créatifs et à propager la bonne parole, pour ainsi dire, au sujet du MAAC et des occasions d'intégrer cette communauté.

Le deuxième secteur à examen, ce sont les services aux membres. Le Conseil de direction s'est engagé à attirer de nouveaux membres, à garder ceux qui le sont déjà et à trouver des terrains de vol, le tout grâce à la numérisation. Les directeurs travaillent aussi à relancer leurs rapports avec les comités et les clubs par le biais d'une communication efficace. En nous affairant à ouvrir nos lignes de

communication, je crois que le MAAC pourra travailler de façon efficace afin de s'éloigner de cette image bureaucratique.

Finalement et probablement ce qui importe le plus pour ce passe-temps, c'est de créer des partenariats qui nous mèneront au succès. En forgeant nos rapports avec des organismes comme Transports Canada, ces fonctionnaires et haut placés

travailleront de sorte à ce que le MAAC préserve les intérêts de ses membres en matière de nouvelle réglementation et qu'ils travailleront à créer une exemption permanente pour le MAAC. Notre organisme est fier que Transports Canada le perçoive comme étant un partenaire et un organisme vers qui ils peuvent se tourner en guise d'exemple. Cet organisme dépasse de loin l'unique objectif de doter ses membres d'une protection d'assurance; le MAAC continuera sa défense des intérêts de notre passe-temps.



amèneront notre organisme à réussir ce plan stratégique.

Par le biais du processus budgétaire, l'organisme solidifie son avenir et vise sa vision : Joignez-vous à nous parce que vous le voulez! ✈





MAAC, the Board has committed to being creative in their efforts going forward to help get the word out about MAAC and the opportunities to be a part of this community.

The second area of focus is member services. The Board is committed to an enhanced digital focus on attracting new members, retaining members and finding flying sites. Board members are also working to revitalize their relationships with committees and clubs through effective communications. By working to open up our lines of communications, I believe MAAC can work effectively to help move it away from being seen as bureaucratic.

Finally, and probably the most important to the hobby, is partnering for success. Through engaging with organizations such as Transport Canada, they will work to ensure MAAC maintains the vested interests of its members when it comes to new regulations by working towards a permanent exemption for the organization. MAAC is proud that it is seen by Transport Canada as a partner and an organization they look to as an example. There is far more to this organization than just insurance and it will continue to advocate for the interests of the hobby.



### 2018 OPERATING PLAN AND BUDGET

The strategies for 2018 are organized into the three themes listed above and are derived from the strategic plan. The goal of the operating plan and budget is to bring focus to the activities of the Board that will move the organization towards this strategic plan.

Through the budgeting process, the organization is proactively taking control of its future, striving to meet the vision of Join Because You Want To! ✨



# ALBERTA (A)



**Roger Ganley - 6426**

Directeur de zone

780.986.9230 | zd-a@maac.ca

## PRIX DE L'ACCOMPLISSEMENT D'UNE VIE

Walt Chikmoroff, (MAAC 6320L) de Crossfield, a reçu le Prix de l'accomplissement d'une vie du MAAC le 23 septembre dernier lors de la vente aux enchères annuelle des Didsbury R/C Fun Flyers, à Olds (Alberta). Le directeur adjoint de la zone, Brad Cleland (MAAC 25810) a procédé à la présentation avec l'aide de Grant Hemming (MAAC 17155L), du Club. Seuls deux tels prix ont été attribués à des modélistes en 2017 à travers le Canada et les deux récipiendaires viennent de la zone «A»!

L'autre membre de ce cercle restreint est Ron Simonson (MAAC 2854L). Je connais Walt depuis 40 ans et Ron depuis 35. Ces deux messieurs méritent amplement cette reconnaissance et tous deux sont toujours actifs au sein de notre passe-temps.

## FUN-FLY DU VMAC (VALLEY MODEL AERONAUTICS CLUB)

Le Club Valley Model Aeronautics Club a organisé son 15e Fun-fly annuel lors de la fin de semaine des 12 et 13 août. C'était la première fois que je m'y rendais et je dois dire que je n'ai pas été déçu. La participation était excellente et des prix de présence ont été distribués. J'ai moi-même apporté des articles vestimentaires du MAAC et les gagnants les ont reçus avec beaucoup de bonheur.

J'ai présenté ses ailes d'instructeur à Brian Tucker (MAAC 20690L). Cela fait un bon moment que Brian fait partie des gars actifs du Club.

## MARTIN MARS

Cette maquette devrait pouvoir effectuer son vol d'essai bientôt.



Arrows (Northstars) and their pilots at MOFFA float fly Sept 16. / Les Arrows (Northstars) et leurs pilotes lors du Float-fly du MOFFA, le 16 septembre 2017.

(Photo by Leslie Lukan)



The pit area at VMAC Fun Fly Aug 12. / L'aire des puits pendant le Fun-fly du VMAC, le 12 août 2017. (Photo by Barb Ganley)

Derek Leavitt (MAAC 69516) en est son constructeur et pilote. Il s'agit d'une maquette de l'hydravion Hawaïien Mars qu'exploite Coulson Flying Tankers de Sproat Lake (Colombie-Britannique). Celle-ci possède une envergure de 15 pieds et pèse 50 livres. L'avion est mû par quatre OLE .35 et est doté de quatre batteries. Deux alimentent un circuit Smart Fly et les deux autres sont branchées aux moteurs – l'une alimente les moteurs intérieurs et l'autre, les moteurs extérieurs (par rapport aux ailes). L'émetteur est un Hitec Optima de neuf voies. Neufs servos offrent la puissance voulue afin de mouvoir les surfaces; la gouverne de profondeur en utilise un par côté.

## VENTE DU CARFF

La vente aux enchères annuelle du Club CARFF aura lieu le 5 mai au Centre communautaire de Sylvan Lake (4725-43e rue). L'inscription se fera à compter de 9 h et tout se terminera lorsqu'il ne restera plus rien! ✨

# HOBBY WHOLESALE

**BUSINESS HOURS**  
(Mountain Standard Time)  
Mon-Wed: 10 am - 6 pm  
Thurs & Fri: 10 am - 9 pm  
Sat: 10 am - 5 pm  
Sun: 11 am - 4 pm

**OPEN HOLIDAYS**

## WWW.HOBBYWHOLESALE.COM



WE SELL EVERYTHING YOU NEED...  
AND MORE!

**6136 Gateway Blvd. NW**  
**Edmonton, Alberta**  
**T6H 2H8**  
**Tel: 780-434-3648**  
**Fax: 780-434-3660**  
**Toll-Free: 1-877-363-3648**

**FREE SHIPPING**  
on purchases of \$80 or more  
(See website for details)

## ALBERTA (A)



The Martin Mars after painting by owner/pilot Derek Leavitt. / Le Martin Mars après son traitement de peinture entre les mains de son propriétaire/pilote, Derek Leavitt

(Photo by Derek Leavitt)



### Roger Ganley - 6426

Zone Director

780.986.9230 | zd-a@maac.ca

### LIFETIME ACHIEVEMENT AWARD

Walt Chikmoroff, (MAAC #6320L) from Crossfield, was presented the MAAC Lifetime Achievement Award on September 23 at the Didsbury R/C Fun Flyers' annual auction held in Olds, Alberta. Deputy Zone Director Brad Cleland (MAAC #25810) made the presentation with the assistance of Grant Hemming (MAAC #17155L) from the Didsbury R/C Fun Flyers. Only two Lifetime Achievements Awards were presented in Canada in 2017 and both recipients are from "A" Zone!

The other member is Ron Simonson (MAAC #2854L). I've known Walt for 40 years and Ron for 35 years. Both gentlemen are very deserving of this award and both continue to be active in the hobby.

### VMAC (VALLEY MODEL AERONAUTICS CLUB) FUN FLY

The Valley Model Aeronautics Club held its 15th annual Fun Fly on the weekend of August 12 and 13. This was my first time there and I must say that it lived up to all expectations. There was an excellent turnout and raffle prizes given out. I took some MAAC apparel and all were all gratefully received.

I presented Brian Tucker (MAAC

#20690L) with his MAAC Instructor wings. Brian has been a longtime "mover and shaker" with the Club.

### MARTIN MARS

This model will hopefully have a test flight soon. It is in the final stages of construction and Derek Leavitt (MAAC #69516) is the owner and pilot. It is a model of the Hawaiian Mars operated by Coulson Flying Tankers of Sproat Lake, BC. It has a wingspan of 15 feet and weighs 50 lbs. It's powered by 4 OLE 35s, has four batteries.

Two power a Smart Fly board and two are used for the engines - one powers the inboard two engines and the other powers the outboards. The radio is a Hitec Optima and nine (9) channels are used. Nine servos provide the muscle with the elevators using one servo each.

### CARFF AUCTION

CARFF's annual auction will be held on May 5 at the Sylvan Lake Community Hall, 4725-43 St. Registration will be held at 9 a.m. and everything will end when all items gone! ✈



Martin Mars with Reese Leavitt #88725 age 8 / Reese Leavitt (MAAC 88725), âgé de huit ans et le Martin Mars.

(Photo by Derek Leavitt)



# 33e édition

# Salon du modèle réduit

# 2018



DJI commanditaire officiel  
du salon 2018 en partenariat  
avec DroneXperts

Organisé par le Club Air Modéliste

**Samedi 14 avril 2018 de 11h à 20h et**

**Dimanche 15 avril 2018 de 9h à 16h**

Adulte: 10\$, 12 à 17 ans: 5\$, 11 ans et moins: Gratuit (Doit être accompagné d'un adulte)



**Complexe de soccer Honco de Lévis (secteur Charny)**

8087 boul. du Centre-Hospitalier, Lévis (Québec) G6X 1L3

Stationnement gratuit

Exposants, enregistrez-vous à [SalonDuModeleReduit.com](http://SalonDuModeleReduit.com)



Modélisme  
aérien



Drones,  
multicoptères



Modélisme  
automobile



Modélisme  
ferroviaire



Modélisme  
naval



Hélicoptères,  
téléguidés



Modélisme  
militaire



Miniatures,  
figurines



Maquettisme  
et dioramas



Et beaucoup plus!  
Plaisir garanti!

Même un marché  
aux puces sur place!

## ATLANTIC (B)



**Cato Hansen - 61451**

Zone Director  
zd-b@maac.ca

This is the season for us all to remember, so in starting out, I would like to wish you all a very Merry Christmas and a super great New Year.

I think that most of our clubs down here in the Maritimes have gone indoor for the season, and looking at our great Newsletter, produced by Al Eastman, it sure looks busy. The Saint John Model Flying Club had its annual glider toss and Christmas potluck/get-together again this year. Did you know the lightest little glider only weighs 0.9 grams and it fits inside a 12x12" box and it get an average about 15-18 seconds of flight, now there is a challenge to get it trimmed out.

Other than that, the Zone is in great shape, with lots of building going on, even Sandy made a biplane from scratch. If you are traveling around, contact one of the clubs in the area as there is a lot of indoor



flying going on, so if you have a indoor one, don't leave home without one.

This year should bring some interesting news from MAAC as we are currently getting the budget and priorities set for the 2018. A lot is happening in the First Person View and Calvin and his committee have been quite busy getting some of the pieces together to try to make some sense

out of all this. Any changes or news, I'll send out as soon as they come.

This is going to be a short column as I just got home from hospital, and while I am doing great, I still need to recuperate. See you guys around and don't forget to send me some material for the magazine as it's a chore to find something to write about. ✈

## ATLANTIQUE (B)



**Cato Hansen - 61451**

Directeur de zone  
zd-b@maac.ca

Bien belle saison que celle-ci alors pour commencer, je vous souhaite un Joyeux Noël et la Bonne année du tonnerre.

Je crois que la plupart de nos clubs ici en Atlantique sont passés au vol intérieur et à en juger notre magnifique bulletin que produit Al Eastman, nos modélistes semblent occupés. Le Saint John Model Flying Club a procédé à son concours annuel de lancer de planeurs et à son dîner-partage (potluck) et rassemblement de Noël une fois de plus. Saviez-vous que le planeur le plus léger ne pesait que 0,9 gramme qu'on pouvait l'insérer à l'intérieur d'une boîte de 12 pouces par 12 pouces; en

moyenne, il pouvait effectuer des vols de 12 à 15 secondes. Tout un défi que de l'ajuster pour qu'il réalise un tel chrono!

La zone se porte très bien : les projets de construction vont bon train. Même Sandy a assemblé un biplan de construction artisanale. Si vous vous déplacez, communiquez avec l'un des clubs locaux puisque les séances de vol intérieur sont nombreuses. Si vous voyagez, apportez votre propre maquette. En d'autres mots, ne quittez pas votre domicile sans apporter une maquette!

Le MAAC devrait nous réserver des choses intéressantes, cette année. Nous sommes à établir le budget et les priorités de 2018. Il se passe beaucoup de choses en vol par immersion (First Person View ou FPV, en anglais). Calvin et son comité s'affairent

*suite à la page 93*

### Tell us your stories

We are looking for a few great stories!

Articles should be about 475 words  
with 4 to 6 photos.

Model Profiles should be about 300 words  
with 4 to 6 photos

editor@ModelAviation.ca

### Racontez-nous une histoire!

Nous recherchons quelques bonnes idées  
et des histoires sensationnelles.

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

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

**Model Aviation**  
CANADA

# COLOMBIE-BRITANNIQUE (C)



**Roly Worsfold - 50286**

Directeur de zone  
250.374.4405 | zd-c@maac.ca

**B**onne Année à tout le monde et j'ai bien hâte de vivre une année fantastique en 2018; je vous offre d'ailleurs mes meilleurs vœux.

C'est le moment de l'année où il convient de faire parrainer les événements de cette année afin d'aider à en faire la promotion et de vous assurer que vous aurez beaucoup de participation et que vous aurez droit à une annonce dans la revue Model Aviation Canada. L'année dernière, la zone C dénombrait plus de 50 rassemblements parrainés et j'en comptais encore au moment d'écrire ces quelques lignes. Ces événements, c'est une bonne façon de tendre la main vers la communauté et de gagner de nouveaux membres. Une adhésion de club et de modélistes fera croître notre passe-temps et nous préserverons notre privilège des fréquences tout en entretenant nos rapports avec les agences gouvernementales.

## FALL CLASSIC

Je me suis rendu au Float-fly Fall Classic de septembre qu'organisaient les Shuswap Lake Aero Modellers. Ce rassemblement a vu une participation de plus de 80 pilotes en provenance d'un peu partout au Canada et aux États-Unis. Tout le



*Float Flying at the Shuswap Lake Fall Classic. / Des vols d'hydravion pendant le Shuswap Lake Fall Classic.*



*Zone-C AZM Registration – Dianne, Howie Doug and Suzanne. Checking Suzanne's Proxy Votes/ L'inscription en prévision de l'Assemblée annuelle de la zone C – Dianne, Howie, Doug et Suzanne. On vérifie les votes par procuration de Suzanne.*

monde s'est amusé au centre de villégiature de Sandy Beach.

## ASSEMBLÉE DE ZONE

En octobre, nous avons procédé à l'Assemblée annuelle de la zone C à Vernon (au local du Club des forces armées, de la marine et des forces aériennes). Au-dessus du bâtiment, on retrouve une maquette à l'échelle réelle d'un Spitfire. Quel projet! Celle-ci a été réalisée en agrandissant des plans de maquette télécommandée.

La réunion proprement dite a été très bonne; il y a eu beaucoup de réseautage au sujet des histoires de club et de problématiques semblables. Nous avons passé environ une heure là-dessus avant de passer aux choses plus sérieuses. Todd Davis a été élu par acclamation à titre de directeur adjoint de la zone. Celui-ci est un modéliste sérieux qui accomplit beaucoup de travail en faisant la promotion de notre passe-temps auprès de groupes de jeunes.

D'ici ma prochaine chronique, j'espère vous rencontrer à la ligne de vol. ✈

**Model Aviation**  
**CANADA**

*Get your message out to 11,000+ members!*

Advertising is available for as low as \$125 per issue.

Full Page ads start from only \$700!

For more information contact:

Keith Morison 403.510.5689 or [editor@ModelAviation.ca](mailto:editor@ModelAviation.ca)



Shuswap Lake Fall Classic Central Coordination's Centre along with a slick float plane carrier. / Le centre de coordination lors du Shuswap Lake Fall Classic... et un porte-hydravions qu'envieraient plusieurs modélistes.

## BRITISH COLUMBIA (C)



**Roly Worsfold - 50286**

Zone Director  
250.374.4405 | zd-c@maac.ca

Happy New Year to all, and here's looking forward to a good 2018 and wishing everyone all the best.

This is the time to sanction this year's events to help promote the event and make sure you can get a good participant turnout and your ad in Model Aviation Canada. Last year, Zone C had over 50 sanctioned events and I'm still counting as of this writing. Events are a good way to reach out into the community for new membership. New club/MAAC memberships help the hobby to grow and to maintain our privilege to keep the radio frequencies and maintain our status with government agencies.

### FALL CLASSIC

I attended the September 'Fall Classic Float Fly' hosted by the "Shuswap Lake Aero Modellers". The event featured over 80 registered pilots from all over Canada and the United States. A good time was had by all at the Sandy Beach Resort.

### AZM

In October, the Zone C Annual Zone Meeting was held in Vernon at the Army, Navy and Airforce Club. Above the building stands a full-size model of a Spitfire, quite the project. The plane was scaled up from RC airplane plans.

We had a very good AZM with lots of good networking about club experiences

and common issues. We spent about an hour doing this before we got down to business. Todd Davis was acclaimed Deputy Zone Director. Todd is a dedicated modeller who does a lot of work promoting the hobby to youth groups.

Until next time, I hope to see you on the flight line. ✈



Shuswap Lake Fall Classic Float Fly – the 'Sandy Point' beach. / Le Float-fly annuel Shuswap Lake Fall Classic – la plage de Sandy Point

# COLOMBIE-BRITANNIQUE CÔTIÈRE (H)



Barry Buryniuk's Aeroworks 100cc Extra 260 taken at the Parksville District Qualicum Flyers field in Nanoose Bay, B.C. As you can see, Barry has recently started a Tree Topping Service and has become quite good at it. / L'Extra 260 de Barry Buryniuk (un kit d'Aeroworks) de 100 c.c. au terrain de Nanoose Bay des Parksville District Qualicum Flyers. Comme vous pouvez le constater, Barry a récemment fait démarrer un service d'élagage d'arbre et est rendu expert. (Photo: Bill Robins)



**Bill Rollins - 27460L**

Directeur de zone

250-248-5545 | zd-h@maac.ca

J'espère que tout le monde a passé un heureux temps des fêtes et je vous souhaite toutes sortes de belles choses au cours de cette année.

## ASSEMBLÉE ANNUELLE ET VENTE-ÉCHANGE DE LA ZONE

L'Assemblée annuelle et la vente-échange (swap meet) de la zone côtière Colombie-Britannique s'est très bien déroulée une fois de plus au hall Sullivan de Surrey. La vente était censée débuter à 9 h mais comme d'habitude, les modélistes sont arrivés peu avant 8 h. Nous en avons profité pour disposer les tables, la machine à café et de garnir le frigo de beignes de chez Tim Horton's que nous étions allés chercher la veille. Le tout s'est effectué en un éclair!

La participation à la vente a été très bonne et il y avait des aubaines pour tout le monde. La réunion proprement dite a débuté dès 13 heures et s'est terminée à 15h05. Quelques recommandations seront acheminées au Conseil de direction pour considération et une résolution a été adoptée à l'unanimité – après beaucoup de discussion – que le nom de la zone H change de « côtière » à « Sud-ouest, Colombie-Britannique ». Si le Conseil de direction du MAAC l'approuve lors de l'Assemblée générale annuelle d'avril, cela coïnciderait avec celle des membres de la zone C (Colombie-Britannique et Yukon) afin que celle-ci soit rebaptisée « Intérieur, Colombie-Britannique et Yukon ».

J'ai affiché l'ébauche du procès-verbal de notre assemblée de zone sur le site Web du MAAC (page principale, sous « Nouvelles ») si vous voulez le consulter. Je vous remercie tous de votre appui soutenu à mon égard et j'ai hâte de continuer de représenter la zone au cours des deux prochaines années au sein du Conseil de direction du MAAC. Comme toujours, je dirai ce que je pense, pour le bien des membres de la zone

comme pour celui du MAAC. Je remercie tous ceux qui se sont déplacés à l'Assemblée annuelle et à la vente-échange de la zone ainsi que les modélistes qui m'ont aidé à remiser les chaises et à nettoyer les lieux par la suite.

Comme la plupart d'entre vous le savez, cette réunion annuelle et vente-échange se dérouleront à Nanaimo en 2018, comme le veut notre charte. Toutefois, nous organiserons quand même une vente-échange au hall Sullivan (comme mentionné auparavant, à Surrey) en octobre.

## «CUB AND COUSINS FUN FLY»

Je remercie Greg Brunt, secrétaire de la Parksville District Qualicum Flyers Association (PDQ Flyers), sur l'île de Vancouver, de nous avoir fait parvenir ce petit quelque chose sur une nouvelle activité en août 2018 :

«C'est lors d'une récente rencontre des PDQ Flyers que quelqu'un a suggéré d'organiser un Fun-fly pour des (Piper) Cubs. Après une courte discussion, le mandat du rassemblement est passé à celui des « Cubs et cousins »... ce qui nous permettrait d'observer des règlements très libres quant au type de maquettes à inviter : tous les Cubs et ses variantes et tous les 'cousins' qui effectuent le même travail (de formation) qu'un Cub. En gros, la maquette doit posséder un seul moteur, avoir l'allure d'un monoplane à ailes hautes et à cabine, le tout sur train conventionnel (tail dragger) fixe. Les modélistes pourront apporter leur appareil copie volante, semi-copie volante, Fun Scale et 'on dirait une copie volante'.

« Nous trouverez d'autres renseignements en début d'année au site Web des PDQ Flyers ([www.pdqflyers.com](http://www.pdqflyers.com)) ainsi qu'à celui du MAAC ([www.maac.ca](http://www.maac.ca)). Nous espérons que ce rassemblement deviendra annuel et nous invitons tout le monde à nous rendre visite. » ✨



# BRITISH COLUMBIA COASTAL (H)



**Bill Rollins - 27460L**

Zone Director

250-248-5545 | zd-h@maac.ca

I hope that everyone had a wonderful Holiday Season and I wish you the very best for this coming year.

## ANNUAL ZONE MEETING - SWAP MEET

The BC Coastal Annual Zone Meeting/Swap Meet went over very well again at the Sullivan Hall in Surrey. The Swap Meet was supposed to start at 9:00 a.m. but as usual, people started arriving just before 8:00. We took advantage of an opportunity to set up the tables, coffee machines and stuff the fridge full of Timmy's Donuts the night before, so Sunday morning was a breeze!

The Swap Meet was very well attended and had plenty of good bargains to go around. The AZM started at 1:00 p.m. sharp as planned and ended at 3:05 p.m. There were a couple of recommendations to take to the Board of Directors for consideration, and a resolution was passed unanimously after much discussion to change the name of our Zone "H" from "BC Coastal Zone" to "Southwest British Columbia." This will, if passed by the Board of Directors at the upcoming Annual General Meeting this April, coincide with the resolution passed by the membership at the recent BC and Yukon Zone "C" to change their name from "British Columbia and Yukon" to "British Columbia Interior and Yukon."

I have posted the draft BC Coastal 2017 AZM minutes on the MAAC website on the main page under "NEWS" if you would like to read them. I want to thank all of you for your ongoing support

for me as your Zone Director and look forward to once again representing this zone for the next two years on MAAC's Board of Directors. I will continue, as always, to say exactly what is on my mind for the betterment of our zone membership and MAAC. I want to thank all those who attended the AZM/Swap Meet and for the help putting the tables and chairs away and cleaning up afterwards.

As most of you are aware, the 2018 Annual Zone Meeting/Swap Meet will be in Nanaimo this year as required in our by-laws. However, we will be holding a Zone Swap Meet at the Sullivan Hall in Surrey sometime in October as well.

## "CUB AND COUSINS FUN FLY"

I want to thank Greg Brunt, Secretary of the Parksville District Qualicum Flyers Assoc. (PDQ Flyers) on Vancouver Island, for the following blurb on the upcoming new event planned for this August 2018:

"During a recent PDQ Flyers club get-together, a "Cub Fun Fly" was suggested for this coming summer. After a short discussion, we decided on a "Cub and Cousin" gathering, with very open rules as to types of airplanes which can fly: all Cubs and variants, all cousins serving the same purpose as a Cub. Basically, the model must be a single engine, high-wing cabin monoplane with fixed gear. It can be Semi-Scale, Fun Scale, Sorta-Scale... it even could be Scale.

"More information will be available early in the New Year on the PDQ Flyers ([www.pdqflyers.com](http://www.pdqflyers.com)) and MAAC ([www.maac.ca](http://www.maac.ca)) websites. We hope to make this an annual event and we welcome anyone wishing to attend." ✈



Sullivan Hall Swap Meet October 2017. / La vente échange au hall Sullivan, Octobre 2017. (Photo by Bill Rollins)

# MANITOBA/NORD-OUEST ONTARIO (D)



**Peter Schaffer - 44429**  
Directeur de zone  
807.468.7507 | zd-d@maac.ca

Pour ce numéro-ci de la chronique, Ken Kalynuk me donne un coup de main puisqu'il veut partager des renseignements au sujet d'un club de coucou de guerre (ce qu'on appelle les warbirds) qui effectue des vols depuis Gimli, au nord de Winnipeg. Merci de cette contribution, Ken!

## WEST SIDE WARBIRDS À GIMLI!

«Les West Side Warbirds (WSW), c'est un rassemblement bien informel de membres du MAAC et de l'AMA américaine qui proviennent du Manitoba, du nord-ouest de l'Ontario et du Minnesota, des modélistes qui convergent normalement vers le terrain de Gimli lors des grandes fins de semaine. Nous sommes aussi membres de l'Interlake Radio Control Model (IRCMC) Club – nous payons une cotisation annuelle de tout juste 30,00 \$, la meilleure aubaine de la planète! – ce qui nous donne l'autorisation de faire voler nos maquettes au magnifique terrain de Gimli. Nous accueillons avec plaisir tout modéliste qui s'intéresse aux



Randy Hepner's Bf-110 from KMP, twin DLE 20s. / Le Bf-110 de Randy Hepner (un produit de Kondor Model Products), mû par deux DLE 20. (Photo by Marc Sharpe)

coucou de guerre et aux autres avions; il n'y a pas d'autres frais que ces 30,00 \$ et nous observons quatre règlements de base : piloter de façon sécuritaire, s'amuser, être membre du MAAC ou de l'AMA et pas de politique!

«Bien que notre spécialité porte sur les coucou de guerre, nous apporons

toutefois toutes sortes de maquettes volantes. Le nom, West Side Warbirds, est en raison du fait que nous effectuons nos vols depuis l'extrémité ouest du terrain. Les membres du WSW passent aussi quelques jours ou une semaine ensemble lors du Gimli Model Fest.

*suite à la page 18*



A few warbirds from September long weekend. / Quelques coucou de guerre au cours de la longue fin de semaine de septembre. (Photo by Dan Fyfe)



The magnificent Gimli flying field. / Le magnifique terrain de vol de Gimli. (Photo by Keith Irvine)

## MANITOBA/NORTHWEST ONTARIO (D)



**Peter Schaffer - 44429**

Zone Director

807.468.7507 | zd-d@maac.ca

This issue I'm getting a helping hand from Ken Kalynuk, who wanted to share some information about the Warbird club that flies out of the Gimli site, north of Winnipeg. Thanks for sending in your story Ken!

### WEST SIDE WARBIRDS AT GIMLI!

The West Side Warbirds (WSW) is a loose affiliation of MAAC and AMA members from Manitoba, Northwestern Ontario, and Minnesota who usually gather on the long weekends at the Gimli field. We are also members of the Interlake Radio Control Model (IRCMC) Club, with an annual club fee of only \$30.00, which is the best R/C deal on the planet and allows you to fly at the magnificent Gimli field. We welcome any RCer with an interest in warbirds or other planes to join us at Gimli; there are no fees outside of the \$30.00 club fee, and we try to follow four basic rules: fly safe, have fun, have MAAC or AMA, and no politics!

Although our primary focus is warbirds,



TF Spitfire at the ready. / Un Spitfire (du fabricant Top Flite) est prêt. (Photo by Marc Sharpe)

we do bring all types of models to fly. The name West Side Warbirds came about

because we pit on the west end of the field. WSW members also spend a few days or a week together during Gimli Model Fest.

The grass field at Gimli is among the best: the 525' long by 300' wide runway is orientated E-W, one flies facing north and thus not looking into the direct sun. There are no trees, power lines or roads on approach or takeoff.

Some of the WSW members bring their campers out to the field and fly sun up to sundown, then hangar fly at the nightly bonfire. You can dry camp at the field, stay in a motel or B&B, or plan a day trip. There is usually room in the 40' container for overnight airplane storage. Quiet campground-type inverter generators are preferred at the field. There is a lot going on in Gimli during the summer, the beach is great, the Arnes Farmers Market is a great source of yummy foods, and many restaurants in town to choose from. Gimli is a great vacation spot.

WSW uses Facebook as a tool to stay in touch so check out our West Side Warbirds Facebook Group page <https://www.facebook.com/groups/363673500402494/> and join the warbird conversation.

Did I mention NO POLITICS? ✈️



Randy Hepner's Bf-110 from KMP, twin DLE 20s. / Le Bf-110 de Randy Hepner (un produit de Kondor Model Products), mû par deux DLE 20. (Photo by Marc Sharpe)

**Manitoba-Nord-Ouest Ontario(D)** *suite de la page 16*

«Le terrain gazonné de Gimli est l'un des meilleurs : la piste mesure 525 pieds en longueur par 300 de largeur et est orientée est-ouest, si bien que les modélistes pilotent en faisant face au nord, ce qui les dispense d'être aveuglés par le soleil. Il n'y a pas d'arbres, de lignes à haute tension ou de route en approche final ou au décollage.

«Quelques-uns des membres du WSW arrivent au terrain avec une roulotte et effectuent des vols du lever du soleil à son coucher et passent ensuite la soirée à jaser aviation devant un feu de camp. Vous pouvez camper (sans services) au terrain, louer une chambre de motel ou coucher dans un gîte du passant, à moins que vous puissiez tout simplement en faire une expédition d'un jour. D'habitude, notre conteneur de 40 pieds peut héberger des avions invités pendant la nuit. Nous préférons des génératrices de type onduleur propices au camping. Beaucoup de choses se passent à Gimli au cours de l'été, la plage est sensationnelle, le marché champêtre d'Arnes vous offre de succulentes choses à grignoter et plusieurs restaurants se trouvent en ville. Gimli, c'est un lieu tout à fait propice où vous pouvez passer des vacances.

«Le Club WSW utilise Facebook comme outil de communication; vous pouvez consulter sa page de discussion au <https://www.facebook.com/groups/363673500402494/>; prenez part à la discussion sur les coucoucs de guerre!

«Ai-je mentionné qu'il n'y a PAS DE POLITIQUE?» ✨



Cub flight takes place at sunset to wind the day down. / Vol de Cub au coucher du soleil afin de mettre un terme à la journée. (Photo by Ray Grenkow)



Joe with his pair of Thunderbolts. / Joe et son tandem de Thunderbolts. (Photo by Dan Fyfe)

## MIDDLE ONTARIO (E)



**Roy Rymer - 61172L**  
Zone Director  
950.685.1170 | zd-e@maac.ca

### MAAC AGM

The MAAC AGM, which is coming to our zone at the end of April. The weekend's activities will be run by some of the members in the zone, with some guidance from myself. This year's Board meetings will be held all day Saturday, April 28 and the morning of the 29. The Annual General Meeting of the Members will start at 1:00 p.m. on Sunday, April 29. We have eliminated the Thursday executive meetings and Friday Board meetings to reduce costs.

### SAYING THANKS

Not all clubs have the opportunity to build partnerships with local companies, but the Niagara Region Model Flying Club in St. Catharines is lucky enough to be helped by

a sponsor. The Swiss Chalet on Fourth Avenue has helped the club by providing prizes for their meetings. This, I must tell you, has been warmly appreciated by all club members. This Swiss Chalet is owned/operated by Mr. Loreto Vetrone, who has helped many other associations, but he has been more than happy to reach out and help the NRMFC as well.



*Swiss Chalet owner Loreto Vetrone, right, receives a Certificate of Appreciation from Middle Zone Director Roy Rymer on behalf of the Niagara Region Model Flying Club. / Loreto Vetrone (à dr.), propriétaire d'une franchise Swiss Chalet, reçoit son certificat d'appréciation des mains du directeur de la zone*

The club has given Loreto a Certificate of Appreciation for this active support of the club. I was happy to present this certificate on behalf of the club, and with MAAC's appreciation for his generosity as well. Loreto did not expect this certificate and I know he will mount this framed certificate in a very appropriate location in his restaurant. Thank you, Loreto for your kind donations to one of my zone clubs!

For the rest of the clubs, remember that it is one thing to receive promotional items from sponsors now and then, but making the effort to show your appreciation like this can make your sponsor feel very appreciated.

If you know of any of your sponsors in the zone who have earned a Certificate of Appreciation, I would be very happy to present it, if asked and/or make this certificate up at no cost to your club.

Thanks again for your support and have a great 2018 summer of safe flying.? ✨

## MILIEU DE L'ONTARIO (E)



**Roy Rymer - 61172L**  
Directeur de zone  
950.685.1170 | zd-e@maac.ca

### A.G.A. DU MAAC

Ce temps-ci de l'année est tranquille. Je n'ai pas grand-chose à rapporter si ce n'est que l'Assemblée générale annuelle (A.G.A.) du MAAC se déroulera dans notre zone, fin avril. Certains membres de la zone organiseront les activités de la fin de semaine (avec un peu de direction de ma part). Les réunions du Conseil de direction auront lieu tout au long de la journée du samedi (28 avril) ainsi que le lendemain matin. L'A.G.A. à l'intention des membres débutera à 13 h le dimanche 29 avril. Nous avons éliminé les réunions du jeudi et du vendredi afin de réduire nos coûts.

### LA FAÇON DE DIRE MERCI

Les clubs n'ont pas tous l'occasion de constituer un partenariat avec des entreprises locales mais le Niagara Region Model Flying Club de Saint-Catharines a la chance de recevoir un coup de pouce de la part d'un commanditaire. Le restaurant Swiss Chalet de l'avenue Fourth a aidé le club en offrant des prix lors des réunions. Je peux vous dire que les membres ont beaucoup apprécié ce geste. Monsieur Loreto Vetrone est le propriétaire/exploitant de cette franchise et il a aidé plusieurs autres associations; mais il était très heureux de contribuer au NRMFC.

Le Club a remis un certificat d'appréciation à Loreto afin de souligner son appui. Il m'a fait plaisir de lui présenter ce certificat au nom du Club et de lui transmettre l'appréciation du MAAC.

Loreto ne s'attendait pas à recevoir ce certificat mais je sais qu'il affichera le certificat encadré en un endroit très visible dans son restaurant. Merci Loreto de vos dons à l'un des clubs de ma zone!

Aux autres clubs, rappelez-vous que c'est une chose de recevoir des objets promotionnels de temps à autre de la part de commanditaires, mais qu'il faut déployer les efforts qu'il faut afin que votre donateur sente qu'il a posé un geste apprécié.

Si vous connaissez d'autres commanditaires au sein de la zone qui ont mérité un certificat d'appréciation, il me ferait d'en présenter si on me le demande; ou encore, je le ferai préparer sans frais pour votre club.

Merci une fois de plus pour votre appui et je vous souhaite un super été 2018 de vols, bien sûr. ✨

## VALLÉE DE L'OTTAWA (G)



**Geoff Strotmann - 35223**  
Directeur de zone  
613-799-7414 | zd-g@maac.ca

**B**onjour, collègues de la zone G!  
C'est ma première chronique en solo et je dois admettre que je ne me considère pas ainsi. Je peux compter sur une équipe à l'exécutif non seulement forte mais très dévouée afin de m'appuyer à la zone comme au sein de ce passe-temps. Je profite aussi du savoir-faire d'une équipe

agrandie de présidents de club qui, de concert avec vous, les membres de clubs, appuie de façon concrète nos objectifs. Au nom de mon exécutif, merci beaucoup de votre appui.

J'ai récemment organisé la réunion des présidents de club au restaurant Bud's on the Bay, de Brockville. Même si nous étions très à l'aise dans cet environnement, nous avons abattu beaucoup de travail au terme de plusieurs heures de discussion approfondie et de planification; nous souhaitons que 2018 soit une année

charnière de participation au sein de la zone. Parmi mes objectifs : une coopération interclub lors d'évènements essentiels et l'intégration des opérations de multirotors.

Le calendrier des évènements en est à sa révision finale et devrait paraître prochainement.

Notre Fun-fly de zone – une fois de plus prévu pour la longue fin de semaine du 4 août – s'annonce déjà comme étant un rassemblement qu'on ne doit pas manquer. Le Club d'Arnprior en sera l'hôte; toutefois, cinq autres clubs prêteront main-forte. Les modélistes pourront aussi assister à des évènements de multirotors; ses adeptes pourront utiliser à bon escient les excellentes installations d'Arnprior. Veuillez songer à inscrire ce rassemblement à votre calendrier en 2018. Vous, les membres de la zone, ne serez pas déçus!

Il m'a fait plaisir d'accepter l'invitation du Club de Brockville (BMAC) de me joindre à eux à l'occasion du Chili Fly, immédiatement après la réunion des présidents de club. Merci infiniment à Pat et Richard Barlow qui ont préparé le chili et les condiments. La météo a coopéré, ce qui nous a permis de percer quelques trous dans le ciel. Merci au Club BMAC pour ce bel après-midi. Au moment où le calendrier des évènements de la zone G sera finalisé et affiché, j'en fais un objectif de m'assurer que moi-même ou un membre de l'exécutif participe à chaque rassemblement au sein de la zone en 2018. ✨



## OTTAWA VALLEY (G)



**Geoff Strotmann - 35223**  
Zone Director  
613-799-7414 | zd-g@maac.ca

**H**ello, fellow Zone G members! This is my first solo article for our zone and in truth, I can't really consider myself flying solo. I have a very strong and dedicated executive team to support my efforts on behalf of our zone as well as the hobby as a whole. I also have a solid extended team of club presidents who, along with you their club members, really

bring tangible support to our goals through your efforts. My sincere thanks, on behalf of my entire executive team, for your support going forward.

Recently, I held a club presidents' meeting at Bud's on the Bay in Brockville. Comfy digs aside, we were hard at it, with several hours of in-depth discussion and event planning focused on making 2018 a banner year for participation within our zone. Among my goals are inter-club cooperation in anchor events and the integration of multi-rotor operations.

The events calendar is under final review

and will be posted very shortly.

Our Zone Fun Fly, scheduled again for the August 4 long weekend, promises to be among those banner events, not to be missed. This event will be hosted by the Arnprior Club; however they will be assisted by five other clubs to execute the major event tasks. The event will also feature multi-rotor events, taking advantage of Arnprior's excellent facility for those flight operations. Please seriously consider making this event among those you attend in 2018. You won't be disappointed!

I was pleased to accept an invitation from the Brockville (BMAC) Club to join them at their Chili Fly right after our presidents' meeting. Many thanks to Pat and Richard Barlow for providing the chili and all the fixings. The weather cooperated, allowing us to bore quite a number of holes in the sky. Thanks to the BMAC Club for a great afternoon. As the Zone G events calendar is finalized and posted, I will make it a goal to ensure that I and/or one of my Executive participate in every event hosted within our zone in 2018. ✈



# SAINT-LAURENT (J)



**Steve Woloz - 7877L**  
Directeur de zone  
514.944.8241 | zd-j@maac.ca

## SOMMAIRE DE L'ASSEMBLÉE ANNUELLE DE ZONE - PARTICIPATION

Les archives d'inscription indiquent qu'environ 150 membres étaient représentés à la réunion, répartis de façon égale entre des personnes présentes et des votes de procuration. Nous vous invitons à consulter la page Facebook de la zone Saint-Laurent qu'entretient Réjean Harvey, si vous voulez y voir des photos s'y rapportant. Merci à Lynn Woloz et à Helen Forest de s'être occupées des inscriptions; merci à Réjean d'avoir rédigé le procès-verbal ainsi qu'à Pierre Cloutier d'avoir offert la traduction en français.

J'ai aussi le plaisir de vous rapporter que le nombre d'adhésions au sein de la zone a connu une croissance de 7 % (à compter de novembre).

## ATELIERS

Quatre ateliers ont été présentés et la participation était bonne :

Transports Canada – discussion panel qu'ont dirigée Romain Brott et Jean-Guy Ouellet avec en vedette le représentant de TC Christian Larouche (inspecteur, Sécurité aviation civile, Opérations aériennes); Jack Rotherberg a présenté Picking Up the Pieces After a Crash (se relever après un écrasement); Jean-Guy Ouellet et Matthew Zoern ont présenté Ask the Experts About Electrics (Maquettes électriques : demandez aux experts); Peter Bauer a offert une démonstration de construction de maquettes à l'aide de panneaux-mousse (foamboard). Une vente aux enchères a suivi afin de vendre les avions construits (Marie-Reine Daudelin Malczewski).

Merci à tous les présentateurs.

## COMMANDITE

La zone Saint-Laurent remercie les commanditaires suivants et les personnes qui ont fait don d'objets ou d'argent afin de rencontrer les coûts de la tenue de la réunion. Ces donateurs comprennent : Bisson Custom Mufflers, Ted's Hobby Shop, AMR, Great Hobbies, Icare Sailplanes,

ND Heli, Lozeau, Claude Fortin, Jack Rothenberg, Dr Filoteo Pasquini, et Steve Woloz.

## CERTIFICATS D'OBTENTION DES «AILES»

Presque 40 personnes ont mérité leur certificat respectif d'aptitude au pilotage de maquettes télécommandées.

## VENTE-ÉCHANGE

Autre grand succès. Merci à Gabor Botka et à Bob Forest de leur aide.

## ÉLECTION DU DIRECTEUR DE ZONE ET DÉSIGNATION DES ASSISTANTS DIRECTEURS DE ZONE

Steve Woloz (moi) (MAAC 7877L) a été élu par acclamation à titre de directeur de zone pour un mandat de deux ans. Jean-Guy Ouellet demeure à titre de directeur adjoint pendant une année (d'ici la fin de son mandat). M. Woloz a nommé les personnes suivantes à titre d'assistants directeurs de zone :

Bob Forest (MAAC 4131L), Ken Starkey (MAAC 5387L), Gabor Botka (MAAC 83397), Peter Bauer (MAAC 88519), Matthew Zoern (MAAC 92040), Romain Brot (MAAC 88141), Jack Rothenberg (MAAC 91491), Réjean Harvey (MAAC 93335) et David Haltrech (MAAC 93615). Tous ces messieurs ont accepté.

## PROCÈS-VERBAL BILINGUE AU SITE WEB DU MAAC

Le procès-verbal de l'Assemblée annuelle de zone est maintenant affiché dans les deux langues officielles au site Web du MAAC.

## CPTAQ : UNE MISE À JOUR

Comme vous le savez peut-être, au cours des deux dernières années, deux clubs au sein de notre zone ont dû fermer parce qu'ils ne se conformaient pas aux lignes directrices de la Commission du territoire agricole du Québec (CPTAQ). Le tout a été expliqué lors de notre Assemblée annuelle de zone et nous poursuivons les efforts afin de trouver une solution de conformité. Deux clubs sont en instance de renouveler leur autorisation de faire voler des maquettes depuis des terres zonées VERTES et nous espérons que leurs démarches seront couronnées de succès.

Ces clubs connaissent la situation actuelle et m'ont demandé de ne pas entreprendre du démarchage (lobbying) d'ici à ce que leur demande respective soit acceptée parce qu'ils ne veulent pas offenser la CPTAQ.

Ainsi, nous attendons les résultats de ces demandes. Nous espérons du succès, bien sûr, et si cela se produit, nous partagerons les renseignements et la façon dont ils s'y sont pris.

## ÉVÈNEMENTS À VENIR

*3 février 2018* – Vente-échange (Swap Shop) de Sainte-Julie, qu'organise le Club Anti-Gravité à l'École Arc-En-Ciel (sortie 102 de l'autoroute 20) au 450, rue Charles-de-Gaule. Renseignements : Jean Blaquière (jeanblaquiere@bell.net).

*4 mars 2018 entre 10h30 et 15h30* : Réunion des présidents de club et Exposition de maquettes à la Bibliothèque publique Eleanor London de Côte Saint-Luc (même endroit que l'année dernière), 5851, boulevard Cavendish. D'autres renseignements vous seront communiqués au Nouvel an. ✨



## Tell us your stories

We are looking for a few great stories!

Articles should be about 475 words with 4 to 6 photos.

Model Profiles should be about 300 words with 4 to 6 photos

editor@ModelAviation.ca

## Racontez-nous une histoire!

Nous recherchons quelques bonnes idées et des histoires sensationnelles.

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

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



# ST. LAWRENCE (J)



**Steve Woloz - 7877L**  
Zone Director  
514.944.8241 | zd-j@maac.ca

## AZM SUMMARY - ATTENDANCE

The registration records indicate that approximately 150 members were represented at the meeting, being equally split between actual persons present and proxy votes. Bravo to all. We invite you to visit the Saint-Lawrence Zone Facebook page, led by Réjean Harvey, to view pictures of the event.

Thanks to Lynn Woloz and Helen Forest for manning the registration table; to Réjean Harvey for taking the minutes; and to Pierre Cloutier for the French translation.

I'm also thrilled to report that the Saint-Lawrence zone membership has grown by 7 % as of November.

## SEMINARS

The four well-attended seminars were presented including:

Transport Canada – Panel Discussion led by Romain Brott and Jean-Guy Ouellet including TC representative Christian Larouche (Flight Aviation Safety Inspector; Flight Operations); Picking Up the Pieces After a Crash by Jack Rothenberg; Ask The Experts About Electrics by Jean-Guy Ouellet and Matthew Zoern; Foam Board Model Build Demo by Peter Bauer, which was followed by an auction of all the planes built by Marie-Reine Daudelin Malczewski.

Thanks to all presenters.

## SPONSORSHIP

The Saint-Lawrence Zone wishes to

thank the following corporate sponsors and individuals who donated items or cash to help offset our meeting cost. This included: Bisson Custom Mufflers, Ted's Hobby Shop, AMR, Great Hobbies, Icare Sailplanes, ND Heli, Lozeau, Claude Fortin, Jack Rothenberg, Dr Filoteo Pasquini, and Steve Woloz.

## WING CERTIFICATES

Close to 40 persons earned their wings certificates.

## SWAP SHOP

Another great success. Thanks to Gabor Botka and Bob Forest for their help in this area.

## ELECTION OF ZONE DIRECTOR AND DESIGNATION OF ASSISTANT ZONE DIRECTORS

Steve Woloz 7877L was elected by acclamation as Zone Director for the next two years.

Jean-Guy Ouellet remains in office as Deputy Zone Director for one more year in his term.

Steve Woloz appointed the following persons to serve as Assistant Zone Directors: Bob Forest (MAAC 4131L), Ken Starkey (MAAC 5387L), Gabor Botka (MAAC 83397), Peter Bauer (MAAC 88519), Matthew Zoern (MAAC 92040), Romain Brot (MAAC 88141), Jack Rothenberg (MAAC 91491), Réjean Harvey (MAAC 93335) and David Haltrech (MAAC 93615). All accepted.

## POSTING OF BILINGUAL MINUTES TO MAAC WEBSITE

The minutes of the AZM are now posted in both languages on the MAAC website.

## CPTAQ UPDATE

As you may be aware, in the last two years, two clubs in the Saint-Lawrence zone have been forced to close due to non-conformance with the CPTAQ guidelines. This issue has been brought to light at our Annual Zone Meeting and ongoing efforts are in the works to find amicable options for compliance. Two clubs are in the process of requesting renewal of their allowed permission to fly on land zoned GREEN and we are hoping that their requests will be successful. These clubs, knowing about the current situation, have specifically cautioned me not to proceed with any lobbying efforts pending a successful outcome of their application as they are fearful of offending the CPTAQ.

Thus, we will now be on a standby position and await the outcome of their renewal request. We hope that they will be successful and assuming this will be the outcome, then we will share information how they went about it.

## COMING EVENTS

*February 3, 2018* - Vente échange (Swap Shop) Sainte-Julie hosted by Club Anti-Gravité to take place at École Arc-En-Ciel (exit 102 on Highway 20) 450, Rue Charles-De-Gaulle Sainte-Julie (Québec) J3E2V6.

Contact Jean Blaquiere (jeanblaquiere@bell.net) for more information.

*March 4, 2018 10:30 AM to 3:30 PM* - Our Presidents Meeting and subsequent Model Show will occur (at the same place as last year) at the Eleanor London Côte Saint-Luc Public Library located at 5851 Cavendish Blvd, Côte Saint-Luc, QC H4W 2X8. More information will follow in the New Year. ✈

## Advertise in Model Aviation Canada

Get your message out to 11,000+ members!

With **COLOUR** now available on every page you can request placement where YOU want it.  
Advertising is available for as low as \$125 per issue.  
Full Page ads start from only \$700!

For more information contact:  
**Keith Morison 403.510.5689 or editor@ModelAviation.ca**

**Model Aviation**  
**CANADA**   
Published by Morison Communications

	6x	3x
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230



**Athol H. Cohen - 35223**

Directeur de zone  
zd-l@maac.ca

Puisque je suis le nouveau directeur de zone pour la zone Sud-est (Ontario), je crois qu'il est approprié de vous présenter ma feuille de route. Je me suis lancé dans les avions télécommandés au début des années 1970 en me procurant un émetteur Futaba à six voies sur bande 27 Mhz et j'ai entamé mon apprentissage en Afrique du Sud au sein du Tygerberg Model Flying Club. Après avoir obtenu mes «ailes» et avoir un peu maîtrisé cet art, je me suis aussi inscrit auprès des Cape Radio Flyers. C'est là que j'ai développé un intérêt pour l'acrobatie et j'ai disputé des concours locaux de F3A (acrobatie) en plus d'en juger quelques-unes. J'étais aussi un instructeur spécialisé en modes 1 et 2, bien que je préfère le mode 1.

En 1978, nous avons logé une demande afin d'émigrer au Canada et nous avons quitté l'Afrique du Sud juste après les Épreuves internationales de F3A à Johannesburg, fin septembre 1979. C'est lors des Internats que j'ai fait la connaissance d'Ivan Christensen, Warren Hitchcox, Terry Penny et d'autres membres de l'équipe canadienne (j'avoue avoir oublié certains noms, après toutes ces années).

Ma famille et moi avons émigré au Canada et sommes arrivés à Toronto, le 4 octobre 1979. Je ne suis revenu au vol télécommandé que vers 1988 après avoir visité Comdex, l'exposition d'informatique originale de Las Vegas. La chance était de mon côté : nous logions à l'Hôtel et casino Circus Circus, qui était l'hôte du Tournoi des champions en acrobatie. Je me suis retrouvé en compagnie de personnes qui s'étaient mis en route afin d'observer le concours et je les ai suivis... c'est à ce moment que j'ai reçu la nouvelle pique. Puisque l'exposition Comdex coïncidait avec le Tournament of Champions (ToC), j'y ai assisté en 1990 et en 1992... et je possède encore le blouson rose de Circus Circus afin de prouver ma descente aux enfers.

L'Ajx Radio Control Club a été mon premier club bien que j'aie voulu faire partie du Richmond Hill Model Airplane Club. Mais à l'époque, sa limite était de 100 membres (même si un nombre restreint de modélistes était actif). Ma première maquette sur ce continent-ci



Athol Cohen, left, presenting a Leader Member Certificate to Harry Ells. / Athol Cohen (à g.) présente le certificat de membre Leader à Harry Ells.



a été un Ugly Stick (de construction artisanale) muni d'un .60. Plus tard cette année-là ou celle d'ensuite (1989), j'ai réussi à m'inscrire auprès du club de Richmond Hill au moment où quelques postes se sont libérés. Pendant mon époque là-bas, j'ai occupé les fonctions de président (un mandat en 1993) et j'ai réussi à publier un bulletin interne (sa durée de vie a été courte) mais j'avais de la difficulté à obtenir des contributions, si bien que cette publication a cessé.

En 1993 et 1994, mon travail exigeant m'a fait mettre de côté le vol télécommandé et j'ai remisé mon équipement. Je m'étais aussi fatigué du nettoyage que je devais faire après chaque séance de vol (allô les essuie-tout, le Monsieur Net et le Windex). Au cours de l'été 2015, je marchais dans mon secteur de Thornhill Woods lorsque j'ai vu un type qui «s'amuse» avec un biplan télécommandé au parc, non loin. Le temps était calme et il faisait évoluer une maquette de vol intérieur et lui faisait exécuter toutes sortes de prouesses. J'ai découvert qu'il était un voisin et je me suis arrêté afin de lui poser des questions au sujet des avions qu'il remplaçait dans son véhicule. Nev Ruskin était non seulement un pilote d'avions télécommandés mais il venait aussi d'Afrique du Sud. Il m'a expliqué qu'il pilotait tant des avions électriques (piles Li-Po) que ceux à moteur à essence.

Les avions électriques m'ont immédiatement intéressés et à l'été 2015, je me suis procuré un émetteur Spektrum DX7 et je l'ai converti au pilotage en mode 1. L'avion qui m'a permis de revenir à mes anciennes amours était un Slick 50 usagé. Je me suis inscrit au Club Temac (Toronto Electric Model Aviation Club) et j'ai commencé à voler en compagnie des autres membres. Je me suis servi du Slick pendant la majeure partie de la saison jusqu'à ce que je le pilote trop bas et en vol inversé. J'ai appliqué de la gouverne vers le haut au lieu du bas et le sol a bouffé mon avion.

*suite à la page 92*

## SOUTH EAST (L)



**Athol H. Cohen -35223**  
Zone Director  
zd-l@maac.ca

Since I am the new Zone Director for the South East Ontario Zone, I thought it would be appropriate to share with you some of my background. I started in radio control aircraft in the early 1970s purchasing a 6-channel 27Mhz Futaba radio system and learned to fly in South Africa at the Tygerberg Model Flying Club. After gaining my wings and becoming somewhat proficient, I also joined Cape Radio Flyers. It was at Cape Radio Flyers that I started to take an interest in aerobatics and flew in local F3A (Aerobatics) competitions and also started judging F3A contests. During my time at CRF, I was Chairman (President) of the club in 1977. I was also an instructor flying both Mode 1 and Mode 2 configurations, although my preference is naturally towards Mode 1.

We made application in 1978 to emigrate to Canada and left South Africa just after the F3A Internationals in Johannesburg at the end of September 1979. It was at the Internats that I met Ivan Christensen, Warren Hitchcox, Terry Penner and other members of the Canadian team, whose names escape me after all these years.

My family and I emigrated to Canada, arriving in Toronto on October 4, 1979. I did not get back into RC until around 1988 after visiting Comdex, the original Computer Exposition, in Las Vegas. As luck would have it, we were at the Circus Circus Hotel & Casino, which was hosting the RC Aerobatics 'Tournament of Champions' at the time. I happened upon some folks who were heading to watch the event and went along... and the bug struck again. With Comdex coinciding with the ToC, I managed to get to see the tournament again in 1990 and 1992, and I even have the Circus Circus Pink Jacket to show for my sins.

The Ajax Radio Control Club was my first club although I wanted to join the Richmond Hill Model Airplane Club. At the time, they had a limit of 100 members (although only a very small number were active flyers). My first plane here was a scratch-built balsa Ugly Stick with a .60 engine. Later that year or early the following year (1989), I did join Richmond Hill as some spots became vacant. During my time at Richmond Hill, I



*Athol Cohen, left, presenting a Leader Member Certificate to Karl Goinarov. / Athol Cohen (à g.) présente le certificat de membre Leader à Karl Goinarov.*

was elected President for a term in 1993 and was instrumental in getting a (short-lived) newsletter published but struggled to get regular contributions and eventually, it died.

In 1993/1994 the pressures of work saw my RC flying take a back seat and all my gear was put in "mothballs". I was also "unenamoured" with the cleaning process after a day of flying using heaps of paper towel, Mr. Clean and Windex before putting the planes back in the car. During the spring of 2015, I was walking down my street in Thornhill Woods and saw this guy "playing" with an RC biplane in the nearby park -- it was a very calm (no wind) day and he was flying an indoor model and really tossing it about the sky. I discovered he was a neighbour and stopped to ask about his planes that were being loaded into his car. He, Nev Ruskin, was an RC flyer and also, originally from South Africa. He explained the fact that he flew both electric (Li-Po) and gasoline powered planes.

The electric peaked my interest and in the summer of 2015, I purchased a Spektrum

DX7 Radio and converted it to Mode 1. My first plane, getting back into the "game" was a used Slick 50. I joined TEMAC (Toronto Electric Model Aviation Club) and started flying with them. I had the Slick for most of the season until, flying inverted, too low, pulled up instead of pushing down and the ground came up and smote the airplane.

So here we are today, at the end of 2017 and I'm still loving the RC flying and especially the camaradery when we get to the field. Mostly, I fly with the TEMAC morning crew as I'm semi-retired while slowing winding down my small IT Consulting and Support business. Over the years, I have derived a tremendous amount of pleasure from RC flying and have always "given back" when the opportunity arose.

So, this a longish summary of my involvement in Radio Control Aircraft (fixed wing) and have the time and the interest in looking at how I can assist with the further development of the hobby and sport of

*continued on page 92*

## SOUTH WEST (M)



**Frank Klenk - 32001L**

Zone Director

519-550-7955 | zd-g@maac.ca

facebook.com/groups/621624031230166

**B**ill Fry, our Assistant Director from the Sky Harbour Modelers in Goderich, recaps his 2017 season and reflects on those warmer days that we enjoy so much:

“It has been a pleasure over the last few years to be an assistant to our Zone Director Frank.

“Through the last year, I have travelled around the northern half of the zone, meeting new friends and saying hello to old ones. Here is an example of this year’s adventures.

“In May, I headed off to the first Fun Fly of the year at Forest. The field there turns out to be wet, so we all had to park on the outer edges and carry our planes in, a real hardship but who cares... the flying was great. I also ended up in Forest again in July for their scale rally and another wet field, but the flying and the friendly members make up for it.

“In June, I ventured to Hanover for their event. Flying was wonderful down in the valley, but most of us left by noon as the rain came in. The rain deprived the club of any revenue because they could not serve their great french fries and burgers. Next year, I will be there, I love the hand-cut fries. Incidentally, if you are looking for a new scale plane, call Gary Rahn at Hanover: he has a one-third scale Tiger Moth for sale, ready to fly.

“In July, I was off to the Wingham jet rally. What a spectacular place to fly, and those jets are not to be believed. Great show, good turn-out, this is one event you should not miss. The spectators always enjoy the fast pace and the scale models. I am told this is the largest jet rally in Ontario.

“In August, I can always be found at the Goderich Zone Rally. At this event, I am always hard at work because this is my home club. Forty pilots were registered, many of them camping out for the four days and many wives coming along to enjoy the beaches, walking trails, and restaurants. Make plans to come next year, it is a fun event.

“Finally, I got out to the Kitchener scale rally. I arrived on Saturday but I don’t fly here because it is so busy. There are a few dealers’ booths and food booths. This year, a new feature was added; they have built a scale village and a tank club was running their tanks around, shooting at each other and running over buildings. There were some great scale tanks on display.

“The last event of the year is the Annual Zone Meeting in London where everything is decided for the next year. There was much debate over new rules and some discussion about drones. Next year, I hope to visit some places that I missed like New Hamburg, Kincardine, Owen Sound, and Sarnia.

“I hope you get some indoor flying in this winter. See you in the spring.” ✨

## SUD OUEST (M)



**Frank Klenk - 32001L**

Directeur de zone

519.842.8242 | zd-g@maac.ca

facebook.com/groups/621624031230166

**B**ill Fry, notre assistant directeur de zone, membre des *Sky Harbour Modelers* de Goderich, résume sa saison 2017 et songe aux chaudes journées d’été que nous aimons tant :

«C’est un grand plaisir d’être un assistant de notre directeur de zone, Frank, ces dernières années.

«En cours d’année, j’ai voyagé dans la portion nord de la zone et j’ai rencontré de nouveaux amis et j’en ai revu d’anciens. Voici un exemple des aventures que j’ai vécues.

«En mai, je me suis déplacé au premier *Fun-fly* de l’année à Forest. Le terrain était absolument détrempé, si bien que nous avons dû stationner sur le pourtour et transporter nos avions jusqu’au terrain. C’était difficile mais nous l’avons fait... la séance de vol était épatante. Je suis retourné à Forest en juillet pour le rassemblement de copies volantes. Le terrain était une fois de plus détrempé mais les vols et l’amabilité des membres a compensé tout cela.

«En juin, je suis allé à Hanover. Les vols étaient agréables dans la vallée mais la plupart d’entre nous avons mis fin à la rencontre à midi parce que la pluie s’est mise à tomber. Cette averse a empêché le club de générer des revenus parce que les bénévoles n’ont pu offrir leurs frites et hamburgers. L’année prochaine, j’y retourne d’autant plus que j’adore les frites coupées maison. En passant, si vous recherchez une nouvelle copie volante, Gary Rahn (de Hanover) en possède une : il s’agit d’un Tiger Moth à l’échelle un tiers qui est à vendre, fin prêt à prendre la voie des airs.

«En juillet, j’ai assisté au ralliement de jets de Wingham. Quel endroit spectaculaire et ces jets sont époustouffants. Magnifique spectacle, la participation était très bonne. Ne manquez pas celui-là. Les spectateurs apprécient le rythme accéléré et les copies volantes. On me dit qu’il s’agit là du plus gros rassemblement de jets en Ontario.

«En août, on me retrouve toujours au ralliement de zone de Goderich. J’y suis au travail parce que c’est le club auquel j’appartiens. Quelque 40 pilotes se sont inscrits et plusieurs d’entre eux y ont campé tout au long des quatre jours. Plusieurs conjointes étaient aussi de la partie afin de profiter des plages, des sentiers de marche et des restaurants. Planifiez votre passage ici l’année prochaine. C’est un évènement amusant.

«Finalement, je me suis rendu au ralliement des copies volantes de Kitchener. Je suis arrivé le samedi mais je ne pilote pas, une fois sur place, le ciel est trop occupé. On y retrouve quelques stands de vendeurs et de nourriture. Cette année, les organisateurs ont ajouté une nouveauté : ils ont construit une reproduction d’un village et un club de chars d’assaut y a fait circuler des maquettes qui se tiraient dessus et qui écrasaient quelques édifices. Certaines copies volantes de char étaient en exposition et ils étaient fantastiques.

«Le dernier évènement de l’année est l’Assemblée annuelle de la zone, à London, et c’est là que se prennent des décisions en prévision de la prochaine année. Les débats ont été longs relativement aux nouveaux règlements et aux drones. L’année prochaine, j’espère pouvoir rendre visite aux clubs où je n’ai pu aller, comme New Hamburg, Kincardine, Owen Sound et Sarnia.

«J’espère que vous pourrez faire un peu de vol intérieur, cet hiver. Au plaisir de vous revoir au printemps.» ✨

## BUILDING A LANCASTER



By: Allan Abell, MAAC # 18279

**M**y good friend Artie Lobsinger phoned me last fall and he mentioned that a good friend of his Mike, had Lancaster parts for sale. I got the Lancaster plans (5 sheets) and plastic parts from Mike (I believe I'm the third owner of the parts). The Fuselage was started on a jig. I made the wings, rudder, and elevator, and retract parts. The plan was reviewed in the July 2000 issue of Model World. The plan is Model World MW2818 Avro Lancaster B1 Special by John Ranson and Trevor Stannard, from Traplet Publications Limited.

The specs are as follows...

Wingspan 98.5 inches, length 65 inches, total weight 15 pounds, ready to fly, 4 - Dectrum BM3715 KV890 brushless out runners, 4 - 30 amp ESC's, 2 x 5000 MAH 4 cell LiPo's - 1 battery for the two inside motors and 1 battery for the two outer motors, 4 x 3 blade 11" X 7" plastic props tractor drive, may try two pusher props with two tractor props in the future. The Modifications from the plan are as follows, I made the wing in two separate panels with an aluminum joiner tube instead of one panel. I made the ailerons slightly bigger for more control. The wing and fuselage is covered with 1/16 balsa wood, then covered with light weight fiberglass and painted with Krylon camouflage ultra-flat spray paint cans from home hardware. My daughter in law made the JOX letters for the fuselage. I used two servos for the elevator and two servos for the rudders built right into the stab, one servo in the fuselage for the tail wheel steering and one servo in each wing half for the aileron's for total of 7 servos, controlled by a Spectrum DX9 transmitter. I have had three flights on it so far, has lots of power, I may have to get stronger electric retracts or learn how to land it better ha ha. Good friend Artie Lobsinger was a tail Gunner in a Lancaster with the letters JOX during WWII, completing 19 missions. I was lucky to visit Artie several times last fall and winter and kept him up to date on the model's construction. He passed away in March. Artie helped me learn to fly RC back in the late 1970's. ✈



# 2017 Canadian National Scale Championships



Photography: Les Isted

Rick Wood's Piper Pawnee Crop Dusting in the ProAm/Pro.

On July 14 – 16 the Canadian National RC Scale Championships were held in Vernon, British Columbia. This is the first of the RC Scale Committee's plan for the rotating RC Scale Champs across Canada. Over time these 'rotating championships' will provide the opportunity for all MAAC members to participate.

The event was hosted by the Vernon R/C Aeromodelling Society. Volunteers from no less than 6 area clubs helped to make the event a success.

Twenty-seven registered pilots from British Columbia, Alberta, Washington State and as far away as Bobcaygeon, Ontario. We had 4 'first time' scale competition pilots which compliments the Scale Committee program focus - on

'Entry Level' participants.

The participating aircraft consisted of all sizes (1/2 to 1/6th scale) of early vintage, military, sport to modern sleek civilian. Construction of the aircraft consisted of small foam, 'Almost Ready to Fly' and built from scratch.

5 entry classes – ProAM/Sportsman (beginner) – ProAm/Pro (advanced beginner), Advanced (full static judge) pilot does not have to build the plane, Team and Expert.

All participants, Judges, Pilots, Score Keepers, Air Boss, Score Runners, registration and event crew set-up/take down are all winners – Thank You very much for supporting the MAAC RC Scale committee program. ✈



Pilot, Mike, Builder/Spotter, Darren, Judge and Newspaper Photographer.



The Vernon Flying Site from afar.



The noon line-up.



Expert Lorne Hansen's Sopwith Camel.



Team Darren Muntak and Mike Allman's Cessna 310.



Pilot Spotter and Judges in action.



The Cessna 310 of Darren Muntak of Armstrong, B.C.



Static Judging is done by L-R Doug MacMillan and Bob Shellon, Frank Mucil (obscured).



Peter Conquergood of Bobcaygeon, Ontario.



Keith Bennett with his Sopwith Pup.



Kamloops Expert pilot Rob Dover flew his Piper PA 18 Super Cub during the Championships.



'Young Guns' - Kay, of Vernon, B.C. and Aaron, E. of Wenatchee working together.



Spotter Virgil and Pilot Del East of Wenatchee, WA. with judges, Harry Crosby and Mike Bacon.



Mariuze, Edmonton, Alberta - a Polish PZL P.11c



Air Boss Bernie Lutes of Vernon and Head Judge Ron Beauchene of Cranbrook.



50% ELECTRIC powered J-3 Cub is wheeled into place by Advanced pilot Geoffrey Dryer, of Port Coquitlam, B.C.



**ProAm/Sportsman**

	<i>Plane</i>	<i>Static</i>	<i>Flight 1</i>	<i>Flight 2</i>	<i>Flight 3</i>	<i>Flight 4</i>	<i>Flight 5</i>	<i>Flight 6</i>	<i>Avg. Flight</i>	<i>Total</i>	<i>Place</i>
Aaron Lane	P 51 Mustang	5.00	85.00	92.00	93.00	90.50	89.00	91.50	92.17	97.17	1
Kay Freeman	Super Cub	5.00	85.75	90.25	92.75	0.00	89.00	89.50	90.83	95.83	2
Keith Bennett	Sopwith Pup	5.00	84.25	91.25	91.50	0.00	0.00	0.00	89.00	94.00	3
Walter Zarecki	Twin Otter	5.00	81.50	88.00	85.50	0.00	0.00	0.00	85.00	90.00	4

**ProAm/Pro**

	<i>Plane</i>	<i>Static</i>	<i>Flight 1</i>	<i>Flight 2</i>	<i>Flight 3</i>	<i>Flight 4</i>	<i>Flight 5</i>	<i>Flight 6</i>	<i>Avg Flight</i>	<i>Total</i>	<i>Place</i>
Don Frank	Yak 55	5.00	90.00	95.75	90.00	92.25	92.00	95.50	94.42	99.42	1
Dean Wichmann	Cirrus SR22T	5.00	90.25	91.00	89.00	92.50	91.50	94.75	92.92	97.92	2
Dick Matson	Waco YMF 5	5.00	89.00	93.50	91.00	0.00	90.75	93.00	92.42	97.42	3
Del Herring	Nieuport 28	5.00	90.25	91.00	90.75	0.00	91.25	94.25	92.08	97.08	4
Rick Wood	Piper Pawnee	5.00	86.50	91.75	91.00	0.00	89.25	93.50	92.08	97.08	4
Mike Ingram	J-3 Cub	5.00	89.25	95.25	91.50	0.00	0.00	0.00	92.00	97.00	5
Virgil Johnson	Monocoupe	5.00	76.25	89.00	85.50	90.75	90.00	91.00	90.58	95.58	6
Scott Crosby	Fokker E 11	5.00	90.50	92.75	88.25	0.00	85.00	0.00	90.50	95.50	7
Peter Conquergood	DHC-2 Beaver	5.00	90.00	89.25	85.50	90.00	84.00	91.00	90.33	95.33	8
Roly Worsfold	Super Cub	5.00	83.75	83.25	71.75	0.00	80.25	92.50	86.50	91.50	9

**ADVANCED**

	<i>Plane</i>	<i>Static</i>	<i>Flight 1</i>	<i>Flight 2</i>	<i>Flight 3</i>	<i>Flight 4</i>	<i>Flight 5</i>	<i>Flight 6</i>	<i>Avg Flight</i>	<i>Total</i>	<i>Place</i>
Rick Stuckey	Ercoupe	98.50	92.00	95.00	93.75	90.75	0.00	0.00	93.58	192.08	1
Geoffrey Dryer	J-3 Cub	97.50	91.00	88.00	90.50	0.00	0.00	94.50	92.00	189.50	2
Mike Ingram	Fly Baby	97.25	89.00	89.00	94.00	92.50	0.00	0.00	91.83	189.08	3
Ben Overmars	J-3 Piper Cub	93.25	89.25	87.25	91.25	0.00	92.50	93.25	92.33	185.58	4
Bob Scheer	Spitfire 1X	90.50	81.50	80.25	85.25	0.00	89.00	0.00	85.25	175.75	5

**TEAM**

	<i>Plane</i>	<i>Static</i>	<i>Flight 1</i>	<i>Flight 2</i>	<i>Flight 3</i>	<i>Flight 4</i>	<i>Flight 5</i>	<i>Flight 6</i>	<i>Avg. Flight</i>	<i>Total</i>	<i>Place</i>
Mickey Moore	Super Cub	94.25	92.25	95.25	97.00	94.00	0.00	0.00	95.42	189.67	1
Darren Muntak	Cessna 310	90.75	87.00	94.75	91.50	0.00	94.00	93.75	94.17	184.92	2
Karl Crosby	Tiger Moth	94.00	87.00	90.50	88.50	85.00	90.25	0.00	89.75	183.75	3
Mariusz Pietrzyk	PZL P.11c	98.75	84.75	87.50	0.00	0.00	0.00	0.00	57.42	156.17	4

**EXPERT**

	<i>Plane</i>	<i>Static</i>	<i>Flight 1</i>	<i>Flight 2</i>	<i>Flight 3</i>	<i>Flight 4</i>	<i>Flight 5</i>	<i>Flight 6</i>	<i>Avg. Flight</i>	<i>Total</i>	<i>Place</i>
Rob Dover	Super Cub	99.75	94.25	89.50	95.25	0.00	96.50	98.25	96.67	196.42	1
Lorne Hansen	Sopwith Camel	96.75	93.75	91.00	0.00	0.00	0.00	0.00	61.58	158.33	2
Mariusz Pietrzyk	PZL P.11c	98.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	98.75	3

**INDIVIDUAL AWARDS**

High Static, Rob Dover: 99.75

High Flight, Rob Dover: 95.42

Best Mission, Bob Scheer

Pilots Choice., Mike Ingram



## CANADIAN ENDURANCE RECORD ATTEMPT



### DOUG AND LEN'S QUEST FOR A CANADIAN CONTROL LINE ENDURANCE RECORD

It is rare that anyone sets out to surpass an old standing record in an esoteric event like Control Line Endurance, especially when many of us have envisioned a better method, but never put aside the time necessary to achieve the goal!

Doug Blackwell's quest began in 2016 when interest was expressed by some West Coast control line fliers in the old event. Changes to the existing rules were then initially proposed by Henry Hajdik of Vancouver, B.C. These rules were eventually approved by the Control Line Committee to become part of the Control Line rule book in October of the same year.

Simply stated, the idea of Control Line Endurance is to have a model weighing a maximum of 64 oz., including fuel, fly for the longest time possible. Although the idea seems simple enough, there are problems associated with getting consistent fuel feed to the engine due to the large quantity of fuel required, managing a stable needle valve

setting throughout the flight as the weight of the fuel drops, and then using some innovative thinking to get the maximum economy from the engine to ensure a record performance.

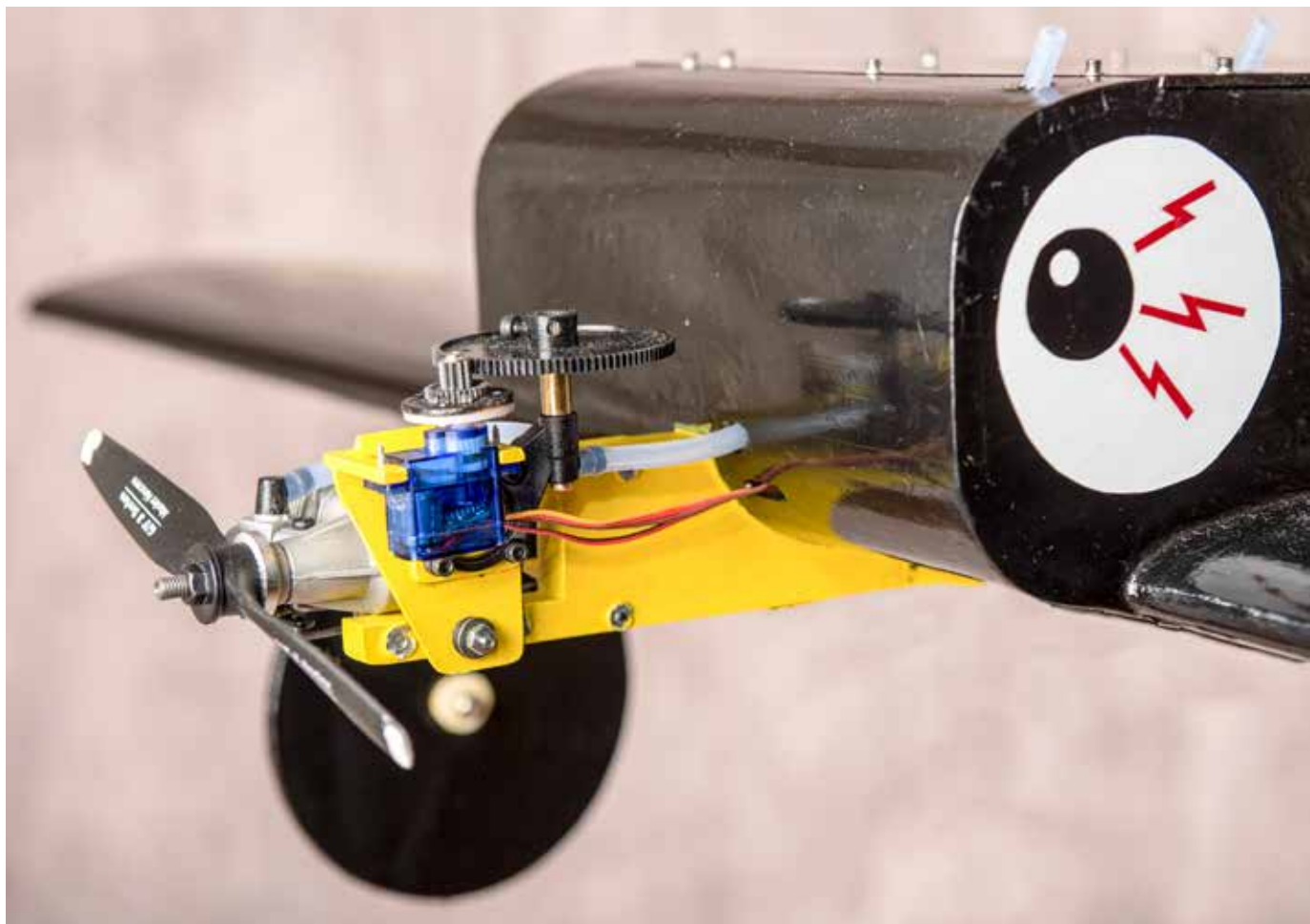
All of this Doug considered while leading up to the last very successful attempt on September 09, 2017 when a National Record was set with an incredible time of 3 hours, 28 minutes, and 25 seconds.

The latest Endurance model designed by Doug was called the "Black Wasp", and superseded his already successful "Bumble Bee", and, before that, a modified Junior Ringmaster. Both of these earlier models did set National records, and were successful test beds for refining the innovations tried on the "Black Wasp"

Needless to say, it was a long 16 month journey getting to Centennial Park for this flight. Doug set his first record in May 2016 with his son Daniel, and had since tried a number

of improvements to extend the range of the "Bumble Bee" to better that earlier two-and-a-half hour record.





The O.S. 15 LA engine goes quite rich as you reduce the throttle, and the only way to overcome this problem was to rig a radio controlled mechanism to adjust the needle valve in flight. All things considered, this was the only the only way to improve on the previous record as the “Bumble Bee” was not equipped with this innovation at that time.

The “Black Wasp” runs without a muffler to reduce weight, and the heavy Du-Bro clunk tanks used on previous models were replaced with lightweight aluminum beer cans to reduce the overall weight. The R/C controlled needle valve uses red and green LEDs to indicate motion, and are visible from inside the circle.

The fuel settled on for the record attempt was standard Omega 25% nitro glow fuel as used on the previous flights.

Work on the “Black Wasp” started back in August as Doug wanted to make the record attempt sometime in September, before autumn arrived with higher winds and cooler temperatures.

Two days before the official flight, Doug experienced a pair of unexpected engine shutdowns during some test flights.

This worried him because of a failed attempt which happened at the same time last year due to the same cause. To make matters worse, the night before the attempt the winds forecasted for the following morning called for 18 km/h, with gusts to 27 km/h. Doug did not consider cancelling at this point, but knew in those wind conditions that it would not be



an easy flight!

Doug hastily installed a bubble trap, made from an aluminum cigar tube, the night before the attempt, in order to reduce the chance of an engine stoppage being caused by fuel sloshing in the anticipated rough air.

Things looked much better on Saturday morning when the forecast turned for the better, with 14km/h winds gusting only to 20km/h. When Doug arrived at the field at 7:00AM the wind was only about 9 km/h with occasional gust to 15 km/h.

The timers were briefed on their duties, the model weighed, and pull tested according to the rules, and the model was prepared for flight.

The rules do allow for up to four team members to fly the airplane during the attempt, but as I as contest director was required to officiate, that left Len Bourel alone to do the piloting.

The launch of the “Black Wasp” took place before 8:00AM, and the take-off was flawless. Doug Blackmore sat on the upwind side of the circle’s paved centre so as not to interfere with Len if any wind caused dramatics had to be dealt with.

As the flight went on, the wind became more gusty and unpredictable. On at least two occasions, the plane almost crashed. However, Len’s superior piloting skills always saved the day when danger threatened!

Doug’s job was no easier. He was in constant conflict over how lean to set the engine mixture. If the mixture is too rich, valuable fuel is wasted, and if too lean a setting, the engine is in danger of shutting down.

Many times the engine began to sputter, including one time when it started to spin down. Each time the remedy was to hit the “rich” lever on the transmitter to keep the engine alive. Doug and Len settled into a routine of communicating to see if the model would handle less speed through throttle reduction in order to save more fuel.

The lap time was 8 seconds for the last hour and a half of the flight. The engine’s RPM was monitored via standard music pitch pipe in order to ascertain that the mixture was still correct for the throttle setting.

At around two hours, within twenty minutes of the previous flight, the engine gave another burp. It was suspected that the engine was running out of fuel.

As the effort would all have been wasted if the previous record wasn’t surpassed, there was much anxiety around this time, but this worry was quickly dispelled as the airplane was still aloft as it passed the old mark.

The next milestone was reached when the “Black Wasp” passed the three hour mark, and was remarkably still in the air. Len was getting very fatigued at this point, but being in good physical condition, kept right on flying!

Towards the end of the attempt, the increased turbulence was sloshing the remaining fuel in the main tanks, causing the main vent to become uncovered, and filling



the bubble trap with air.

At around 3 hours and 27 minutes, Doug knew that a three and a half hour flight was unlikely.

The engine finally ceased running for good, and the model landed at 3 hours, 28 minutes, and 25 seconds.

Len sat down on the ground to recover from his 1800 lap ordeal, while Doug retrieved the “Black Wasp”.

Upon inspecting the fuel tanks, it was found that there was less than a quarter ounce of fuel left in the lower points of the fuel tubing.

This was a much more difficult record attempt than the previous one made with the “Bumble Bee”. The weather was anything but calm, and Len was flying the flight of his life for the whole duration of the attempt.

The record was a true team effort, and it required both participants to allow it to happen. It was a true merger of Len’s exceptional flying skill, and Doug’s ceaseless research and testing in order to get everything just right!

I, myself, had the pleasure of doing some of the test flights on the “Bumble Bee” and the “Black Wasp” on several occasions when Len Bourel was not available to do so. I quickly became impressed with Doug’s technical expertise, and his skill at engine handling. (And, I had a lot of fun in the bargain!)

Many thanks should go to Juan Barrada, and Chris Hubbard for coming out to do the time keeping. It was a long to time to sit out in the cold, and do this necessary chore.

In my opinion, this is one of the most remarkable record attempts to be made in the Control Line discipline in recent years, and if makes me proud to have played a very small part in it.

Whether Doug will attempt to beat the time of this attempt seems unlikely at this point, but as his record will probably stand for a long time, it may be unnecessary for him ever to do so!

- Chris Brownhill

(Technical data provided by Doug Blackmore, photo credits to Sara Ricketts of Ninjatography.) ✨



# F3A WORLD CHAMPIONSHIPS

After a bit of a slow start, FAI finally announced that Argentina would host the 2017 F3A World Championship. Because of the time of the event, only three pilots signed up to try out for the Canadian team. The decision was made to dispense with a team trials and the associated expense and award these pilots a place on the team. Unfortunately, one pilot could not make the trip in the end, so we were down to two. Michi Akimoto and Xavier Mouraux would represent Canada. I, Hartley Hughson, would be team manager and helpers were Pat Hughson and John and Danielle Bentley. John and Danielle are amazing people. I ran into them at a contest in Washington; they live in Idaho, USA. They told me they were thinking of going to the Worlds in Argentina so I asked if they would be interested in helping the Canadian Team and they said they would be delighted. I can't stress enough how much help they were, a huge thank you to John and Danielle from the Team.

Again, due to the timing of this event, the attendance was low with only 26 countries and 63 pilots. The site was the local airport for Villa Gessell - it was shut down for the week of the competition. Due to the weather knocking out power and the rain flooding the judging areas, things did not run a smooth as the organizers would have liked. All in all, they did a good job in the face of adversity. As did all the pilots, flying in the rain, wind and low cloud. One day the contest was postponed for a while due to low clouds. The biggest glitch for our team



was when Xavier's planes did not arrive in Argentina with us but thankfully they showed up the next day.

As we only had two pilots our Team placed lower than previous years, 17th out of 26 teams. Michi qualified for the semi-finals, which made his week and it was fun to watch his excitement. This was Xavier's first time flying in a F3A worlds and is looking forward to trying for another one. All in all, I think we represented Canada very well, even though we had a small team. I know the guys are looking forward to the next

team trials and Worlds. At this time, there has been no announcement where the next Worlds in 2019 will be.

The Team would like to thank all that have supported us: MAAC, administrative staff, FAI Chair, Aero Club of Canada, Precision Aerobatics Committee, the Argentine Worlds organizers, all the clubs, individuals and companies that helped us with donations. Everyone helped to make this a wonderful experience, thank you.

- Hartley Hughson Manager  
2017 F3A Team Canada ✈





# ESCADRILLE HARFANG AT BARON FIELD

Story and Photos by Maj. Ron Gosselin  
FAC 071 Squadron Leader

It was in the fall of 2017, like every year, at Baron Field in Wawayanda N.Y. where a group of men, women, and children gathered for a free flight scale competition with our neighbour Americans. Four Canadians were present to honour our country.

The main event at Baron Field is always the WWII mass launch, and our French Major Luc Martin took the top honours with a beautiful German Ta-152 fighter. Other big contenders from our side of the border were Octavian Aldea with a twin engine Tupolev Tu-2, and Gustavo Durieux (Aka El Magnifico) with a fleet of dimers. I fiddled with my beloved Fokker XX. Together, we are the escadrille Harfang of the Flying Aces Club in Montreal.

*Top: Dave Reese's model being flown in his honor R.I.P.*

*Speedy (Luc Martin) on the last winning flight*





*Clockwise from above:  
The winner of ww2, Luc Martin with his 42  
inch Ta152 fighter*

*My American buddy Bruce Foster flying for  
the Russians!*

*Last round of WW1 mass launch*

*Fiction flyer category by Luc Martin. From  
1940 cartoon*

*El Magnifico (Gustavo Durieux) with his  
dime scale. Fairchild PT-19*





*Clockwise from Above:  
The Harfangmobile: FAC 071 headquarters when on the road.*

*The Houck family, this is the third generation.*

*Ron Gosselin playing with his Fokker XX, onboard position lights.  
(Photo by Octavian Aldea)*

*The exciting BLUR event, a race event not duration!*

*Octavian Aldea flying his Tu-2 from his own plan. Another proud Canadian*





## LIFETIME ACHIEVEMENT AWARD

On September 23, 2017 Walt Chikmoroff #6320L was presented his Lifetime Achievement Award by "A" Zone Deputy Zone Director Brad Cleland. This took place at the Didsbury R/C Fun Flyers annual auction in Olds, Alberta.

I have known Walt personally for 40 years and first met him on the pylon racing circuit in Saskatoon. At that time he was flying both 15/500 and Formula 1. Walt and his Fl "Polecat" were a force to be reckoned with! Former "A" Zone Director Jim Pepperdine and Walt called for each other for many years on the pylon racing circuit in Alberta and Saskatchewan. They were the two to beat for many years.

Walt served as "A" Zone ZD for two separate terms, from 1972 to 1974 and from 2006 to 2011. He also served on the MAAC executive committee from 2008 to 2011. He was a founding member of the RoyTerrace Field in Calgary. He is currently an active member of the Airdrie Modelers Aircraft Society and the Didsbury R/C Fun Flyers.

Walt's interest in R/C began in 1969. His first model was a Falcon 56 purchased at PMS Hobbycraft in Calgary. His workshop became known as "The Corner" in the basement after drilling the engine mount holes into the kitchen table! The first flight was attempted at the Shepard airport, east of Calgary. The spectators were his wife Glo, their 2 children and friend John. This resulted in an engine fire just prior to takeoff and it was back to "The Corner". After his first successful flight, he was hooked and he joined a Calgary club.

Walt has participated in R/C Pylon racing, Pattern, Free Flight and fun flies in western Canada, the American Northwest and Internationally, San Luis Obispo, England and Bern, Switzerland. In 1978 he qualified to represent at the FAI Free Flight FID Championships in Cardington, England. With his partner Ed D'Antonio, he placed 32nd out of 60 teams. His involvement includes 15/500, Quickie 500, Quarter Midget, Quarter 40, Free Flight, FAI Free Flight FID, F3D, F5D, Helicopters and is presently hooked on indoor electric flying. He remains a member of RCPRO, a dedicated pylon racing organization. His interests are listed as Q-40, Q-500, Q-500 Sport, F3D, F5D, Electric and Indoor. Membership includes North America, South America, Europe, the Far East and Australia.

Walt's influence in the hobby/sport of model airplanes has been profound. His commitment and dedication is well known in the



modelling community. He has trained many new fliers over the years and Walt is well known not just locally, but also on a provincial, national and international level.

In 2017 there were just 2 recipients of a Lifetime Achievement Award in Canada. They are Walt from Crossfield and Ron Simonson from Red Deer.

Congratulations Walt. This is so well deserved. I was one of your AZD's when you were ZD from 2006 to 2011. I have learned so much from you over the years. Hip surgery prevented me from presenting this to you at the auction in Olds, however I understand that Brad Cleland and Grant Hemming did a masterful job of surprising you! I consider both you and Ron to be friends of mine, and it is wonderful to see both of you receive the MAAC Lifetime Achievement Award while being in the position of the ZD of "A" Zone. This zone is very proud of you both ✈

### Advertise in Model Aviation Canada

Get your message out to 11,000+ members!

With **COLOUR** now available on every page you can request placement where YOU want it.

Advertising is available for as low as \$125 per issue.  
Full Page ads start from only \$700!

For more information contact:  
Keith Morison 403.510.5689 or editor@ModelAviation.ca

**Model Aviation**  
**CANADA**   
Published by Morison Communications

	6x	3x
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230



# Aerodesign at U.B.C.

## OUR TEAM

UBC AeroDesign (formerly known as UBC Heavy Lift) was founded in 1992 by a group of engineering students. Every year, the team upholds the tradition of creating a radio-controlled airplane from scratch to attend the collegiate competition organized by the Society of Automotive Engineers (SAE). The SAE Aero Design Series competition challenges university students from around the world to design and build a plane with the purpose of lifting the heaviest payload.

Over the years, UBC AeroDesign has grown into a diverse team composed of talented university students from all disciplines. The team's passion in aviation and the desire to enrich student educational experience have pushed us to success. The team maintains a tradition of excellence: with over thirty teams participating in the SAE competition, UBCAD has placed in the top ten, over 20 times in its history.

Every year, the team of over thirty

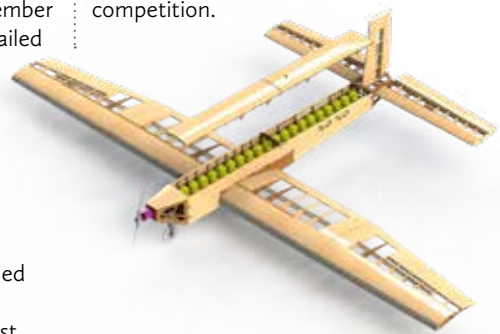
students designs and builds from scratch a competitive, purpose-built aircraft ready to transport passengers and luggage. Each member contributes his or her skills in a specialized area of interest such as airfoils, fuselage, landing gear, or propulsion. A passionate team captain works to synchronize all efforts to create a unique vehicle that proudly represents UBC to compete with the world.

## TIMELINE OF 2017

The team started designing in September and each sub-team completed the detailed design of the various components of the aircraft by the end of October.

After the detailed design and 3D CAD models were completed, each sub-team moved on to the construction of prototypes to perform testing and optimization. The prototype evaluation was performed during the entire month of November, before the final assembly of the first test

plane. In order to test the performance of the complete aircraft, the team performed several test flights before the competition, of which one ended up in a "fatal" crash. Learning from the test flights, design modifications were made to improve flight performance and the modified plane was built for the competition with these changes. The final plane was completed in late March and all the components of the aircraft were shipped to Lakeland, Florida in time for the competition.





## THE COMPETITION

In April 2017, UBC AeroDesign participated in the 2017 SAE Aero Design East competition, and placed 3<sup>rd</sup> out of 40 teams! Held in Lakeland, Florida, the objective of the 2017 Regular Class competition was to design a radio-controlled airplane that could carry as many passengers and luggage as possible (represented by tennis balls and weight plates respectively), while ensuring that the power consumed does not exceed 1000 watts. This challenge is parallel to what commercial aircraft and manufacturers and airlines strive to accomplish – improve passenger carrying capability for a given amount of energy.

The design goals for the 2017 competition included reducing the net weight of the plane while maintaining its structural integrity. All sub-teams worked hard to

achieve a net weight of 15lb for the plane. An example of weight reducing technique was to use a molded foam structure for the leading edge, which led to a 40% weight reduction in this part.

In the end, the team received the Elliot and Dorothy Green Award of Excellence for third place overall, first place for the design report, and third place in the highest payload lifted category. The competition tested undergraduate students with real-life engineering challenges and required teams to not only produce creative yet valid design solutions, but also to plan and operate like a small team would towards a defined goal in the aviation industry. The success at the competition was attributed to the innovative design concepts and exceptional skills exhibited by the pilot and team members. The team plans to address





the issues faced during the competition to reach their goal of finishing first at the 2018 competition.

### THIS YEAR'S PLAN

Short term goals:

Along with making significant weight reductions and increasing the size of last year's plane, the team aims to manufacture a wing with winglets to reduce induced drag, adapt a complex monocoque structure for the fuselage to bear heavy loads, add suspension to the landing gear to dampen impact shocks, and integrate telemetry devices to monitor power consumption.

Long term goal:

After ranking third out of forty teams and winning 1st place award for the design report at the previous competition, the returning group of 17 members and 15 new members are ambitious to place first at the 2018 SAE Aero Design West competition.

In order to meet the mission set out by SAE, our RC plane will be larger than the year before, which inherently drives up our project costs for materials, propulsion system, and shipping.

The team will also focus on the professional development of its diverse members alongside building a plane. On top of the technical skills learned such as laser-cutting skills, CAD design, and testing,

this multidisciplinary project hopes to teach members soft skills such as communication, time management, and leadership skills. The dedication and attention to detail that are required for good results necessitate a balance with normal academic curricula. These valuable experiences are paramount to the achievement of a successful career after graduation.

If you are interested in our team's mission and goals this year, do follow us on facebook, Instagram, or check out our website at [www.ubcaerodesign.com](http://www.ubcaerodesign.com) for updates during the year such as test-flights, social events, and competition results. Thank you for reading! ✈️



### Tell us your stories

We are looking for a few great stories!

Articles should be about 475 words with 4 to 6 photos.

Model Profiles should be about 300 words with 4 to 6 photos

[editor@ModelAviation.ca](mailto:editor@ModelAviation.ca)

### Racontez-nous une histoire!

Nous recherchons quelques bonnes idées et des histoires sensationnelles.

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

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

**Morison COMMUNICATIONS**

- Photography
- Action
- Documentary
- Commercial
- Publishing
- Public Relations
- Event Planning

Keith Morison  
403.282.0837 b  
403.510.5680 m  
Keith@Morison.ca



# Model Aviation CANADA

*Our 'footer' ads bring more visibility!*

## Advertise in Model Aviation Canada

*Get your message out to 11,000+ members!*

*Advertising is available for as low as \$125 per issue. Full Page ads start from only \$700!*

**ADVERTISE YOUR EVENTS  
IN  
MAAC CLUBS NOW GET A  
50% DISCOUNT ON 6X RATES**

	6X	3X
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230

**905 SQUADRON MODEL FLYING CLUB PRESENTS**  
**RIC SWAPMEET '15**  
Great Deals on New and Used R/C Products! Great Deals from Popular Local Hobby Vendors!  
Refreshments Available! Raffles for Great Prizes!

**NEWMARKET RECREATION CENTRE**  
200 Doug Duncan Dr. Newmarket



**ADMISSION:**  
General: .....\$5  
Youth 13-16: .....\$2  
Children 12 & under: .....FREE  
Vendor Tables: .....\$25

**Payments:**  
Regular Attendance Pays at the Door  
Vendor Payments made to:  
Aurora Model Aircraft Club  
525 Rourke Place  
Newmarket ON  
L3Y 8S9

**Questions and Reservations:**  
AMAC\_swapmeet@yahoo.ca  
or 905-235-6637

EMT or PAYPAL also accepted at:  
AMAC\_swapmeet@yahoo.ca

**APRIL 26th**  
OPEN 10AM - 2PM  
on our Forums!

for more information contact:  
Keith Morison  
403-510-5689  
editor@ModelAviation.ca



## Join Because You Want To!

Over 11,000 Members

Over 800 Events

Nearly 400 Clubs

Transport Canada Representation

Industry Canada Representation



New Members Join us here:

<https://secure.maac.ca/members/en/join.php>



Existing Members Renew here:

<https://secure.maac.ca/members/en?msg=renew>



Check out MAAC products at:

<https://www.maac.ca/en/store.php>



## BLOGGING TO KEEP THE ARCHIVES ALIVE

Ken Kalnyuk - 16341-L

Eventually we get the order from HQ, it's time to DE-CLUTTER or downsize, but what to do with those treasured magazine articles, manuals, instructions, and plans you have saved over the years.

Google provides free blog space, and this winter I've set up a FREE blog for myself at Google Blogger and I have been posting those articles I've saved to this web blog.

I don't expect anyone to bookmark or follow my blog but in the future when a modeller starts a web search for their project, I'm thinking my blogged articles will show up, like this Dehavilland Caribou article I cut out from a magazine 30 years ago, now. <http://warbirdnotes.blogspot.ca/2017/11/dehavilland-caribou-build-mc-beaulieus.html>

So, don't throw old magazines out yet. Scan it or carefully use your smart phone or camera to take good photos and post the photos on a blog.

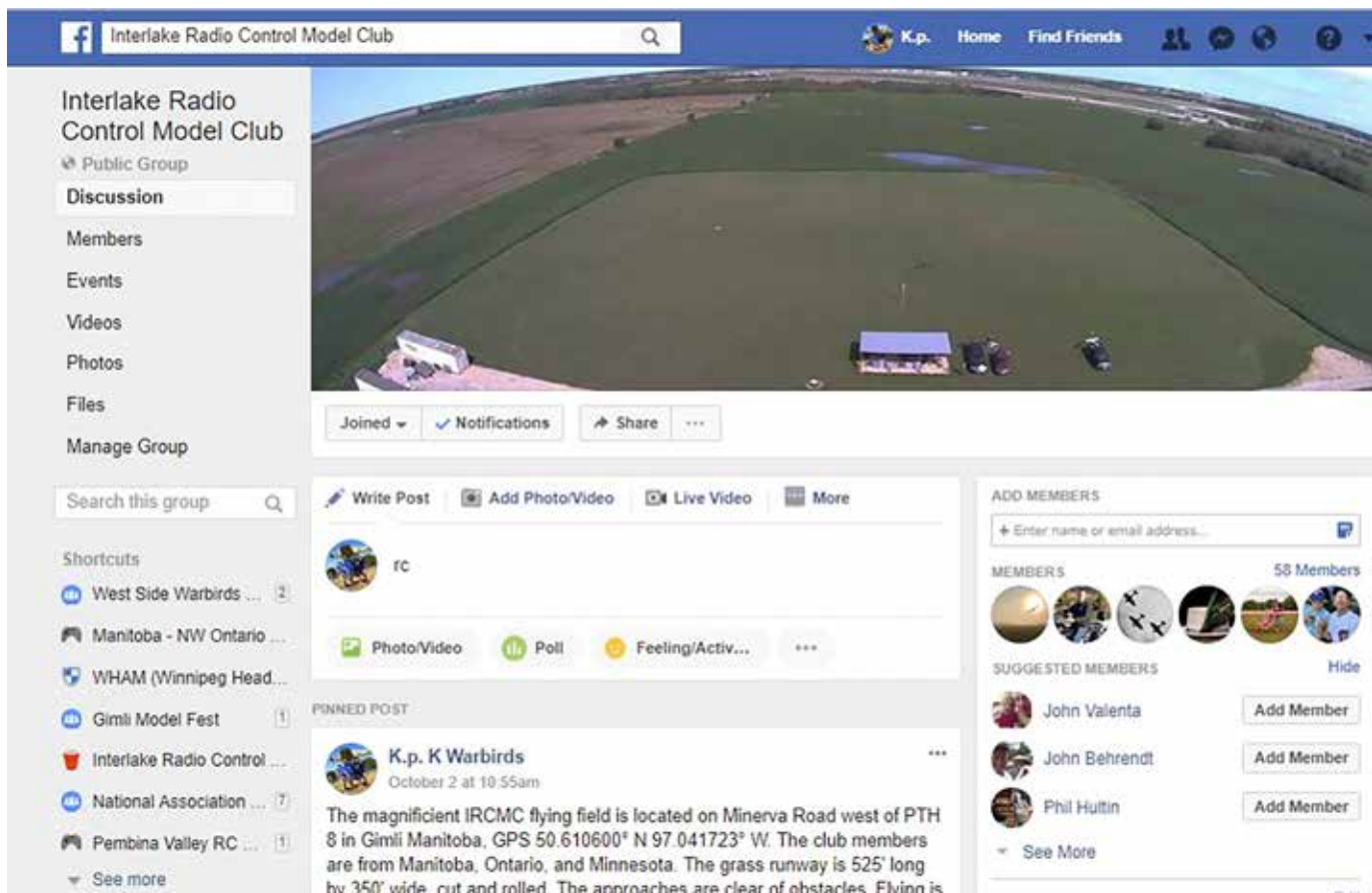
I do post some stuff in a specific forum, but blogging allows me to put the stuff on the web as I dig out it out, easier and faster and google will find it for others who might be looking for it!

If you are de-cluttering not into scanning or web stuff, then give the stuff away to a club-mate who will treasure it and put it on line, as a last resort give it to me, I'll go through it and see what's on the web and add the stuff that is not.

I'm happy to say the archiving has started on other fronts, these modellers on Groups have archived all the plan build articles from the defunct RCM magazine at <https://www.rcgroups.com/forums/showthread.php?2233857-RCM-plans-FREE%21%21%21%21> and it goes on for others!

Good for them - lets keep the archiving going and you get to keep the stuff on a portable USB drive to take with you. ✨

# USING FACEBOOK TO PROMOTE YOUR CLUB



Ken Kalnyuk - 16341-L

We've created a Facebook Group page for our cubs, SIG's, and events and have found them to be a wonderful free tool our club has been using for the last number of years to promote our club and to keep our club members in the club news loop.

Facebook works very well, but first let me deal with the main negative feedback I get from club members that will not use Facebook... "I don't want my personal stuff on Facebook."

Well you don't have to get personal on Facebook, use a separate non-personal Facebook ID, such as KPK Warbirds, Cub Flyer, Fred Knine (his dog's name), Buzz Sharpy, and JP Warbirds. This is easy, and only takes a couple of steps.

First, go to Gmail and set up a new account, such as cubflyer@gmail.com. Then, go to Facebook and set up a new Facebook account using the cubflyer@gmail.com address.

## WHY FACEBOOK WORKS WELL:

First, it's free.

Second, someone else at Facebook is doing the web work, and we are no-longer looking for a club member who knows computer stuff to build or update our tired web site.

Third, Facebook has performance; it's a multi-billion company so Facebook does work well.

Fourth, all club Facebook members can contribute in real time with posts like "I'm heading out to the flying field on the morning," or "the field is really wet and closed, check back to see when the field is open," or "I've test flown my new plane!"

Fifth, photos can be easily posted on Facebook and event photo albums are easily created. This way, the new club members and put names to faces they see at the field.

Sixth, Your neighbours can view your Facebook page and see that your club is responsible and respectful and this help to keep your flying site in good standing.

Seventh, Your club's Facebook information is easily shared with other Facebook users and even with web surfers who are not on Facebook.

## MANAGING THE CLUB PAGE

Our Facebook group pages are moderated by designated Facebook club members, this helps to keep the posts on club business, aeromodelling, or aviation related. Any political post or offensive posts can be removed by the moderators and offensive Facebook users and be reported to FB.

A "pinned" Facebook post is a post that stays as the "first post" on your Facebook group page. Our club pinned post describes our club, our field, etc. Facebook also allows files to be uploaded to our group's page so we've added our membership form, club rules, flight training info etc.

If you're on the edge, I think you'll see that Facebook offers a lot for clubs, and can certainly help reach your members and prospective members with only a small effort. ✈

# GREAT HOBBIES

## 60" Slick 580 V2 ARF

- New Scheme
- Updated carbon fibre components
- For 4016T/500 & Airboss 80A ESC



Wingspan: 60in · Length: 58.5in · Weight: 5-6lbs

TDH60SLICKRWB — 60" Slick 580 V2 - Red/White/Blue

## 74" Edge 540 EXP Gas ARF

- For 35-40cc gas engines
- Built to handle addressive 3D maneuvers



Wingspan: 74in · Length: 74in · Weight: 11.5 - 12.5lbs

EXF74EDGEDEM — 540 EXP Gas Version - Demonstrator

## 106" Edge 540 V2 ARF

- Carbon composite structure
- Carbon main landing gear
- Carbon-aluminum tail wheel



Wingspan: 106in · Length: 103in · Weight: 23-28lbs

TDH106EDGEOR — 106" Edge 540 V2 - Orange/White

## 52" Extra 300 EXP ARF

- Interlocking laser cut balsa and plywood construction
- Carbon longerons and a carbon U-channel landing gear mount



Wingspan: 52in · Length: 51.25in · Weight: 3.75-4lbs

EXF52EXTRARD — 52" Extra 300 EXP - Red Scheme

## **XPWR**

- 30 - 60cc equivalents
- Anodized aluminum casing

30cc 3000W 12S .....	EXFXPR30CC
35cc 3700-3900W 12S .....	EXFXPR35CC
40cc 4600W 12S .....	EXFXPR40CC
60cc 6500-6800W 12S .....	EXFXPR60CC
T3910/820KV .....	EXFXPR3910
T3520/900KV .....	EXFXPR3520



## Brushless Motors

## 60" Slick 580 V2 ARF

- New Scheme
- Updated carbon fibre components
- For 4016T/500 & Airboss 80A ESC



Wingspan: 60in · Length: 58.5in · Weight: 5-6lbs

TDH60SLICKYB — 60" Slick 580 V2 - Yellow/Blue

## 64" MXS EXP ARF

- Massive EXP style control surfaces
- For 4016T/500 MKII



Wingspan: 64in · Length: 58.5in · Weight: 5lbs

EXF64MXSHM — 64" MXS EXP - Baby Heavy Metal Scheme

## 72" Muscle Coupe ARF

- For Torque 4016T/500 motor
- Barnstormer style aerobatics
- Vintage style and class



Wingspan: 72in · Length: 52.25in · Weight: 6.5-7.5lbs

LCGY72MCRW — 72" Muscle Coupe - Red/White

## 62" FW-190 ARF

- Lightweight wood construction
- Photo-realistic finishing



Wingspan: 62in · Length: 53in · Weight: 6.5lbs

ACHFW190R — 62" FW-190 - Red Scheme

ACHFW190B — 62" FW-190 - Black Scheme

## 91" Laser EXP ARF

- Carbon fiber reinforced structure
- Prebuilt cockpit with installed pilot
- For 60-70cc Gas



Wingspan: 91in · Length: 91in · Weight: 21lbs

EXF91LASERR — 91" Laser EXP - Red/White

## 91" Laser EXP ARF

- Carbon fiber reinforced structure
- Prebuilt cockpit with installed pilot
- For 60-70cc Gas



Wingspan: 91in · Length: 91in · Weight: 21lbs

EXF91LASERP — 91" Laser EXP - Print Scheme

## 52" Slick 580 EXP

- balsa, light ply, carbon fiber and G10 composite construction



Wingspan: 52in · Length: 51.5in · Weight: 4lbs

EXF52SLICKYB — 52" Slick 580 EXP - Yellow/Blue

## Parts and Accessories



### Aluminum Servo Arms

- 7075-T6 Aircraft Aluminum
- Clamping design
- Available 1 inch to 5 inches



### Airboss ESCs

- 3D Ready
- Requires no programming
- 45A Airboss - EXFESCAB45E
- 80A Airboss - EXFESCAB80E



### Pilot Bust

- 4 colors & 4 sizes
- 20% up to 40% scale
- Light weight, pre-painted



### Fuel Tanks

- Available from 260 to 1500cc (9oz - 50oz)
- 3 line tank system

**GREATHOBBIES.COM**  
**1-800-839-3262**

Locations in Alberta, Prince Edward Island and Ontario.  
Centrally located shipping warehouse for online orders.  
Serving Canada since 1984!



# GREAT HOBBIES



New arrivals from TechOne Hobby

### Piaget II EPP

- Super light 10mm epp material
- Very simple assembly
- Lightweight and durable
- Ideal for indoor & outdoor flight



Wingspan: 844mm - Length: 920mm - Weight: 210-230g

TCH0701008 — Piaget II EPP 840mm ARF w/AT2206-V2 Motor/10A ESC/3 x 8g Servo

### Revolution EPO ARF

- Durable and light weight EPO foam blend
- Large wingspan adapts to breezy flying conditions



Wingspan: 1120mm - Length: 1125mm - Weight: 890-920g

TCH0880011 — Revolution EPO ARF 1120mm w/AS2814 motor/40A ESC/4 x 17g Servo

### P-51D Mustang

- Crash Resistant, durable EPP Foam
- Agile and has great aerobatic flight characteristics



Wingspan: 840mm - Length: 680mm - Weight: 320-350g

TCHP51KIT680 — P-51D Mustang 4ch 840mm Wingspan EPP Foam Kit Only

### Yak 54 EPP 3D

- Choose from 900mm or 1100mm wingspan models
- Models include ESC, Brushless Motor, Servos and prop



TCH0702006 — Yak 54 EPP 3D ARF 900mm  
TCH0702007 — Yak 54 EPP 3D ARF 1100mm

### Thunder 180 ARF

- EPS foam construction
- Balsa and carbon fibre reinforced wings and fuselage
- Highly maneuverable
- Includes AS2204 Motor, 10A ESC 8g Servos



Wingspan: 900mm - Length: 976mm - Weight: 249g

TCH08800100 — Thunder 180 900mm ARF Orange  
TCH0880010 — Thunder180 900mm ARF Red (Pictured)

### Neptune II EPO ARF

- Updated version of the fast and fun Neptune
- Simple assembly, just install the vertical fins!
- Improved motor & ESC cooling



Wingspan: 1000mm - Length: 532mm - Weight: 550-570g

TCH0880012Y — Neptune II Yellow EPO 1000mm ARF w/ AS2212/

### Metis F3P ARF

- Designed by Filippo Materazzi, F3P, F6A Italian Champion
- Super lightweight
- Freestyle & Aerobatic indoor plane



Wingspan: 900mm - Length: 950mm - Weight: 140-150g

TCH0703003R — Metis F3P ARF Red w/AS2204/10A ESC/4 x 5g Servos

### FPV Wing II-900 EPP PNP

- Improved aerodynamic design
- Improved camera mount
- New material for improved rigidity



Wingspan: 960mm - Length: 315mm - Weight: 660-720g

TCH0708002 — FPV Wing II-900 EPP PNP w/F80-2500kV Motor/45A ESC/Servos/3B Prop

### Mini Popwing

- Easy to build, fly and simple maintenance
- Ideal size for combat flying
- Smaller version of the wildly popular popwing



Wingspan: 600mm - Length: 383mm - Weight: 100-140g

TCH0704002B — Mini Popwing Black 600mm ARF w/ AT1306/6A ESC

Also available:  
TCH0704004R — Sport Popwing Red 900mm ARF w/ T2208/20a ESC

## Building a Great Hobby

Aeromodelling has always been the passion of the folks at Great Hobbies. From the early days in a basement in Charlottetown to 4 locations across Canada, model building has been at the core. If you are a die-hard builder, we've got you covered. AAA Balsa wood, aircraft quality plywood, basswood, glues, covering, paint the list goes on. Get building something Great!

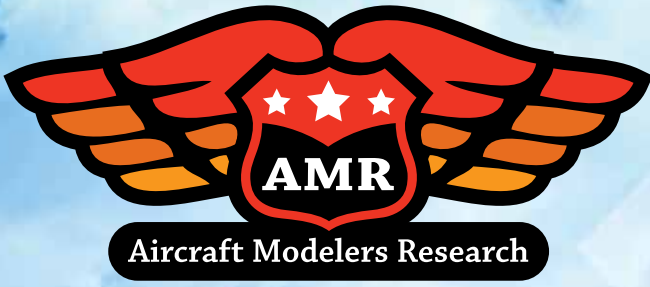
## MAAC member exclusive discounts!

- Spend \$50 on balsa/ply/basswood get 15% off with coupon code **MAACWOOD**  
Spend \$25 on CA Glue get 15% off with coupon code **MAACGLUE**  
Spend \$100 on aircraft covering get 15% off with coupon code **MAACCOVER**

**GREATHOBBIES.COM**  
**1-800-839-3262**

Locations in Alberta, Prince Edward Island and Ontario.  
Centrally located shipping warehouse for online orders.  
Serving Canada since 1984!

COMMANDER MAINTENANT  
PRE-ORDER NOW



EDGE 540V3  
PRÉ-COMMANDE | PRE-ORDER  
PILOT RC

EDGE 540V3  
HAMILTON  
PILOT RC



EDGE 540V3  
PRÉ-COMMANDE  
PRE-ORDER  
PILOT RC

RC HELICOPTERS



EDGE 540V3  
PRÉ-COMMANDE | PRE-ORDER  
PILOT RC



MAVIC PRO  
DJI



RC CARS/TRUCKS

DLE 35 RA



VISITEZ NOTRE SITE WEB /  
VISIT OUR WEBSITE

WWW.AMR-RC.COM

1-855-747-2444

2550, chemin du Lac, Longueuil, (Quebec) J4N 1G7

# 2017 F3K WORLD CHAMPIONSHIP REPORT



Ivan MacKenzie - 23820-L

## THE TEAM

The Canadian team for the 2017 F3K (Hand Launch Gliders) World Championships (WC) was David Webb, Ivan MacKenzie, and Patrick MacKenzie v

## TRAVEL

Everyone on the team flew into Lviv, as there were no car rental agencies elsewhere in Europe that would allow a car to be taken into the Ukraine. Travel to Lviv was fairly uneventful, with the only exception being that David's model box took an extra day to make the trip from his connection point in Munich.

## THE SITE

The competition took place in Lviv, Ukraine. The flying site was outside the city, only a short drive from our hotel. The flying field was a little rough, but otherwise just about perfect for a thermal duration glider competition; no nearby tree lines or other objects from which to slope soar. The field was also surrounded on all sides by farm land and pasture, which provided ample land-out opportunities.

All teams were provided with a nice shelter at the edge of the field to store models and get out of the sun. Each shelter was big enough for two teams and the organizers randomly selected teams to share tent space, allowing everyone to meet new friends. We had the pleasure of sharing our tent with the team from Poland.

## VLADIMIR'S MODEL CUP

Other than one day's flying being cut short due to an afternoon storm, the weather was just about perfect for the 10 days of competition.

On the weekend prior to the WC a pre-contest, Vladimir's Model Cup was held. It was clear the contest crew was already very experienced, as the event went off without a hitch. This was also training for the official WC timers, and we were involved in a few "teachable moments" where the timers made small errors.

In all, 127 pilots flew seven rounds in Vkladimir's Model Cup, with the following results:

- 1st – Milan Havelka, Czech Republic
- 2nd – Hermann Haas, Austria
- 3rd – Ihor Butseroha, Ukraine
- 81st – Ivan, 92.44% (of the winner's total)
- 111th – Pat, 85.56%
- 115th – David, 81.41%

The only other order of business prior to the main competition was model processing, which went very smoothly.

## THE WORLD CHAMPIONSHIPS

The main competition took place over six days, with five days of preliminary rounds and one day for the fly-offs for the top Senior (12) and Junior (8) pilots. A total of 20 preliminary rounds were flown, the highest number of any F3K WC to date.

As it usually the case at a WC, to score well you have to make all your times. Even small bobbles are very costly. The conditions in the first four days were fairly easy, and then day five got harder as the wind picked up considerably.

The cut-off for making the senior fly-off was 98.6%, very close to what it was in Croatia in 2015.

## PRELIMINARY RESULTS:

Individual

- 1st – Nikola Frančić, Croatia
- 2nd – Cederic Duss, Switzerland
- 3rd – Pierre Meunier, France
- 40th – Ivan, 94.91%
- 55th – David, 91.90%
- 65th – Pat, 88.84%

Team results:

- 1st – Germany
- 2nd – France
- 3rd – Czech Republic
- 20th - Canada

## FLYOFFS

For the fly-off day, the wind really picked up, getting close to FAI maximum speed limit. This meant serious amounts of ballast were being used by all pilots, and very big risks need to be taken chasing thermals far downwind.

It was exciting to watch, as even the best pilots in the world were struggling to make decent times, and landing out sometimes far, far off the field.

## FLY-OFF RESULTS:

- 1st – Vincent Merlijn, Netherlands
- 2nd – Ihor Butseroha, Ukraine
- 3rd – Milan Havelka, Czech Republic

I would like thank the members of MAAC for their support, and my teammates and their supporters for making this a competition to remember! ✈

# 2017 F3K TECHNICAL REPORT

As mentioned in the Team Manager's report, on the last day of the preliminary competition the wind picked up, and on the fly-off day the winds were very high indeed. This meant that ballasting of models was a must.

This report will discuss the why, when, and how of ballasting a modern F3K hand launch glider.

## WHY BALLAST?

When gliding, we want to find thermals (rising air) and stay away from sink (descending air). This needs to be done, as pretty much every F3K task includes flight times that are longer than the "launch and land" time of the glider.

In the simplest terms, you ballast a glider to increase the cruise speed. Increased speed gives you the ability to search for lift in more areas of the sky, get away from sink faster should you encounter it, and get home after following lift downwind.

As with all things though, you don't get something for nothing: while ballast increases cruise speed, it also decreases climb rate as the glider has more mass to lift.

Ballast can also be used to make adjustments to the CG of the glider. Moving the CG slightly forward can help with stability, which can be especially useful if the windy conditions come with additional turbulence.

## WHEN TO BALLAST?

The simple answer is 'when it is windy,' but, like most things, it's not so simple.

It sometimes seems there are as many ballasting strategies as there are pilots at the field. Some pilots swear they never ballast their modes at all (making only CG changes), whereas others make seemingly minute ballast adjustments based on current conditions. By far the most common strategy, and the one I use, is to ballast based on a combination of the wind speed and available lift.

On most days there is lift around, and if there is any significant wind then ballast is a good idea. Exactly how much ballast is a judgement call, based on the combination of wind speed (low = light

ballast, high = heavy ballast) and available lift (light = light ballast, strong = heavy ballast). Sometimes this decision is easy, sometimes much harder.

## BALLAST ISN'T ALWAYS THE RIGHT CHOICE

As stated earlier, the reason to ballast is so that you can sample more air looking for lift. This assumes that there is lift. On some days, lift can be almost non-existent, and all ballasting will do is reduce your flight times, regardless of the wind level.

On these days, launching and "surfing" whatever rising air can be found, while never turning your model, is often the best strategy. Under these conditions ballast is a bad idea, as it increases sink rate and will result in shorter flight times.

## PRACTICE TO GET IT RIGHT

As with many endeavours, experience is the best teacher. To learn how to ballast, you need to go flying on windy days, not just nice, calm days. Practice, practice, and more practice is the key.

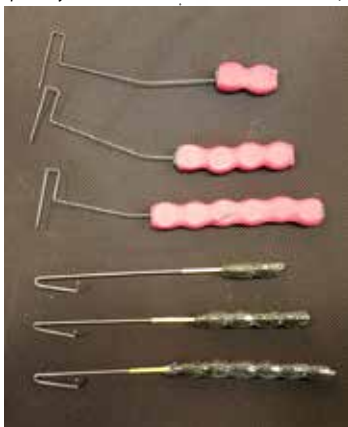
## HOW TO BALLAST?

As per the FAI rules for F3K (Hand Launch Gliders) "Any ballast must be inside the model glider and must be fixed safely." Generally, this means

putting the ballast within the fuselage, usually in the form of a ballast "stick". Also, as conditions can change rapidly, it is critical that the ballast system allow for quick, last minute changes in the amount of ballast being carried.

The photo above shows two sets of 3 ballast sticks. The upper set is made of lead sinkers and is for a Vibe 2 (<http://bit.ly/2Bt2tLL>). The lower set is made of tungsten sinkers and is for a Stream NXT (<http://bit.ly/2Abgqz2>).

The sticks weigh 20 grams, 40 grams, and 60 grams respectively and will cover most flying conditions. However, for extreme conditions, some pilots have even larger ballast sticks, weighing as much as 150 grams, 200 grams or possibly more. I have seen one pilot with a 250 gram stick, which when used would more than double the model weight! ✈



## ARCHIVES

**Fred Messacar - 25381L**

Committee Chair

905.457-5634 | messacar@rogers.com

The Committee continues to have a large membership of one... me. Fortunately, from time to time, volunteers have assisted with the work. Namely Glenn Nigh.

The cataloging of the magazines and books continues and is nearing completion. The reports of these magazines and books will be posted online and are available for reference by our membership. Updating of these reports will continue as further assets are obtained.

We now have 364 magazine titles and a total of 17,947 copies of magazines. Not bad!

A large number of duplicate magazines were made available to our membership, to AMA, as well as to a group in England. The report originally listed 3,835 copies available. A total of 1696 or 45% of the spare copies were taken; thus, I consider the program a huge success.

As of this report, we also have catalogued 849 book titles of which 346 relate to model aircraft only while 503 titles are related to full-size aircraft activities.

We continue to solicit for your collections, should you no longer require them. These will be used to fill the remaining gaps in our present collection.

Contact with the archive personnel at the Academy of Model Aeronautics at Muncie, Indiana continues. With excess magazines from our collection – which they require – being forwarded to them and the flow will also be from them to us. This is a great deal. I have approached them to determine the procedures followed with model plans so as to remain within the copyright laws. Copyright laws are tricky, thus great care must be taken. Most of all, we do not want to tread on others' creativity.

The work continues... ✨

## ARCHIVES

**Fred Messacar - 25381L**

Chef de Comité

905.457-5634 | messacar@rogers.com

Le Comité compte toujours une adhésion d'une seule personne... moi. Heureusement, des bénévoles se pointent à l'occasion pour me donner un coup de main. L'un d'entre eux est Glenn Nigh.

Le catalogage des périodiques et des livres se poursuit et cette opération achève. Les rapports seront affichés en ligne et ils sont disponibles pour les besoins de nos membres. La mise à jour se poursuivra à mesure que nous recevons d'autre matériel.

À l'heure actuelle, nous comptons 364 titres de revues et 17 947 exemplaires. Pas mal!

Nous avons offert des doubles de certains numéros aux membres, à l'Academy of Model Aeronautics (AMA) américaine de même qu'à un groupe en Angleterre. À l'origine, le rapport faisait état de 3 835 exemplaires. Quelque 1 696 d'entre eux (ou 45 %) ont trouvé preneur; ainsi, je crois sincèrement que le programme est un succès sur toute la ligne.

Au moment de rédiger cette chronique, nous avons aussi catalogué 849 titres de livres; 346 traitent uniquement de maquettes d'avions et 503 ont rapporté à l'aviation à l'échelle réelle.

Nous recherchons toujours des dons de votre collection, si vous ne vous servez plus de cette ressource. Nous nous en servirons afin de combler les vides de notre collection actuelle.

Nous entretenons nos contacts auprès de l'AMA à Muncie (Indiana). Nous leur faisons parvenir nos numéros en surplus de diverses revues – ils en ont besoin – et ils en feront de même. C'est un bon arrangement. J'ai approché nos amis américains afin de déterminer les procédures à suivre quant aux plans de maquettes... histoire d'observer les lois sur les droits d'auteur. Ces lois sont compliquées, aussi doit-on faire preuve de diligence. En outre, personne ne voudrait porter ombrage à la créativité des modélistes.

Le travail se poursuit... ✨

## Advertise in Model Aviation Canada

Get your message out to 11,000+ members!

With **COLOUR** now available on every page you can request placement where YOU want it.

Advertising is available for as low as \$125 per issue.

Full Page ads start from only \$700!

For more information contact:

Keith Morison 403.510.5689 or editor@ModelAviation.ca

**Model Aviation**  
**CANADA**   
Published by Morison Communications

	6x	3x
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230

## BEGINNER

Todd Davis - 26986

Committee Chair

778-436-9821 | toddapril@shaw.ca

**W**ell... it's that time of year again when many of us are in building mode or Indoor mode. Those who are new to the hobby though may not realize how much there is to do during the off-season, so to the experienced flyers, I ask that you take your students and share some more of your wisdom. Assist them in what to do with any maintenance on their airframes, electronics, power systems and field kits. We all enjoy seeing success, so share the knowledge, so the newer member has a great start to next year.

### OFF-SEASON CHECKS

Airframes should be checked over for wear and tear, mid-season repairs can be made proper or cleaned up. Power systems, both electric and fuel, should be checked over and cleaned if needed. Engine mounting, damaged wires, fuel lines and tanks, and solder connections all wear throughout the flying season so check them over well. Batteries should be stored properly and monitored over the off season. Keep in mind that we have a wide range of batteries, each demanding its own special attention! Damaged batteries should be handled with care and disposed of properly, of course.

Electronics, such as your transmitters, receivers and servos can sometimes be sent into the manufacture for maintenance if needed. Not all of us are electronics engineers and can do it as well as they can, so take advantage of this time to get things checked over.

Field kits are an ever-changing part of the hobby. Some need a purge of the randomness that gets collected in them over time, while others may only need tweaking. Try to think back over the year on what items you may have had to borrow from a fellow modeler and add them to your kit.

### PRO TIP

For those of you dealing with oil-soaked airframes, I am an automotive technician and have found many times over that using automotive brake parts cleaner will remove the oils from the wood quite well, allowing it to be glued with ease again. There are many types out there, some with very little fumes so keep looking until you find one that works for you. ✨

## DÉBUTANT

Todd Davis - 26986

Chef de Comité

778-436-9821 | toddapril@shaw.ca

**E**h bien... c'est une fois de plus le temps de l'année où plusieurs d'entre nous sommes en mode construction ou de vol intérieur. Ceux qui arrivent tout juste au sein de notre passe-temps pourraient ne pas se rendre compte qu'il y a un tas de choses à faire en saison morte. Aux pilotes expérimentés, je vous demande de vous tourner vers vos apprentis et de partager votre sagesse. Aidez-les à faire l'entretien de leurs cellules (airframes), composantes électroniques, motorisation et équipement dans les boîtes de vol. Nous aimons tous assister au succès des autres; partagez vos connaissances de sorte à ce que tout nouveau membre commence l'année sur le bon pied.

### VÉRIFICATIONS HORS-SAISON

Vous devriez vérifier les cellules afin de déceler l'usure, les réparations effectuées en cours de saison ou encore, de procéder à de tels travaux en toute quiétude. Les systèmes de motorisation – électriques comme à carburant – devraient être examinés et nettoyés, au besoin. Autres secteurs d'usure : l'installation du moteur, les fils endommagés, les durites et réservoirs de carburant et même les connexions soudées. Les batteries devraient être convenablement entreposées et surveillées pendant qu'elles ne sont pas utilisées. Retenez que chaque gamme de nos batteries nécessite des soins particuliers! Celles qui sont endommagées devraient être manipulées et mises au rebut avec soin.

Les composantes électroniques comme vos émetteurs, récepteurs et servos peuvent parfois être expédiées chez le fabricant pour l'entretien, au besoin. Nous ne sommes pas tous des ingénieurs en électronique et ne pouvons pas effectuer de l'aussi bon travail qu'eux. Au besoin, dépensez ce qu'il faut pour effectuer une bonne vérification.

Quant aux boîtes de vol (ce qu'on apporte comme matériel d'appoint), cela change constamment. On ferait bien de faire le ménage de temps en temps; d'autres ne nécessitent qu'un peu d'ajustement. Rappelez-vous des objets que vous pourriez avoir dû emprunter d'un collègue modéliste et ajoutez cet objet à votre trousse, pour ainsi dire.

### CONSEIL DE PROFESSIONNEL

Si certains d'entre vous vous butez à des cellules imbibées d'huile, je suis technicien automobile et je me suis souvent aperçu qu'un peu d'application de nettoyeur de composantes de frein aura tôt fait de retirer l'huile du bois. Vous pourrez recoller vos composantes de bois, au besoin. Il existe plusieurs marques de ce produit qui, d'ailleurs, ne dégage pas beaucoup d'émanations. Poursuivez votre recherche jusqu'à ce que vous trouviez le produit qui fonctionne bien pour vos besoins. ✨

## PUBLIC RELATIONS

Roy Rymer - 61172L  
Committee Chair  
950.685.1170 | zd-e@maac.ca

When you're hosting a big event and want to make the most of it, there are a couple of things you can do raise the profile.

### CALLING ALL MEMBERS!

It might seem obvious, but the first step to making an event well attended, is to make sure you invite people to come. It can be an ad in Model Aviation Canada or your local paper, or it can be personal e-mails or even using regular column space. As an example:

The MAAC AGM will be held in St. Catharines/Niagara-on-the-Lake this year on the last weekend of April, and it will be sure to be a great event. I'd like to see as many members as possible; try to attend. We are right in the middle of wine country and beyond the meetings, the location

promises to be a great holiday for you and your significant other!

### MAKE IT A CHALLENGE!

Issuing challenges to participants is less about bringing people in as it is about making the event more substantial and leveraging local partnerships for exposure. Typically, a challenge will be to raise funds, but it could be just about anything you want it to be. Done right, you can get exposure to a whole new audience and not only get some good will from the community, but maybe some new members as well!

Here's my latest challenge as an example:

With the MAAC AGM about four months away, I'm issuing a challenge to the rest of the MAAC Board and Executive to match my fundraising efforts, and make for a special donation to be made that weekend.

I have already raised \$500 that will be tossed into a kitty that will be presented to the McMaster Children's Hospital to

support the great work they do there. So, here is a challenge... I would like every Zone Director to get sponsorship together to raise a minimum of \$500 to be added to the pot! This can be one -- or many sponsors, with a total of \$500. All moneys raised will go the McMaster Children's Hospital in Hamilton, and the people donating anything above \$20 will be given a charitable donation receipt for their taxes.

If everyone chips in, we could have a real benefit to them for the money raised. Nobody can lose here! There is everything to gain. If this works, it will be in the newspaper, I can assure you!

McMaster Children's Hospital supports kids in need with cancer and other life-threatening diseases. Their efforts are not only for the Niagara area, but can be seen in other hospitals across the country. Please check out their website: [www.mcmasterchildrenshospital.ca](http://www.mcmasterchildrenshospital.ca).

Let's try to get this done! ✈

## RELATIONS PUBLIQUES

Roy Rymer - 61172L  
Chef de Comité  
950.685.1170 | ZD-E@MAAC.CA

Lorsque vous êtes l'hôte d'un gros événement et que vous voulez frapper un gros coup, voici quelques moyens de vous y prendre.

### APPEL GÉNÉRAL À TOUS!

Ça peut sembler évident mais la première étape afin d'assurer que la participation soit bonne à un événement, c'est d'inviter les gens à venir. Cela peut se faire par l'entremise de Model Aviation Canada ou dans le journal local, par courriel personnel ou par le biais d'espace de chronique. Par exemple :

L'Assemblée générale annuelle se déroulera à Saint-Catharines/Niagara-on-the-Lake cette année, au cours de la dernière fin de semaine d'avril et l'événement promet. J'aimerais y accueillir autant de membres que possible; essayez d'être de la partie. Nous sommes situés en pleine contrée des vins et après les réunions, cet endroit saura s'avérer une

belle vacance pour votre être cher et vous!

### METTEZ LES AUTRES AU DÉFI!

Si vous lancez des défis aux participants, cela s'apparente moins à rassembler les gens qu'il ne s'agit plutôt de mousser l'événement et de faire équipe avec des partenaires locaux. Typiquement, le défi consistera à recueillir des fonds mais vous pouvez transformer l'expérience en ce que vous voulez. Si vous vous y êtes bien pris, vous obtiendrez de la visibilité auprès d'un tout nouveau public et non seulement vous obtiendrez de la bonne volonté de la part de membres de la communauté mais peut-être récolterez-vous aussi de nouveaux membres!

Voici l'exemple de mon plus grand défi :

Comme l'Assemblée générale annuelle du MAAC n'est plus qu'à quatre mois, je lance un défi au reste du Conseil de direction et du Comité exécutif du MAAC afin qu'ils égalisent mes propres efforts de collecte et qu'ils lancent une campagne spéciale de dons cette fin de semaine-là.

J'ai déjà récolté 500,00 \$, somme qui sera déposée dans une cagnotte qui sera présentée au McMaster Children's Hospital

(de Hamilton, Ontario) afin d'appuyer l'excellent travail qui s'y fait. Voici donc le défi... J'aimerais que chaque directeur de zone obtienne de la commandite afin de récolter un minimum de 500 \$ qui sera ajouté au total! On peut y arriver avec un ou plusieurs commanditaires de 500 \$. Tout l'argent récolté ira à l'Hôpital McMaster et les personnes qui font don de plus de 20 \$ recevront un reçu à des fins d'impôt.

Si quelqu'un effectue un don, nous pourrions lui offrir un véritable bénéfice. Personne n'en sera perdant! Nous avons tout à gagner. Si le projet fonctionne, la nouvelle paraîtra dans le journal, je vous l'assure!

Le McMaster Children's Hospital appuie les enfants aux prises avec le cancer ou autres maladies qui menacent leur vie. Son personnel se dévoue non seulement auprès de la population de la région du Niagara, mais les projets se répercutent aussi chez d'autres hôpitaux à travers le pays. Vous pouvez consulter le site Web de l'Hôpital au [www.mcmasterchildrenshospital.ca](http://www.mcmasterchildrenshospital.ca).

Collègues directeurs de zone, tentons l'expérience! ✈

# SPECTRE DE RADIO



**Mark Betuzzi - 26605L**

Chef de Comité

250.374.3683 | mebetuzzi@shaw.ca

Au cours des six derniers mois, j'ai suivi l'évolution des récepteurs AAS3XA préprogrammés et propres à certains modèles de Spektrum. On effectue les modifications de programmation d'utilisateur à l'aide de programmes propres à la série Spektrum, de câbles spéciaux de raccordement, d'un ordinateur PC ou d'un téléphone intelligent et de votre émetteur Spektrum.

Si vous voulez télécharger les données d'une maquette précise et les ajustements préétablis, vous devez suivre ces étapes :

En premier lieu, téléchargez les données Spektrum Updater à votre ordinateur personnel (Spektrum Updater v1.2.4). Vous devez ensuite vous inscrire chez Spektrum en ouvrant un compte au <https://www.spektrumrc.com/>.

Si vous voulez programmer ou mettre à jour votre programme, vous devrez vous munir de deux câbles spécialisés. Branchez le câble de programmation à votre ordinateur, ouvrez le programme Spektrum Updater et copiez le numéro de série du récepteur. Ensuite, vous pourrez inscrire votre récepteur Spektrum AS3X.

Cliquez l'onglet MY SPEKTRUM, cliquez sur votre récepteur, ensuite sur les mises à jour, ensuite sur « Model Pre-sets ». Téléchargez votre maquette. Téléchargez le programme Spektrum AS3X à votre ordinateur personnel ou à votre téléphone intelligent. Transférez l'application Spektrum Updater au récepteur à l'aide du câble Spektrum approprié et ouvrez le logiciel Spektrum Programmer.

Vous pourrez alors procéder aux ajustements à l'aide de votre PC ou de votre téléphone intelligent. Vous aurez besoin d'un câble différent pour relier votre téléphone intelligent au récepteur radio. Le programme pour téléphones intelligents s'appelle AS3X Programmer.

Branchez votre récepteur AS3X soit à votre ordinateur, soit à votre téléphone intelligent et lancez le programme intuitif Wizard. Ce dernier vous guidera quant aux étapes de programmation. Une fois celle-ci terminée, vous apercevrez vos paramètres sur Dashboard.

Fiez-vous ensuite aux messages sur l'écran puisqu'une partie de la programmation s'effectue grâce à votre téléphone intelligent ou à votre ordinateur; l'émetteur sert bien peu à cela. Vous trouverez des vidéos sur youtube grâce à ce lien : [https://www.youtube.com/watch?v=LnYiKgrL\\_bU](https://www.youtube.com/watch?v=LnYiKgrL_bU).

Les vidéos se succèdent afin de vous montrer les étapes de programmation, soit pour votre nouvel émetteur DXE ou votre récepteur AS3X. Gardez en tête que lorsque vous programmez à l'aide de votre téléphone intelligent, vous devrez vous assurer que des pages ne défilent pas en arrière-scène; sinon, vous ne pourrez pas faire défiler le programme de l'AS3X ou vous brancher au récepteur.

Spektrum offre de bons conseils sur son site Web ou sur sa page youtube, lorsque vous voudrez programmer quelque chose.

Spektrum vous offre tous les renseignements dans ce document :

[https://www.horizonhobby.com/pdf/SPMAR636-AS3X\\_Programmer\\_App\\_Instructions\\_Manual\\_EN.pdf](https://www.horizonhobby.com/pdf/SPMAR636-AS3X_Programmer_App_Instructions_Manual_EN.pdf) (en anglais) ✈





## RADIO SPECTRUM



### Mark Betuzzi - 26605L

Committee Chair

250.374.3683 | mebetuzzi@shaw.ca

Over the last six months, I've followed the evolution of the Spektrum model-specific, pre-programmed AS3XA receivers. User Programming changes are completed using Spektrum specific programs, special cables, a PC computer or Smartphone and your Spektrum radio transmitter.

To download a particular plane and the model pre-sets, follow these steps:

First Download Spektrum Updater to your PC, Spektrum Updater v1.2.4 . Then register at SPEKTRUM to open up an account, <https://www.spektrumrc.com/> .

There are two Spektrum-specific programming cables you will need to do any programming or updating. Plug the programming cable into your P.C., open up Spektrum Updater and copy the receiver serial number. Then register your AS3X Spektrum receiver.

Click on MY SPEKTRUM, click on your receiver, followed by updates and then Model Pre-sets will show up, download your particular flying model. Download the Spektrum AS3X program to your PC and or your Smartphone. Transfer the download from the Spektrum Updater App to the receiver using the proper Spektrum cable and open up the Spektrum Programmer software.

You then can make the adjustments with either your PC or your Smartphone. A different cord is required to go from your Smartphone to the radio receiver. The program for Smart phones is called AS3X programmer.

Plug into your AS3X receiver with either your P.C. or Smartphone and start with the on screen-intuitive Wizard. The Wizard will guide you through all the programming steps. Once all programming is completed, the settings can be seen on the Dashboard.

Follow the screen prompts as some of the programming is done with your Smartphone or your PC, and very little of the programming is done with your transmitter. I've reviewed the 23 videos on how to do the programming. The videos are on YouTube at this link: [https://www.youtube.com/watch?v=LnYiKgrL\\_bU](https://www.youtube.com/watch?v=LnYiKgrL_bU)

The videos follow in sequence to demonstrate the proper steps to program either your new DXE transmitter or your AS3X receiver. One item to keep in mind is, when programming using your Smartphone, please ensure there are no background pages running on your Smartphone as it seems to make it impossible to run the AS3X program or connect to the AS3X receiver.

Spektrum have helpful hints on their website or on their YouTube page for programming.

All the information is provided by Spektrum in this document:

[https://www.horizonhobby.com/pdf/SPMAR636-AS3X\\_Programmer\\_App\\_Instructions\\_Manual\\_EN.pdf](https://www.horizonhobby.com/pdf/SPMAR636-AS3X_Programmer_App_Instructions_Manual_EN.pdf) ★

**Model Aviation**  
CANADA

*Get your message out to 11,000+ members!*

Advertising is available for as low as \$125 per issue.

Full Page ads start from only \$700!

For more information contact:

Keith Morison 403.510.5689 or [editor@ModelAviation.ca](mailto:editor@ModelAviation.ca)

**Chris Brownhill - 3797L**

Chef de Comité

416.225.1289 | cbrownhill@sympatico.ca

**J**ack Nagao est un adepte enthousiaste du vol circulaire et il recherche constamment un projet de construction qui soit innovateur... et s'il est original, c'est encore mieux! Il tire un malin plaisir à construire et à faire voler des designs inhabituels et sa maquette à empennage canard à propulsion (hélice vers l'arrière) n'y fait pas exception. Il a fallu qu'il passe par plusieurs reconstructions en cours de route mais il a fait voler cet appareil avec succès en septembre.

Voici donc un compte-rendu, en ses propres mots, de ce projet qui sort de l'ordinaire. J'espère que vous en trouverez la lecture aussi divertissante que moi.

- Chris Brownhill

## UN CANARD POUR LE VOL CIRCULAIRE

«Aux yeux des modélistes qui pilotent et construisent leurs propres maquettes, c'est tout un défi que de mettre la main sur des plans de design à empennage canard, en configuration propulsive ou tractrice. Pour l'amateur de maquettes télécommandées, de tels plans existent et des maquettes presque prêtes à voler (les ARF) sont disponibles.

«Mon idée de départ en considérant un design canard 'pusher' de vol circulaire, c'était de reproduire une copie volante du Kyushu Shinden japonais. Ma première expérience avec une copie volante, c'était avec la version 1961 de Walter Musciano du Gulfhawk-4 d'un certain Al Williams. Ma version très optimiste était dotée d'une commande RC pour les gaz et les volets. Elle était mû par un O.S. .25 et volait, en dépit de son poids plutôt important pour une maquette d'une envergure de seulement 27 pouces.

«Une fois que j'en savais un peu plus sur cette configuration après avoir vu d'autres copies volantes lors de concours, j'ai songé à un moteur .46. Je me suis doté des plans d'une version télécommandée du Shinden que j'ai agrandi.

«J'ai coupé les ailes de la version moteur .46 du Shinden dans de la mousse et je les ai recouvertes de balsa 1/16 de pouce plutôt

que de 1/32, le tout afin d'ajouter un peu de rigidité au mince profil d'aile. J'ai opté pour un fuselage de style profil plutôt que d'un conventionnel – pour les besoins des vols d'essai – mais après avoir justement découpé le profil, j'ai découvert un problème. Les plans originaux présentaient les ailes sur une page et le fuselage sur une autre. Tous deux nécessitaient un agrandissement selon la même échelle, pas vrai? Erreur! La marge d'erreur était flagrante, si bien que j'ai mis le projet de côté pour un moment!

«Après avoir effectué une recherche, j'ai découvert d'autres plans de Musciano que possédait un ami. Il s'agissait d'un canard de vol circulaire appelé Feet First, à l'origine publié dans la revue Model Craftsman de 1947; envergure de 24 pouces pour le vol rapide et mû par un Atwood .60 à allumage ancien! Ce n'était pas un projet pour moi mais peut-être était-ce là un nouveau point de départ afin que je modifie ma propre version.

«J'ai agrandi les plans à une envergure de 30 pouces avec surface alaire d'environ 175 pouces carrés. Motorisation par un O.S. LA15 et une hélice propulsive de 8x4. Mon plan de match, c'était qu'un moteur muni d'une manette des gaz m'offrirait un peu de contrôle lors des décollages; au besoin, je pourrais mettre un terme à des déplacements non voulus ou à un décollage qui ne se déroulerait pas comme prévu.

«J'ai modelé le fuselage afin qu'il ressemble à un Hawker Hunter, l'un de mes appareils préférés. La construction ne comportait aucun défi majeur. Et maintenant, comment ai-je troué le centre de gravité? Eh bien, l'article n'en faisait aucunement mention. Pourquoi avoir omis ce point pourtant critique? La maquette de l'article avait-elle effectivement volé?

«Nous devons procéder à des vols d'essai. Premier vol : centre de gravité placé juste devant le bord d'attaque et la maquette était contrôlée grâce à des filins de 42 pieds.

«Ça m'a pris un tour et demie avant que le nez ne lève. L'appareil s'est braqué tout droit vers le haut et est retombé sur son hélice... Oui, vous vous souviendrez que l'hélice est située à l'arrière.

«Deuxième vol d'essai : davantage de poids vers le nez, filins allongés à 50 pieds. Je voulais m'abstenir de courir autant sur la pelouse afin de garder la maquette sur la

portion en asphalte. Après un demi-tour, l'avion a bifurqué dans le gazon intérieur et le fuselage s'est cassé en deux... réparations majeures requises.

«Troisième vol d'essai : 64 grammes de masse de plus dans le nez et cette fois, au bout de filins de 60 pieds. L'avion a levé de terre après un quart de tour et a grimpé très haut pendant trois autres. Ah, le succès, enfin. Mais aussitôt que j'ai tenté de le faire redescendre tranquillement, l'avion a piqué à 90 degrés jusque sur l'asphalte. Échec... et d'autres réparations!

«J'ai entrepris ces travaux majeurs à l'aide de fibre de verre, d'époxy, de matériaux et cyanoacrylate, de la peinture et de l'enduit afin de protéger du carburant. J'ai découpé un plus grand sas d'accès dans la section du nez afin d'y installer de l'équipement radio et du poids. La roue unique du train avant a été remplacée par deux roues séparées et écartées de cinq pouces afin que la maquette repose sur un train de quatre roues, histoire d'empêcher le poids des filins d'entraîner l'avion vers l'intérieur du cercle.

«À ce point-ci, ma maquette était lourde : 1,008 grammes y compris le poids dans le nez (117 grammes), le récepteur RC, la batterie et le servo (pour le gaz) à l'avant.

«L'avion était prêt. Lors de cette tentative, même après trois ou quatre tours, il ne prenait pas la voie des airs.

«Par consensus, les spectateurs ont conclu qu'il fallait ajuster le pointeau du moteur. Après ceci, la maquette s'est rapidement envolée et j'ai effectué environ une douzaine de tours. Merci à mes consultants!

«Au final, le centre de gravité était maintenant le suivant : le guignol (bellcrank) de 2 pouces et un quart était centré à 3/8 d'un pouce derrière le bord d'attaque de la corde de l'aile (9,5 pouces); le centre de gravité se situait maintenant à 3 pouces à l'avant du centre du guignol. J'ai procédé à mon prochain vol après les vols de compétition du 60e anniversaire des Balsa Beavers. J'y ai inscrit un autre vol couronné de succès.

«Toute erreur ou exagération du texte plus haut est redevable à une séquence selon ce dont je me souviens... surtout compte tenu que j'avais les mains pleines pendant les vols d'essai!» ✈

# CONTROL LINE

**Chris Brownhill - 3797L**

Committee Chair

416.225.1289 | cbrownhill@sympatico.ca

**J**ack Nagao is an enthusiastic Control Line flyer who is always looking for something novel to build, and if it is far off 'The Path Less Travelled,' well, so much the better! He delights in building and flying some very unusual designs, and his Canard Pusher is no exception. It took several rebuilds to get it right, but successful flight was achieved in September after a few mishaps.

This is the story of one of his most unusual projects, told in his own words. I hope you will find it entertaining as I did.

- Chris Brownhill

## A CONTROL LINE CANARD PUSHER

"For model airplane flyers and builders, finding plans for a Control Line Canard, either with a pusher or a puller engine seems to be a bit of a challenge. For the RC enthusiast, there are some plans, and many ARFs for them to choose from.

"My initial idea for a CL pusher canard project was to do a scale version of the Japanese Kyushu Shinden. My first experience with a scale model was Walter Musciano's 1961 version of Al Williams' Gulfhawk-4. My overly optimistic version had RC throttle and flaps. It was powered by an OS .25 glow engine, and it flew in spite of being overly heavy for the 27-inch wingspan.

"Knowing a bit more now after seeing other scale models at the contests, I looked at using a .46 engine. With plans of a RC version of the Shinden, enlargements were made.

"Wings for the 46-size Shinden were cut from foam and sheeted with 1/16 rather than 1/32 to add stiffness to the thin airfoil. Instead of a full body, I decided on a simpler profile body for test purposes, but after cutting out the profile, I saw a problem. The original plans had the wings on one page and the fuselage on the second page. They both required the same enlargement multiple.

Right? No, wrong! It was quite a mismatch so I put that project aside for a while!

"A bit of a search put me touch with another Musciano plan from a friend. This, a control line canard pusher called 'Feet First,'



was published in a 1947 Model Craftsman magazine as a 24 -wing span Canard Pusher speed plane, with an Atwood 60 ignition engine! That was not for me, but perhaps it was a starting point for reworking my own version.

"I enlarged the plans to a 30-inch wingspan giving it about 175 square inches of wing area for a throttled OS LA15, and a 8x4 pusher prop. My thinking was that a throttle engine would give me some control on take offs, where I could abort an errant taxi or take off.

"The fuselage was shaped to that of a streamlined Hawker Hunter, one of my favourite planes. Construction was quite straightforward. Now, how do I find the C.G. balance point? Well, he did not include that in the article. Why leave out that most crucial bit of information? Did this model actually fly?

"We needed some test flights.

First test flight - CG at just ahead of the LE and on 42-foot lines.

"It took a 1-1/2 taxi lap to finally get the nose up. It went straight up and fell back on it prop. Yes...the prop is at the back.

"Second test flight - more nose weight, and now on 50-foot lines. All this was to save this old guy from having to run so much on the grass to keep the plane on the asphalt track. A 1/2 lap taxi run resulted in the plane veering into the infield grass, breaking the fuselage in half... major repairs required.

"Third flight - now with an additional 64 grams of lead, and on 60-foot lines. The plane lifted off after 1/4 lap and climbed quite high for about three laps. Aha... success... Attempting to gently bring

it lower and level resulted in a straight 90-degree nose dive into the pavement. Failure and major repair time!

"Major repairs were undertaken with fiberglass, epoxy, c.a. fillers, paint and fuel proofer. A new larger access hatch was cut at the nose area for the radio equipment and ballast. The single front wheel of the tricycle was replaced with two small front wheels 5 inches apart to form a four-wheel stance to keep the weight of the lines from tipping the plane into the infield of the circle.

"At this point, the model was heavy at 1,008 grams including the nose weight, now at 117 grams, as well as the RC receiver, battery, and servo up front.

"The plane should now be ready for a flight. On this attempt, even after three or four complete laps of taxiing, it would not get airborne.

"The consensus amongst the club onlookers was that a leaner needle valve adjustment was needed. With that, the plane readily became airborne and I was able to complete about a dozen laps. Thank you consultants!

"The final C.G. - with the 2-1/4 inch bellcrank centered at 3/8 inch behind the LE of the 9-1/2 inch wing root chord, the center of gravity was now 3 inches forward of the bellcrank center.

My next flight was after the competition flying at the Balsa Beavers 60th anniversary event. Another successful flight was recorded.

"Any errors or exaggerations of the above narrative is due to the 'as I remembered it' sequence of events by the builder/pilot, who quite had his hands full during all the test flights accomplished!" ✈

# ACROBATIE DE PRÉCISION DE VOL CIRCULAIRE

John McFayden - 14681L

Chef de Comité

905.689.4283 | stuntguy@sympatico.ca

Dans le cadre de cette chronique-ci, nous mettons en vedette un article qu'a préparé Bruce Perry sur la façon d'améliorer son pointage lors d'un concours. Vous trouverez une photo de Bruce avec son bimoteur acrobatique, Two Much!

«Le coaching! Je vois déjà le cliché : casquette vissée sur la tête, bedon proéminent et un sifflet! Mais non, vous avez en tête une image de football... mais je jase de choses sérieuses : le vol acrobatique! Nous avons tous effectué des vols glorieux... autant que des vols moins resplendissants, disons. On exige du pilote acrobatique qu'il effectue de la gymnastique mentale et physique assez poussées. Pas étonnant qu'il ou elle ne soit pas toujours uniforme. Un bon entraîneur saura améliorer tout ça.

«En premier lieu, assurez-vous de vous lancer à partir d'un calibre élevé avant de faire appel à un entraîneur. Cela ne signifie pas que vous deviez pratiquer ad nauseum... ce qui vous ferait adopter des habitudes que le coach déteste. Cela signifie plutôt que vous devez éliminer bien des comportements infructueux avant même qu'un expert s'en mêle. Je parle de réflexes comme ceux-ci :

- *Poignée en position neutre. La poignée DOIT être à la verticale; vous ne pouvez la tenir de façon détendue et comme un pistolet. Bien des chroniques ont été écrites là-dessus, n'insistons pas. Ajustez votre poignée au neutre et apprenez à piloter votre maquette ainsi.*
- *Entamez chaque manœuvre de la même façon : votre corps doit être positionné à 90 degrés de la manœuvre, bien équilibré; votre tête doit demeurer stationnaire. Et c'est parti!*
- *Vous devez tracer la manœuvre depuis l'épaule. Eh oui, quelques-uns des dix meilleurs pilotes réussiront leurs manœuvres à l'aide du poignet; mais LA PLUPART inculquent une déflexion par le poignet mais tracent ensuite la manœuvre par l'épaule. Si vous n'en êtes pas certain(e), faites-vous filmer par vidéo et ensuite, examinez la technique des Paul Walker ou Dave Fitzgerald de ce monde. Si vous leur ressemblez, passez au point suivant.*

- *Affichez une concentration DE TOUS LES INSTANTS. Lorsque votre avion effectue du vol en palier, ce n'est pas le moment d'avoir l'esprit ailleurs. L'impression que vous donnez, c'est précieux et jusqu'à ce que notre discipline soit jugée au niveau olympique, vous devez faire comme si le vol au complet, c'est en fait une GRANDE manœuvre.*

- *CONNAISSEZ les règlements! Sérieusement, consultez-les! Vous devez savoir où et à quel moment votre maquette est censée se retrouver à tel point de vol afin de pouvoir exécuter vos manœuvres correctement. C'est une piètre excuse de 'ne pas savoir'. Vous laisserez filer de précieux points alors les choses auraient pu se passer autrement.*

- *Je vois BEAUCOUP de pilotes sacrifier de GROS points au moment d'exécuter leur décollage, leur vol en palier (rectiligne), leur vol inversé et l'atterrissage. Habituellement, les spectateurs voient la maquette bondir en l'air, se tortiller de façon plus ou moins contrôlée alors qu'elle devrait voler en ligne droite... pour ensuite perdre sa vitesse de vol et rebondir à l'atterrissage.*

«Alors, vous avez jeté ces COMPORTEMENTS par la fenêtre? Et maintenant? Préparez votre entraîneur. J'aime en avoir un qui comprend la séquence à exécuter et ce dont elle devrait avoir l'air. Il s'agit habituellement d'un pilote. Mais ma femme a bénéficié de conseils d'entraîneur de la part de mes 'amis' (des pilotes du Top 5 qui lui ont montré ce que je faisais de travers). Maintenant, elle peut m'entraîner et elle est bonne! Elle peut aussi me prodiguer des conseils de voltige, alors ça aide.

«Première étape : établissez un objectif, un VRAI, pas tout bonnement un 'Je veux mieux piloter.' Dites-vous : 'Aujourd'hui, je vais peaufiner mes manœuvres arrondies', 'Bon, je tente un hourglass (sablier).' Ou encore : 'Je dois parfaire mes manœuvres du bas.'

«Deuxième étape : Établissez un jalon (baseline) de rendement. Effectuez un vol et filmez ça depuis le sol.

«Troisième étape : Discutez ensemble de l'approche avec laquelle le pilote doit être l'aise. Tout est relatif, bien entendu : si le pilote est trop à son aise, il répétera la manœuvre de la même façon, ce dont vous ne voulez pas. Le pilote – vous! – doit

avoir le sentiment qu'il place son avion exactement où il doit aller.

«Exercez l'approche jusqu'à ce que les manoeuvres s'améliorent... ou changez d'approche. Le sujet est VASTE mais le plan de match, c'est que montrer que de bons conseils d'entraînement, ça existe partout.

«Bien sûr, auparavant, on doit s'être assuré que la maquette a été convenablement ajustée, que le pilote (vous!) est réceptif à recevoir des conseils de la part d'un coach... et que ce dernier sache à quel moment pousser le pilote dans ses derniers retranchements... et qu'il sache quand décréter une pause.

«Si vous le pouvez, déplacez-vous à un atelier (qu'on appelle aussi une clinique) de coaching. FAITES-LE! On en retrouve un peu partout au pays là où se trouve un groupe de pilotes. J'ai déjà assisté à de tels camps de formation de haut calibre en Georgie (É.-U.) en compagnie de Randy Smith, de Bill Rich et de Gene Martine. J'ai aussi participé à des camps en compagnie de Paul Walker, de Dave Fitzgerald et de Chris Cox dans l'État du Washington. J'ai amené Ted et Dave à Edmonton; Paul s'y trouvait d'ailleurs l'année dernière à l'occasion d'un tel camp de formation. J'ai BEAUCOUP appris de ces formations et je vous ENCOURAGE DE TOUTES MES FORCES à au moins lancer un programme de coaching en compagnie de vos modélistes locaux. Utilisez de la vidéo, de l'encouragement et le gros bon sens.

«Mais n'ALLEZ PAS effectuer des vols sans avoir un plan en tête... en vous attendant à ce que vous vous soyez amélioré. Cela n'arrivera pas et si jamais vous participez à un atelier de coaching, vous aurez assimilé de mauvaises habitudes de pilotage... PAS BON, ça.

«Vous êtes un pilote acrobatique, un concurrent... pratiquez en conséquence!» ✨

# CONTROL LINE PRECISION AEROBATICS

John McFayden - 14681L

Committee Chair

905.689.4283 | stuntguy@sympatico.ca

This month we feature an article prepared by Bruce Perry about improving your contest scores. Included is a photo of Bruce's new twin stunt machine Two Much!

"Coaching! Here we go, ball cap, big belly and a whistle! Naw, that's high school football, this is serious stunt stuff! We have all flown some awesome patterns and we have all flown some ... well less than awesome stuff. The stunt pilot is asked to perform some pretty significant mental and physical gymnastics, no wonder he/she can be inconsistent. A good coach will help with this.

"Firstly, let's make sure we are starting from the highest level prior to coaching. This doesn't mean going and practising over and over and really ingraining the stuff the coach hates. It means clipping out as much "junk" as we can prior to coaching. Stuff like:

- *Handle neutral, the handle MUST be vertical, not pistol relaxed grip. Enough has been written about this to make it beyond reproach. Set your handle to vertical at neutral and learn to fly with it there.*
- *Enter every manoeuvre the same, body is square to the manoeuvre, well balanced, head is stationary, and away you go!*
- *That you trace manoeuvres from the shoulder. Yes, some top 10 guys can fly from the wrist, MOST fly with the wrist inputting the deflection and then tracing the manoeuvre from the shoulder. If you're not sure, watch a video of you and then watch a Paul Walker or Dave Fitzgerald. IF you look like them, move along.*
- *Focus ALL the time, the level laps are not the time to let the mind wander. Impression is everything, until we have judging at the olympic level you must present the entire flight as one BIG manoeuvre.*
- *KNOW the rules! Seriously, look them up and read them! You must know where and when the airplane is supposed to be in order to fly the tricks correctly. Not knowing isn't an excuse. It's leaving points on the table when it's not necessary.*
- *I see LOTS of pilots leaving HUGE points dripping off score sheets on take-off, level*



*flight, inverted and landing. Usually, from leaping into the air, bouncing all over when the plane should be flat and finally stalling and bouncing the landing.*

"So, you've cleaned up the JUNK, now what? Get your coach ready, I like to have a coach that understands the pattern and what it's meant to look like. Usually a pilot, however my wife received coaching tips from my "friends" (several top 5 guys that showed her where I am messing up). Now she can coach me, and she's really good at it! She is also pattern capable, so that helps.

"Step one: Establish a goal, a REAL goal, not "I wanna fly better", be specific. Say, "today we are smoothing out the round manoeuvres." Or "it's Hourglass day". Or "It's time to get the bottoms sorted"....

"Step two: Establish a baseline of performance. Fly a flight and video it as a ground zero position for the flying.

"Step three: Discuss and agree on an

approach that the pilot feels comfortable implementing, this is relative of course, if it's comfy it's likely the same as before, which is no good. The pilot needs to feel he can actually put the plane where it needs to go.

"Implement the approach until the trick gets better or change the approach. This is a GIGANTIC topic but the plan is to show that good coaching can exist anywhere.

"This assumes the plane is in good trim, that the pilot is receptive to coaching, that the coach knows when to push the pilot and when to take a break.

"If you can get to a coaching clinic, DO it! There are some around the country usually where there are a group of fliers. I've been to high level camps in Georgia with Randy Smith, Bill Rich and Gene Martine. I've been to camps with Paul Walker, Dave Fitzgerald, Chris Cox in Washington, I've brought Ted and Dave to Edmonton, Paul was here last

*continued on page 89*

**Morison COMMUNICATIONS**

- Photography
- Action
- Documentary
- Commercial
- Publishing
- Public Relations
- Event Planning

Keith Morison  
403.282.0837 b  
403.510.5680 m  
Keith@Morison.ca



...à l'ordre du jour, ajoutez un sujet de  
...tenant parce que ces sujets devront être  
...inclus dans mon courriel que je dois en-  
...voyer au préalable aux membre.  
...J'espère que vous avez passé un été for-  
...midable et que vous vous êtes amusés. ✈

# Model Aviation CANADA

*Our 'footer' ads bring more visibility!*

## Advertise in Model Aviation Canada

*Get your message out to 11,000+ members!*

*Advertising is available for as low as \$125 per issue. Full Page ads start from only \$700!*

### ADVERTISE YOUR EVENTS

IN

**MAAC CLUBS NOW GET A  
50% DISCOUNT ON 6X RATES**

	6x	3x
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230

905 SQUADRON MODEL FLYING CLUB PRESENTS  
**RIC SWAPMEET '15**  
Great Deals on New and Used RIC Products! Great Deals from Popular Local Hobby Vendors!  
Refreshments Available! Raffles for Great Prizes!

NEWMARKET RECREATION CENTRE  
200 Doug Duncan Dr. Newmarket

**ADMISSION:**  
General: .....\$5  
Youth 13-16: .....\$2  
Children 12 & under: .....FREE  
Vendor Tables: .....\$25

**QUESTIONS AND RESERVATIONS:**  
AMAC\_swapmeet@yahoo.ca  
or 905-235-6637

**PAYMENTS:**  
Regular Attendance Pays  
at the Door  
Vendor Payments made to:  
Aurora Model Aircraft Club  
525 Rosarke Place  
Newmarket ON  
L3Y 8S9

EMT or PYPAL also  
accepted at:  
AMAC\_swapmeet@yahoo.ca

**FRIDAY, APRIL 26th**  
OPEN 10AM - 2PM  
Join us on our **Forums!**

for more information contact:

Keith Morison  
403-510-5689

editor@ModelAviation.ca

## FREE FLIGHT INDOOR

**John Marett - 651L**

Committee Chair

905.985.4458 | marettindoor@netzero.com

I feel fortunate that back in the 'good old days', we could fly in airtight sites like the 64-foot ceiling Niagara Falls, NY, Convention Center, the 116-foot ETSU Dome in Johnson City, Tennessee, and the 75-foot Air Canada Hangar at Toronto, Ontario. At first, I thought this was the norm, but then we got to fly in places like the 128-foot Buffalo Bills Field House and the 80-foot Burton Golf Dome at Flint, Michigan, and found that convection currents could be absolutely hazardous to the health of some models. At times late in the day at Burton, the air flow at the roof would have F1D models staggering backwards in the turn so quickly, that if not steered out in time, they would wreck on the end wall.

I have always heard that the big airship hangars like at Lakehurst, NJ, and Cardington in England, were drafty, but I was not prepared for what I found in the 180-foot hangar at Lakehurst. I was told

there, that on windy days, the end-to-end drift could be as much as 2 miles per hour. On the days we were there, the weather was good outside, but the air was cold and heavy inside during the morning so only the R.C. guys were flying with most F1D fliers coming in after lunch. They know the air gets warmer with good opportunities for record attempts late in the day.

As described in my November column, the air moved in different directions at different levels. Dmytro Silin's film models got very high and so, he was dodging around the end of aisles, steering off the west wall each time. My Limited Pennyplane did not get as high and was not steered, but in just 11 minutes, on descent, came within a foot of the opposite wall. Not being proficient with balloon steering, I must confess to being very intimidated by this place, and was not willing to risk my Manhattan Cabin model with its very wide circle.

I also found that shallow climbing models set for low ceilings did not do well here, and with stronger motors needed to break through the low heavy air, our A6s consistently ran out of turns well above the

racks. While Dmytro seemed more attuned to the conditions, there is much for me to learn about these sea-level sites. I hope to be able to go back again next summer.

### F1D TEAM

At our S.E. Ontario AZM, I recommended that Dmytro Silin, Edmund Liem, and Arend Borst be approved to represent Canada in the 2018 World F1D Championships at West Baden, Indiana, USA.

### ZORK CUP CONTEST

John Cooper from Ottawa advised that their 2017 ZORK Cup contest featured the Guillow's Bird Dog. With minimum weight at 22 grams, it was hard to keep the models from hitting the walls, ceiling or each other. Adrian Culf won the endurance trophy with 27.1 seconds, while Russel Holmes was voted best in the static display event.

### RECORDS

Category 4 records set at Lakehurst by Dmytro Silin: A6, 4:30; F1R, 18:16; 10ma Electric, 4:26. John Marett A6, 5:11; F1R, 8:55. ✈

## VOL LIBRE INTÉRIEUR

**John Marett - 651L**

Chef de Comité

905.985.4458 | marettindoor@netzero.com

Je m'estime chanceux que «dans le bon vieux temps», nous pouvions faire voler nos maquettes de vol libre en des lieux scellés comme le Centre des congrès de Niagara Falls (New York), le dôme de 116 pieds de l'ETSU à Johnson City (Tennessee) et le hangar de 75 pieds d'Air Canada à Toronto. Au début, je croyais que c'était là la norme mais ensuite, nous avons eu la chance de faire évoluer nos appareils en des endroits comme le Fiel House des Buffalo Bills (128 pieds) ainsi qu'au Burton Golf Dome (80 pieds) de Flint (Michigan) et nous nous sommes aperçus que les courants de convection pouvaient réduire la vie utile de certaines maquettes. À l'emplacement Burton, en fin de journée, le courant d'air au plafond pouvait faire reculer les maquettes de F1D dans le virage

si rapidement que si leur propriétaire respectif ne les dirigeaient pas à temps, elles se fracassaient sur le mur du fond.

J'avais toujours entendu dire que les gros hangars des dirigeables comme ceux de Lakehurst (New Jersey) et de Cardington (Angleterre) engendraient des courants d'air mais rien ne m'avait préparé à ce que j'ai vu à celui de Lakehurst (hauteur de plafond de 180 pieds). On m'avait dit que par temps venteux, le courant d'air pouvait atteindre les 2 milles à l'heure. Lorsque nous y étions, il faisait beau à l'extérieur mais le temps était froid et lourd à l'intérieur en matinée, si bien que seuls les adeptes de maquettes télécommandées pouvaient s'en donner à cœur joie jusqu'à ce que les modélistes arrivent avec leurs F1D, après le dîner. Ils savent que l'air réchauffe et qu'ils peuvent faire une tentative de record plus tard en journée.

Comme je l'ai décrit dans ma chronique de novembre, l'air se déplaçait en diverses directions et à des altitudes différentes. Les

maquettes en revêtement de pellicule de Dmytro Silin ont atteint une très bonne altitude et il évitait les fonds d'allées et faisait écartier ses appareils du mur ouest à chaque tentative. Mon Limited Pennyplane n'a pas atteint la même altitude et je ne le dirigeais pas mais en tout juste 11 minutes, au moment de la descente, ma maquette s'est approchée jusqu'à un pied du mur opposé. Comme je ne suis pas très bon à diriger à l'aide d'un ballon d'hélium, je vous avoue que cet endroit m'a beaucoup intimidé et je n'ai pas osé risquer d'endommager ma maquette Manhattan Cabin, puisque son rayon de virage est plutôt large.

Je me suis aussi aperçu que les maquettes qui grimpent doucement (optimisées pour les plafonds bas) ne se débrouillaient pas très bien ici. Comme des élastiques plus puissants étaient requis afin de passer au-dessus de l'air plus lourd en bas, nos maquettes A6 manquaient de tours

*suite à la page 92*

# FPV (VOLE EN IMMERSION)

Calvin Martini - 40498

Chef de Comité

506.386-5247 | rotary65@gmail.com

## CONSTRUIRE UN CHRONOMÈTRE DE COURSE

J'organise des courses de drones de vol par immersion (First Person View ou FPV en anglais) à mon club du MAAC sous la gouverne de la ligue de course MultiGP. Cette année, nous avons lancé la saison en toute simplicité, avec tout juste quelques concurrents et une course que nous disputons une fois par moi. Tout le monde comptait tout bonnement ses tours et le premier dont la machine en bouclait trois mettait ainsi un terme à la course. C'était simple et amusant, mais bientôt, il nous a fallu un système plus précis à mesure que les pilotes s'amélioraient et que le niveau de compétition augmentait.

Les systèmes de chronométrage élèvent le calibre de compétition en mesurant très précisément les tours de chaque pilote. Grâce à un tel système, le pilote livre combat non seulement contre les autres concurrents, mais aussi contre lui-même.

En fait, j'ai construit deux tels systèmes, cette année. Le premier avait recours à un design Open Source (communément disponible), l'EasyRaceLapTimer, basé sur un projecteur infrarouge et un ordinateur Raspberry Pi. Nous l'avons mis à l'essai pendant une course ou deux. Puis, un autre projet a vu le jour, celui du chronométrateur (toujours disponible sur OpenSource) basé sur Delta5 Vtx... Je devais en assembler un! Les systèmes par infrarouge requièrent qu'un émetteur à base de diodes électroluminescentes (DEL) soit connecté dans chaque maquette et il est difficile de l'exploiter et que les résultats soient fiables. Les systèmes à base de Vtx utilisent les mêmes fréquences de signaux qui sont transmis par des maquettes FPV; les résultats sont plus faciles à obtenir.

Scott Chi, un organisateur du chapitre MultiGP de Daphne (Arizona), a conçu le chronométrateur Delta 5. Le matériel utilisé se base sur un Raspberry Pi, un Arduino ainsi qu'un module de réception vidéo RX5805 à chacun des canaux à surveiller. Le système est conçu afin d'appuyer jusqu'à huit canaux, le maximum de drones qui courent habituellement simultanément sur la bande de 5.8 GHz. Le logiciel se base sur l'Unix et supporte soit une opération stand-alone (à l'aide d'un serveur web) ou une intégration complète à l'aide de LiveTime, un système de gestion de course très populaire. J'exploite le mien à titre de collecteur de données de chrono à l'aide de LiveTime lorsque je dispute mes courses et je suis très satisfait des résultats. Un groupe Facebook appuie aussi le chronométrateur Delta 5.

J'ai assemblé mon chrono Delta 5 sur un circuit de projets en utilisant des fils pour les connexions. Ce n'est pas très joli mais ça fonctionne. On retrouve les instructions sur la façon d'installer les fils sur le site Github du projet. Il existe maintenant un circuit officiel sur Sseed Studio pour quatre modules qu'on peut jumeler sur huit canaux au total, ce qui simplifie beaucoup l'assemblage.

Pour mon projet d'assemblage, je devais brancher sans fil mon chronomètre à mon ordinateur LiveTime puisque notre piste de course FPV se trouve de l'autre côté de la piste des maquettes à voilure fixe. C'est pourquoi je ne pouvais utiliser le wifi intégré du Raspberry Pi3 et que je devais utiliser un adaptateur USB de réseau sans fil. La configuration du logiciel de cet adaptateur a été complexe parce qu'elle nécessitait que je construisse un driver et des versions spéciales des services requis de réseau afin de faire fonctionner ce dispositif à la façon d'un hot spot, mais vous ne devriez pas à devoir faire cela si votre chronométrateur se trouve à proximité de votre ordinateur ou de votre téléphone cellulaire.

Si construire un chrono ne vous convient pas, on retrouve aussi de bons systèmes (sur base de Vtx) qui sont disponibles commercialement, moyennant un déboursé d'entre 100 \$ et 800 \$. ✈

*Photos (Top to Bottom): Delta 5 circuit board. / Delta 5 component view. / Delta 5 internals. / Delta 5 wiring. / Delta 5 Timer System. /*

*Photos (de haut en bas) : le circuit imprimé du Delta 5. / Une vue de composante du Delta 5. / Les organes internes du Delta 5. / Les fils du Delta 5. / Le système de minuterie du Delta 5.*





# FPV (FIRST PERSON VIEW)

Calvin Martini - 40498  
Committee Chair  
506.386-5247 | rotary65@gmail.com

## BUILDING A RACE TIMER

I organize FPV drone races at my MAAC club under the MultiGP racing league. We started off simply this year, with just a few racers and a monthly race. Everyone just counted their own laps and the first to complete three ended the race. This was simple and fun, but we needed a more accurate system as the pilots got better and the level of competition grew.

Timing systems raise the level of competition by accurately timing the laps of each pilot. With a timing system, each pilot is competing not only with the other racers, but also with himself.

I actually built two different timing systems this year. The first used an Open Source design called EasyRaceLapTimer, which is based on infrared light and a Raspberry Pi computer. We tried this for a race or two, but then, the Delta5 Vtx-based Open Source timer project launched, and I just had to build one. Infrared systems require an LED-based transmitter to be wired into each aircraft and can be tricky to operate for accuracy. Vtx-based systems use the video signal frequencies already being transmitted by FPV aircraft and can be easier to obtain good results with.

The Delta 5 timer is designed by Scott Chin, a MultiGP chapter organizer in Daphne, Alabama. The hardware is based on a Raspberry Pi and an Arduino and RX5805 video receiver module for each channel to be monitored. The system is designed to support up to eight (8) channels, the maximum



EasyRaceLapTimers with IR transmitters. / Les chronomètres de piste EasyRaceLap, munis d'émetteurs IR.

typically racing simultaneously on the 5.8GHz band. The software is Unix based and supports either stand-alone operation using a web server or full integration with LiveTime, a popular race management system. I operate mine as a timing data collector using LiveTime to run my races and I'm very pleased with the results. The Delta 5 race timer is also supported by a Facebook group.

I built my Delta 5 timer on project board using wire for connections. It's not pretty, but it works. The instructions for how to wire it up on can be found on the project's Github site. There is now an official circuit board on Seed Studio for four modules which can be stacked for eight (8) channels in total and this

really simplifies the assembly.

For my build, I needed to connect to the timer with my LiveTime computer wirelessly as our FPV race track is on the other side of the fixed wing aircraft runway. Because of this, I was not able to use the Raspberry Pi 3's integrated Wi-Fi and needed to use a USB wireless network adapter. Software set-up of this adapter was complex as it required building a driver and special versions of the required network services to operate the device as a hot spot, but this should not be required if you can keep the timer close to your computer or cell phone.

If building a timer doesn't suit you, then there are also very nice Vtx-based commercial systems available for \$100 to \$800. ✨

## R/C HYDRAVION À FLOTTEURS



Bob Jestico's Unionville 8' Pacific Western Airlines Beaver with a scale canoe strapped on! / Le Beaver (un kit d'Unionville, envergure de huit pieds) aux couleurs de Pacific Western Airlines... complet avec canoë attaché!

### Paul Neely - 73841

Chef de Comité

519.641.4045 | pneely@rogers.com

En bien, nous voici en plein hiver et ce, à peu près partout au Canada. À l'exception de ces modélistes chanceux sur la côte de la Colombie-Britannique. Lorsque nos étangs sont gelés, que pouvons-nous faire?

Voyons alors.

On peut toujours se tourner vers le vol intérieur, ce que je pratique les vendredi soirs.

On pourrait aussi se rendre en Arizona, comme un de mes amis. Il m'envoie ensuite des photos de lui-même en compagnie de ses compagnons de vol qui s'adonnent à des vols d'hydravion sous un chaud soleil. C'est ça, écoeure-nous.

Peut-être êtes-vous en train de construire un nouvel avion?

C'est un bon moment pour vérifier soigneusement vos appareils : le recouvrement est encore bien tendu? Vous avez fait quelques cycles de vos batteries? Les conduites de carburant sont encore bonnes? Les raccords de guignols sont encore bien serrés?

Examinez votre maquette de fond en comble et lorsque la brise printanière soufflera, vous serez prêt pour la prochaine séance de vol.

Qu'en est-il du nouveau gars ou de votre ami au terrain de vol qui s'est pointé à l'étang l'été dernier et que le vol d'hydravion semblait intéresser? Ce serait une belle occasion de lui parler et de l'aider à placer un avion sur flotteurs.

Voici un compte-rendu de la main de Daren Gauthier, de la zone côtière de la Colombie-Britannique :

« Ici sur l'île de Vancouver, nous avons organisé le dernier Float-fly de l'année à Cowichan Lake, le 7 octobre. La participation a été assez bonne, 15 pilotes. On retrouvait des maquettes de toutes les motorisations : essence, nitro et électrique. Avantage à notre emplacement de vol : nous pouvons piloter nos hydravions pratiquement toute l'année. Il n'y qu'une période d'environ deux

semaines pendant laquelle nos lacs gèlent sur le versant sud de l'île... mais nous construisons quelque chose pendant ce temps, de toute façon.

« Alors ce jour-là d'octobre, nous avons entamé la séance de vol à 9 heures pour ne terminer qu'à 15 heures. C'était tout simplement une journée au cours de laquelle nous pouvions piloter de façon détendue. Et pourtant, tout ce que j'avais apporté, c'était mon bateau de récupération... un incontournable à tout rassemblement Float-fly.

« Rob McGregor avait apporté son Super Cub bleu et blanc (de Hangar 9); Bob Jestico s'était muni de son Beaver (avec canoë!) des Pacific Western Airlines (un kit d'Unionville, envergure de huit pieds); Jack Lowe avait apporté son GROS Twin Otter (Saito 180 bicylindres); Dwayne Matear pilotait son PBY Catalina électrique; Stan Anderson avait son Bravata sur flotteurs (de couleur crème et vert); Bruce Watson s'était doté de son petit appareil antique jaune (de cylindrée .20) tandis que Don Beach, lui, avait apporté son Cadet jaune (un kit de Sig).» ✈



Don Beach's yellow Sig Cadet. / Le Sig Cadet jaune de Don Beach.

## R/C FLOATPLANES



Bruce Watson's little yellow vintage yellow thing (20 size). / Le petit appareil classique jaune de Bruce Watson (avec moteur .20).

### Paul Neely - 73841

Committee Chair

519.641.4045 | pneely@rogers.com

Well, here it is the dead of winter and for almost all of Canada. Except for those lucky guys on the coast of British Columbia, our ponds are frozen over... so what can one do?

Well... let's see.

There is always indoor flying, as I do most Friday nights.

One could go to Arizona like a friend of mine. Then he sends pictures back to us of him and his southern buddies float flying in the warm sun. Just to rub it in.

Maybe you are into building a new plane.

Also, now is the time to go over your other planes to check them: is the covering

good, have batteries been recycled, fuel lines good, control linkages tight?

Now is also the time to give that plane a good going over so when the warm spring winds blow, you are ready to go flying again.

What about that new guy or that friend from your flying field who showed up at the pond last summer and was interested in float flying? Maybe now is the time to talk to him and help him get a plane on floats?

Here is a report from Daren Gauthier from the B.C. Coastal Zone:

"Here on Vancouver Island, we had our last Float Fly of the year at Cowichan Lake on Oct 7th. It was fairly well attended with about 15 of us flyers. There were gas, glow and electrics all present, on this day. One thing about our location is that we can almost fly floatplanes year-round. We maybe

get a week or two when the lakes here on southern Vancouver Island freeze over, but we're all building during that time anyways.

"So on this October day, we started at 9 a.m. and flew until 3 p.m. It was just a nice day of relaxing with floatplanes, but this particular day, all I brought to use was my retrieval boat, still always a must at float flys.

Rob McGregor brought his Hangar 9 blue and white Super Cub, Bob Jestico his Unionville 8' Pacific Western Airlines Beaver (with canoe), Jack Lowe his 'Big' Twin Otter (twin Saito 180s), Dwayne Matear his electric PBY Catalina, Stan Anderson his cream and teal Bravata on floats, Bruce Watson his little yellow vintage yellow thing, (.20 size), and Don Beach his yellow Sig Cadet. ✈

# R/C HÉLICOPTÈRE

Darren Wiens - 79825

Chef de Comité

604.354.4471 | rchelidarren@gmail.com

Bonne année! J'espère que vous avez passé un joyeux temps des fêtes en compagnie des êtres que vous aimez et que vous avez aussi entretenu votre passion pour les hélicoptères.

L'année 2017 a été sensationnelle et les vols ont été nombreux ici en Colombie-Britannique, mais un incident franchement épouvantable nous a forcés à prendre un certain recul et à songer à nos méthodes. Un de mes amis a vécu un incendie qu'a provoqué une pile Li-Po (polymère de lithium), ce qui a lourdement endommagé sa demeure. Il a été très chanceux qu'elle n'ait pas été entièrement détruite. Il chargeait de petites piles et s'est éloigné pendant un moment. Il n'en fallait

pas plus pour que l'incendie débute.

La plupart d'entre nous l'avons entendu auparavant : des batteries que l'on fait recharger devraient toujours être l'objet d'une surveillance soutenue et mon ami est justement un type qui prend habituellement de telles précautions. Je n'ai jamais pensé que cela puisse lui arriver... et pourtant.

Depuis, plusieurs d'entre nous avons beaucoup songé à la façon dont nous nous occupons de nos batteries et à quel point elles peuvent s'avérer dangereuses. Ces LiPo sont devenues monnaie courante à bord de nos hélicoptères et elles nous procurent beaucoup de plaisir puisque nous pouvons faire évoluer nos machines. Ces batteries renferment beaucoup de puissance en un petit format mais pour paraphraser le personnage de Spiderman : « Tant de puissance s'accompagne d'autant de responsabilité » (traduction libre). Ces

Li-Po peuvent occasionner énormément de dommages si un imprévu survient. Comme l'a découvert mon ami, ça ne prend qu'une occasion et un problème catastrophique peut se manifester.

Assurons-nous de ne pas faire preuve de complaisance en manipulant nos batteries, même les plus petites. Lorsque c'est arrivé à mon ami, il ne rechargeait qu'une toute petite batterie pour hélicoptère de vol intérieur; cela a suffi pour qu'il perde presque son domicile. Manipulez vos batteries avec soin et elles dureront longtemps, plusieurs années en fait de puissance et de performance. Merci.

Envoyez-moi des nouvelles!

Comme d'habitude, je veux entendre parler de vous. Je veux savoir ce qui se passe dans votre coin, même si vous êtes le seul adepte d'hélicoptères dans votre secteur géographique. Envoyez-moi un courriel ou appelez-moi. ✈



**Model Aviation**  
**CANADA**

*Get your message out to 11,000+ members!*

Advertising is available for as low as \$125 per issue.

Full Page ads start from only \$700!

For more information contact:

Keith Morison 403.510.5689 or [editor@ModelAviation.ca](mailto:editor@ModelAviation.ca)

## R/C HELICOPTER



### Darren Wiens - 79825

Committee Chair

604.354.4471 | rchelidarren@gmail.com

**H**appy New Year! I hope Christmas was an awesome time to spend with the people you love and that it also fueled your heli addiction.

2017 was a great year with lots of flying out here in British Columbia, but there was a scary incident that has made many of us take a step back and pause. A friend of mine had a severe LiPo fire that heavily damaged his house. He was very fortunate that the house wasn't completely destroyed. Some small batteries were being charged, while left unattended, and ended up starting a fire in the house.

Most of us have all been told many times that batteries should never be charged unattended and this friend of mine was one of the people who always tried to be safe and not leave them alone. If there was anyone who I thought would never have a problem, it would have been him, and yet it still happened.

This has made a lot of us think very carefully about how we treat

our batteries and just how dangerous they can be. These LiPo batteries that have become so common place in our helicopters have such great potential to give us lots of enjoyment flying our helicopters. They pack a lot of power in an amazingly small package but to steal a quote from the Spider Man cartoon, "great power comes with great responsibility." These LiPos can really cause a lot of damage when things go wrong. As my friend discovered, it only takes one time for a catastrophic problem to happen.

Let's try to make sure that we don't get complacent when we handle our batteries, even our small ones. When it happened to my friend, he was charging a small battery for a small indoor helicopter and yet, even that was enough that he could have lost his entire house. Treat your batteries with care and they'll last a long time and give you years of power and performance. Thanks.

### SEND ME YOUR NEWS!

As usual, I want to hear from you. I want to hear about what is happening in your area, even if you're the only heli guy around. Send me an e-mail or give me a phone call. ✨

## R/C VOL INTÉRIEUR TÉLÉCOMMANDÉ



### Jason Uberig - 32586

Chef de Comité

519.472-7305 | jason@uberig.ca

La saison est fort occupée en vol intérieur télécommandé. Ici à London (Ontario), les vols se déroulent en soirée le lundi et le vendredi et les membres sont nombreux à s'y rendre. Récemment, je lisais un message sur RCCanada en provenance de quelques types à Brantford qui tentent maintenant le vol de combat intérieur. C'est épatant de voir des modélistes en retirer du plaisir. C'est un nouveau volet – lorsque

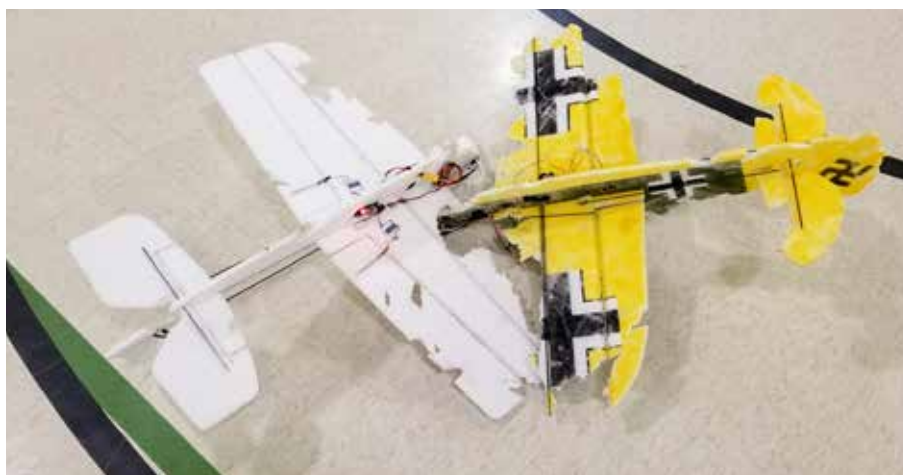
vous pilotez quelque chose en vol intérieur, les collisions et écrasements sont pratiquement garantis... pourquoi ne pas faire exprès et vous bidonner, chemin faisant? Bien sûr, ces appareils sont construits en conséquence : peu dispendieux, légers, robustes et faciles à réparer. Si vous voulez participer à London, venez nous rejoindre ou encore, vous pouvez visionner une vidéo de l'action, observez le tout grâce à l'une de mes vidéos : <https://goo.gl/fdRtsp>

À mesure que échafaudez vos plans de déplacements cette saison, vous devriez songer à aller à la rencontre d'autres groupes/lieux de vol/rassemblements.

Lorsque vous sortez hors de votre contexte de vol régulier et que vous rencontrez des passionnés que vous ne côtoyez pas, normalement, c'est une expérience extraordinaire. Vous pouvez consulter les ressources MAP en provenance des autres clubs du MAAC et filtrer les prochains rassemblements (<https://www.maac.ca/en/map.php?type=clubs>) ou consulter [RCCanada.ca](http://RCCanada.ca) ou [RCGroups.com](http://RCGroups.com) pour les évènements de vol intérieur. L'un d'entre eux – auquel je me suis rendu – c'est le rassemblement NEF (<http://www.ohioelectricfly.com/>) d'Akron (Ohio). Oui, c'est un long trajet (environ six heures de route depuis London), mais c'est une belle fin de semaine à passer en compagnie de la famille ou d'amis. Si vous y allez, vous verrez des projets fabuleux comme le P-38 géant d'Andre Liu (<https://www.flitetest.com/articles/diy-monster-p-38>) et bien d'autres.

Peu importe ce que vous faites cet hiver – vols, construction – j'espère que cela vous procurera du bonheur et que cela vous permettra de partager du temps de qualité avec amis, famille... ou les deux.

Si vous voulez me joindre ou faire partie du Comité de maquettes télécommandées de vol intérieur – ou tout bonnement soumettre du contenu pour cette chronique – écrivez-moi un courriel : [uberjay@hotmail.com](mailto:uberjay@hotmail.com). ✈



## R/C INDOOR



**Jason Uberig - 32586**  
Committee Chair  
519.472-7305 | [jason@uberig.ca](mailto:jason@uberig.ca)

It is a busy season for indoor. Here in London, we're in full swing with flying on Monday and Friday nights, bringing tons of fun to our members. I was reading a post on RCCanada recently of some guys in Brantford who are jumping into the indoor combat ring. Awesome to see more people join this fun. It puts a new twist on things -- when you fly indoors, collisions and crashes are almost a given so why not do it on purpose and have a laugh while you're at it? Of course, usually these planes are purpose-built -- cheap, lightweight, resilient, and easy to fix. If you want to see what it's like here in London, feel free to join us sometime or get a snap shot in one of my videos: <https://goo.gl/fdRtsp>

As you go through your planning for travel this season, you should consider visiting other groups / venues / events. It is an amazing experience to get out of

your normal flying context and visit with other hobbyists you don't normally / ever fly with. You can reach out to other clubs from the MAAC flying clubs MAP and filter for upcoming events (<https://www.maac.ca/en/map.php?type=clubs>) or check out [RCCanada.ca](http://RCCanada.ca) or [RCGroups.com](http://RCGroups.com) for indoor events. One event I've been to that is well done and great fun is the NEF event (<http://www.ohioelectricfly.com/>) held in Akron, Ohio. Yeah, it's a long drive (~6 hours from London), but a fun weekend with the family or some buddies. When down there, you get to see some pretty amazing projects like Andres Liu's giant indoor P-38. (<https://www.flitetest.com/articles/diy-monster-p-38>) and many others.

Whatever you do this winter, be it fly or build, hopefully it brings you happiness and allows you to share quality time with some friends or family or both.

If you would like to connect with me / join the RC Indoor Committee or just submit content to this article, please reach out to me. [uberjay@hotmail.com](mailto:uberjay@hotmail.com) ✈



Alan Blore - 21353

Chef de Comité

403.730.9860 | ablore@shaw.ca

**B**onjour tout le monde, J'espère que vous êtes en train d'assembler un projet hivernal ou que vous êtes en train – comme moi – d'effectuer de l'entretien sur votre flotte d'appareils. J'ai pensé tenter quelque chose d'unique et que n'a pas fait paraître Model Aviation Canada jusqu'à maintenant. J'ai mené une entrevue avec un de nos constructeurs de jet à turbine, à la fois éducateur et gars vers qui on se tourne (vous savez ce que je veux dire), papa fantastique et l'un des « bons gars » que vous pourriez rencontrer. Son nom : Dean Wichmann.

Dean pilote des maquettes télécommandées depuis 41 ans. Il habite Kamloops (Colombie-Britannique) et est actif au sein de quelques clubs locaux, mais il affirme faire évoluer ses jets à turbine chez la *Kamloops Model Airplane Society*. Ce modéliste pilote de telles maquettes depuis 20 ans, maintenant et je dirais même qu'il est probablement l'un des pionniers de ce volet dans l'Ouest canadien.

Dean a participé à des rassemblements en Colombie-Britannique, en Alberta, en Ontario, dans l'État de Washington, en Californie, en Arizona, au Utah, en Illinois et en Floride. J'ai eu le plaisir de l'observer en action à l'aide de son F-86 (Sabre) lors des World Jet Masters de Dayton (Ohio) en 2011. Il s'est classé au sein des dix meilleurs (catégorie des maquettes de 13,5 kg).

Ainsi, j'ai pensé que Dean s'avérerait une excellente personne à interviewer. Ce que nous avons fait au téléphone, un soir. Voici le résultat; j'espère que vous aimerez ça.

*Alan : Dean, quelle était votre première combinaison d'avion à turbine?*

Dean : Un Cyclone (du fabricant DL Models) qui était mû par une GW FD 57 (de Golden West Models). Cette turbine générait une poussée d'environ dix livres. Cette cellule est très semblable au BV Bandit.

*Alan : Vous souvenez-vous de ce premier vol et qu'est-ce qui était le moment le plus mémorable lors de celui-ci?*

Dean : Il a eu lieu à l'aéroport de Merritt et tout s'est fait en douceur, de façon linéaire sans vibration. Je me souviens du bruit.

*Alan : De quelle maquette à turbine préférez-vous piloter : copie volante, sport... et je sais que vous pilotez des hélicoptères à turbine... peut-être ça?*

Dean : J'aime le vol sportif, n'importe quel F-86 et le T-1 (du fabricant Pacific RC Jets) mais celui que j'adore piloter, c'est le jet presque prêt à voler Tutor (de Composite).

*Alan : Il y a eu bien des innovations quant au vol par turbine et il me semble que toutes sortes de choses se passent encore. D'après vous, laquelle est la plus remarquable?*

Dean : La simplicité et l'aisance des opérations. Lorsque je me suis procuré ma première turbine, elle nécessitait deux personnes pour la faire démarrer... et un séchoir à cheveux.

*Alan : À l'intention de ceux qui songent à piloter une maquette à turbine, quel est le meilleur facteur que vous pourriez leur offrir?*

Dean : Dotez-vous d'une combinaison qui fonctionnera bien à votre terrain local. Plusieurs personnes ont tendance à acheter quelque chose qui est trop compliqué et elles sont déçues et frustrées lorsque quelque chose se brise ou est endommagé. Assurez-vous que votre appareil évoluera sans difficulté à votre terrain.

*Alan : Selon vous, quelle est la plus grande idée reçue au sujet du pilotage de maquettes à turbine?*

Dean : Que c'est trop difficile. Ce ne l'est pas, avec les avancées technologiques modernes.

*Alan : Que pensez-vous de l'avenir du vol de maquettes à turbine au Canada et à l'échelle internationale, qu'il s'agisse de la technologie ou des règlements?*

Dean : Le Canada est un marché à croissance minime. Mais quelque chose se produit à l'heure actuelle : ce volet de l'aéromodélisme est devenu plus répandu et populaire. Des modélistes au sein de club en font l'apprentissage. Les fabricants s'aperçoivent que le marché, ces jours-ci, ne se situe pas nécessairement auprès des plus grosses maquettes (à moteur de 200 ou 300 newton de poussée). Ces fabricants conçoivent maintenant une partie de leur gamme en fonction des plus petites cellules (*airframes*), celles dotées d'un moteur de 45 newton.

J'aimerais remercier Dean de s'être plié à cette entrevue. Si vous avez la chance de le rencontrer, allez lui serrer la main... mais armez-vous de patience parce qu'il est souvent entouré d'une foule de pilotes qui lui posent toutes sortes de questions; parfois, il manie même quelques clés. Vous ne verrez jamais un pilote d'essai plus calme... Je le sais puisqu'il l'a fait à de nombreuses reprises pour moi.

C'est tout pour l'instant. ✈

*R/C Jets*

*from page 71*

*of flying turbine aircraft in Canada and internationally, be it technology or rules?*

D: Canada is a minimal growth market. But one thing that is happening here now is that it has become more mainstream and that general members of clubs are picking it up now. Manufacturers now realize that the market these days will not necessarily be all for the biggest aircraft with the 200- and 300-size newton engines. Manufacturers are now designing some of their line geared at the smaller airframes for a 45-newton size engine.

I would like to thank Dean for doing this. If you ever have the pleasure of meeting him, I wholeheartedly hope that you would step right up and shake his hand, but be prepared because he will usually be around a crowd of other pilots answering questions or maybe even twisting a few wrenches as well. You will also never see a calmer test pilot, I know because he has done it plenty of times for me.

That's all for now. ✈



## R/C JETS

Alan Blore - 21353

Committee Chair

403.730.9860 | ablore@shaw.ca

**H**i everyone. Hope you are into winter project or going over, like I have to, some maintenance items on your fleet. I thought I would try something a little unique that I don't think I have seen done in Model Aviation Canada before. I thought I would conduct an interview with one of our well-respected turbine aircraft builders, educators, test pilots, the go-to guy (and I think everyone knows what I mean about this), great dad, husband and just one of the truly nicest guys you will ever meet. That fellow's name is Dean Wichmann.

Dean has been flying RC for 41 years. He resides in Kamloops, B.C. and flies in at least a couple of clubs locally, but says he does most of his flying of turbines at the Kamloops Model Airplane Society. Dean has been flying turbines for 20 years now and I would say that he is probably one of the early pioneers of this type of flying for Western Canada.

Dean has flown in Jet events in B.C., Alberta, Ontario, Washington State, California, Arizona, Utah, Illinois and Florida. I had the pleasure to see him compete with his F-86 at the 2011 World Jet Masters held at Dayton, Ohio that year, which he placed in the top 10 of the 13.5-kg class.

So, I thought that Dean would make an excellent subject for my interview. We did it over the phone one night and this is what we came up with. I hope you enjoy it.

*Alan: Dean, what was your first turbine aircraft combination?*



**Dean:** A DL Models Cyclone. With a Golden West Models GW FD 57 turbine. The turbine had about ten lbs of thrust. This type of airframe would be very similar to the BV Bandit.

**A:** Do you remember about that first flight and what was the most memorable thing about it?

**D:** It was at the Merritt Airport and it was so smooth, linear, no vibrations, the noise and sounds that were made.

**A:** Which type of turbine aircraft do you like flying most scale, sport and I know you also fly turbine helicopters, maybe that?

**D:** I like flying sport, any F-86 and the T-1 by Pacific RC Jets, but the one I like flying best is Composite ARF Tutor.

**A:** There have been many innovations with turbine flight and there still seems to be more coming out all the time. What do you think has been the most remarkable?

**D:** Simplicity and the ease of operations. When I had my first turbine, it took two people to start it, including a hair dryer.

**A:** For those who are interested in thinking about pursuing flying a turbine aircraft, what would you suggest would be the best thing or things you could offer them?

**D:** Get a package that will work well out of your local field. Many people tend to buy something that is too complicated and then get disappointed and frustrated when things are broken and damaged. So, make sure it will work easily on your field.

**A:** What do you think is the biggest misconception or misunderstanding about flying a turbine aircraft?

**D:** That it is too difficult to do, when it really isn't with today's technical advancements.

**A:** What do you think about the future

*continued on page 70*

### Tell us your stories

We are looking for a few great stories!

Articles should be about 475 words with 4 to 6 photos.

Model Profiles should be about 300 words with 4 to 6 photos

editor@ModelAviation.ca

### Racontez-nous une histoire!

Nous recherchons quelques bonnes idées et des histoires sensationnelles.

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

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

**Model Aviation**  
**CANADA**

# R/C ACROBATIE DE PRÉCISION

## Harry Ells

Chef de Comité

905.342.2128 | harryells@gmail.com

### CHAMPIONNAT MONDIAL

Le Championnat mondial de F3A 2017 est passé à l'histoire, ce qui est un soulagement parce qu'un peu plus et il n'y en avait pas. Normalement, un championnat mondial est décerné à la réunion du printemps de l'organisme CIAM, un peu plus de deux ans avant l'évènement. Lors de la rencontre de 2015, aucune soumission n'a été reçue. Lors de la réunion plénière de 2016, le Qatar a présenté une soumission de dernière minute. Cela donnerait à ce pays environ 18 mois pour planifier et présenter l'évènement. Malheureusement, le Qatar a retiré son offre plusieurs mois plus tard. Nous avons repris notre recherche en vue de trouver un pays-hôte. L'Italie et l'Argentine se sont avancées et le bureau du CIAM a attribué le Championnat mondial à l'Argentine.

Je ne taris pas d'éloges à l'endroit de ces deux pays qui ont osé présenter leur offre à la dernière minute et c'est malheureux qu'un seul puisse organiser l'évènement. Toutefois, le Championnat mondial a été décerné à l'Italie en 2019. Tout porte à croire que les États-Unis seront les hôtes de l'édition 2021; je crois que nous nous portons bien dans l'avenir.

Comme ils ne disposaient que de 13 mois pour préparer le tout, les organisateurs argentins ont effectué un travail de maître. Aucun protêt n'a été logé et Tetsuo Onda a été couronné champion mondial.

J'étais censé devenir juge numéro 13 (deuxième panneau) en Argentine. Toutefois, les concurrents étaient trop peu nombreux pour justifier deux panels de dix juges. Environ une semaine avant l'épreuve, j'ai reçu une invitation d'urgence afin de m'y présenter et de devenir un juge de rechange puisque quelques-uns ne pouvaient se présenter. J'étais le prochain sur la liste.

J'étais basé au site numéro deux à l'occasion des épreuves préliminaires et des demi-finales. Les bénévoles de terrain provenaient de la même communauté et ils ont réalisé l'impossible, y compris de nous soulager de serpents un peu trop curieux.



Leo Ambroggi, site 2 warm-up pilot and worker. / Leo Ambroggi, un pilote effectuant son réchauffement au site 2 en compagnie d'un bénévole.

Ces gars-là n'ont ménagé aucun effort afin d'assurer le succès de la compétition.

Bien sûr, la météo constitue toujours un enjeu et c'était le cas lors de ce championnat. Nous avons essuyé de la pluie qui a forcé les bénévoles à installer des planchers de bois sous les abris de juges, sans quoi toute cette eau aurait provoqué un court-circuit de l'équipement... ou encore, nos chaises se seraient enfoncées dans la boue. Nous avons eu droit à un plafond nuageux très bas et bien sûr, à du vent. Un championnat mondial serait contremandé si la vitesse du vent est mesurée à 12 mètres/seconde, de façon soutenue pendant une minute. Cela se convertit à une vitesse d'environ 43 km/h. C'était parfois encore pire, mais jamais suffisamment soutenu pour que l'évènement soit annulé.

### CHAMPIONNAT CANADIEN DE L'EST

Le 6e Championnat annuel de F3P

de l'Est du Canada s'est déroulé le 18 novembre 2017. Je crois qu'il ne manquait qu'un concurrent parmi les deux délégations (américaine et canadienne). Il s'agit d'un concours d'une journée; les vols de pratique s'effectuent en matinée et six rondes de compétition sont disputées en après-midi. Nous avons vu plusieurs pilotes se disputer la palme en catégorie Klik. Il s'agit de la séquence intermédiaire que les pilotes accomplissent à l'aide de maquettes d'un poids minimal de 100 grammes et d'une seule hélice. Je crois que cette catégorie d'introduction (Sportsman) a été bien disputée et nous récidiverons lors du concours F3P du 10 mars 2018.

Veillez prendre note que cela fera aussi office d'Épreuves de qualification d'équipe pour le Canada en prévision du Championnat mondial 2019 en Grèce.

D'ici la prochaine chronique, gardez vos ailes parallèles à l'horizon! ✈

# R/C PRECISION AEROBATICS

## Harry Ells

Committee Chair

905.342.2128 | harryells@gmail.com

### WORLD CHAMPIONSHIPS

The 2017 F3A World Championships is now in the history books, which is a bit of a relief as I had been concerned that there wouldn't even be one. Normally, a World Championships is awarded at the spring CIAM plenary meeting, just over two years in advance of the event. At the 2015 plenary meeting, no bids came forward. At the 2016 Plenary meeting, a last-minute bid came in from Qatar. It would give them about 18 months to plan and hold the event. Unfortunately, Qatar withdrew its bid several months later, so the search was on again. Italy and Argentina came forward with bids and the CIAM Bureau awarded the World Championships to Argentina.

I cannot say enough for both countries coming forward at pretty much the last minute and it is unfortunate only one could hold the event. However, the 2019 World Championships have been awarded to Italy. It also looks like the 2021 Worlds will be held in the USA, so I believe we are in good shape for the near future.

With only about 13 months to plan, the organizers of the World Championships did an amazing job. There were no protests and Tetsuo Onda was crowned World Champion.

I was scheduled to be judge number 13 (second panel) in Argentina. However, there were not enough competitors to have two full panels of ten judges each at the Worlds. About a week before the Worlds, I received an urgent invitation to attend and be

the onsite backup judge, as a couple of judges could not attend and I was next on the list.

I was stationed at site two for the preliminaries and semi-finals. The workers at site two were all from the same community and were able to make anything happen that was required, including snake removal. A great bunch who did all they could to make this a successful event.

Of course, weather is always an issue and it was at this Worlds. We had rain that required wood floors to be put down under the judges' shelters to keep water from causing electrical shorts or chairs from sinking, low clouds and of course, wind. The wind speed to stop a World Championship is at 12 meters per second, sustained for 1 minute. This works out to about 43 kilometers per hour. It was much worse at times but was not sustained for long enough to stop the event.

### EASTERN CANADIAN CHAMPIONSHIPS

The 6th Annual F3P Eastern Canadian Championships were held on November 18. I think that we only had one person missing between the U.S. and Canadian teams. It is a one-day event with the morning for practice and six rounds of competition in the afternoon. We also had several pilots flying in the Clik class. This is the intermediate schedule flown with planes that have a minimum weight of 100 grams and only one propeller. I think that this introductory (Sportsman) class went well and we will do it again at the March 10 F3P contest.

Please note that this will also be the Canadian Team trials for the 2019 World Championships in Greece.

Until next time, keep the wings level. ✈



Judges training, all came equipped for many weather conditions. The best item was a large heavy-duty plastic bag to sit in for rain and wind protection. / Les juges en formation. Tous étaient équipés pour toutes sortes d'intempérie. Le meilleur article à posséder, c'était ce robuste sac de plastique dans lequel on pouvait s'asseoir afin de se protéger de la pluie et du vent.

**Randy Smith - 13141**

Chef de Comité

403.474-0708 | pylon.guy@shaw.ca

Cette fois-ci, nous jetons un coup d'œil rapide au Championnat mondial de course autour de pylônes!

Championnat F3D 2017 – les commentaires du gérant soumis par Hank Kauffmann

«Le Championnat mondial de F3D a été disputé en août 2017 à Dala-Järna (Suède), localité située davantage au nord que Whitehorse (Yukon). Le club de planeurs à l'échelle réelle Västerdalarnas Flygklubb a offert son terrain de vol. Nos hôtes ont d'ailleurs fourni 45 assistants et juges pour notre évènement et certains d'entre eux avaient franchi des centaines de kilomètres afin de donner un coup de main. Preuve de la qualité en matière de gestion et des préparatifs, le concours s'est déroulé à merveille et n'a souffert que d'un retard... en raison de la météo.

«Du temps a été planifié afin de procéder à une réunion des gérants d'équipe en fin de journée, mais aucun pépin n'a été soulevé. Pendant le concours, seuls deux sujets mineurs ont nécessité la considération et l'attention du jury indépendant de la Fédération aéronautique internationale (FAI). Une fois de plus, nous avons bénéficié de l'expérience, de l'état de préparation et des communications sans reproches entre les gestionnaires et les concurrents.

«Équipe Canada – comptant les pilotes Roy Andrassy et Patrik Samek ainsi que le gérant et mécanicien Hank Kauffmann – s'est déplacée une semaine à l'avance afin d'atténuer les effets du décalage horaire et afin de maximiser le temps de pratique ainsi que la préparation de l'équipement. Les Canadiens ont l'habitude de disputer des courses par temps sec en Alberta et en des circonstances mieux contrôlables. Mais le niveau d'humidité a beaucoup fluctué. Cette humidité affecte la concentration d'oxygène dans un volume d'air donné. La différence entre faire tourner un moteur à deux temps à son apogée par opposition à le faire chauffer et devoir l'arrêter parce qu'il devient pauvre en alimentation, tout cela est parfois attribuable à quelques points de pourcentage de densité d'oxygène dans l'air.

«Le temps peu clément est arrivé tout



2017 F3D Team: L to R – Patrik Samek, Hank Kauffmann, Roy Andrassy. / L'équipe 2017 en F3D. De g. à dr. : Patrik Samek, Hank Kauffmann, Roy Andrassy.

juste au moment où nous devons courser de façon conservatrice afin de perdre les 200 points de pénalité accumulés en raison de raccourcis autour des pylônes. En bout de ligne, les membres de notre équipe ont dû se contenter de ce pointage.

«Patrik est arrivé en 36e position (sur 45 concurrents) et Roy a terminé 39e. Je dois mentionner qu'il s'agissait du premier concours d'envergure pour Patrik et qu'il a tout de même réalisé quelques percées personnelles. L'équipe en a retiré de bonnes leçons en prévision du prochain championnat, prévu en Australie en 2019.»



This is the World Championship aircraft from the Czech Republic. This shows air intake ducting (along the side of the cylinder) that directs cool air directly to the header region of the tuned pipe. Also note the inlet duct on the top of the fuselage just over the engine. / Voici un appareil en provenance de la République Tchèque. On aperçoit la canalisation de l'air (le long du cylindre) qui dirige l'air froid directement au collecteur du tuyau d'échappement calibré. Notez aussi la canalisation sur le dessus du fuselage, juste au-dessus du moteur.

## CHAMPIONNAT 2017 – UN RAPPORT TECHNIQUE

soumis par Roy Andrassy pilote de F3D chez Équipe Canada, Championnat mondial à Dala-Järna

«En juillet 2017, la localité suédoise de Dala-Järna était l'hôte du Championnat mondial de course autour de pylônes. Ce style ressemble à nos épreuves de Q40 disputées en Amérique du Nord, sauf que le F3D est un évènement chronométré au cours duquel chaque pilote récolte des points selon le temps requis afin de boucler dix tours du parcours triangulaire (40 mètres de largeur par 180 mètres de longueur, pour une distance de 4,0 km). Les maquettes moins rapides accumulent moins de points, si bien que le score monte. Ainsi, les pilotes ayant accumulé le moins de points l'emportent.

«Au terme de la compétition de trois ou quatre jours, 14 rondes ont été disputées et les trois pointages moins bons de chaque pilote ont été délaissés afin de retenir neuf résultats; après classement, les pointages étaient diffusés, du plus bas au plus élevé.

«Les maquettes utilisées sont très sévèrement régies et sont très avancées, techniquement. Presque toutes sont maintenant moulées et comportent de la fibre de verre, de la fibre de carbone, du kevlar, du balsa et un peu de contreplaqué. Certaines composantes en titane sont aussi employées.

«Le poids de l'appareil doit se situer entre 2 250 grammes (au minimum) et

*suite à la page 93*

## R/C PYLON

**Randy Smith - 13141**

Committee Chair

403.474-0708 | pylon.guy@shaw.ca

This month, we have a quick look at the Pylon World Champs! 2017 F3D Pylon Racing Team Manager's Report submitted by Hank Kauffmann

"The F3D Worlds Championship was held in August 2017 in Dala-Järna, Sweden which is situated more northerly than Whitehorse, Yukon Territory. The site itself was supplied by Västerdalarnas Flygklubb a full-sized glider club. Our hosts supplied 45 helpers and judges for the event, some of whom travelled hundreds of kilometers to help. As a testament to the quality of the contest management and their preparation, the event went very smoothly with only one delay that was due to weather.

"Time was set aside for team managers meetings at the end of the day, but nothing arose during the course of the day to necessitate the meeting. During the course of the contest, only two minor issues required the consideration and attention of the independent FAI jury. Again this was due to the experience, preparation, and top-notch communications from the management to the competitors.

"Team Canada, comprising pilots Roy Andrassy and Patrik Samek, and team manager/mechanic Hank Kauffmann, showed up a week in advance to help deal with jet lag and to maximize practice time and equipment preparation ahead of the event. Being used to racing in the drier Alberta weather conditions and under more controlled circumstances, Team Canada had problems when variable weather conditions moved in along with its fluctuating humidity. Humidity affects the oxygen concentration in a volume of air. The difference between running the engine at a good two-cycle peak setting versus running too hot and having to shut down when the motor leans out can be just a few percentage points of oxygen density in the air.

"The unfavourable weather came in just as we needed to race more conservatively to knock off some 200 point penalty scores taken previously due to pylon cuts. In the final point count, the team ended up having to sit with some of these scores counting.

"Patrik placed 36 of 45 competitors and Roy finished in 39th position. Note that this was Patrik's first major competition and he accomplished a number of personal bests and goals. The team came away with many good insights on what to do for the next event which will be held in Australia in 2019."

### 2017 F3D PYLON RACING TECHNICAL REPORT

submitted by Roy Andrassy

F3D Team Canada Pilot 2017 Dala-Järna World Championships

"In July of 2017, Dala-Järna, Sweden was the host city for this year's World Championship of pylon racing. This style of pylon racing is similar to the Q40 event flown in North America, except F3D is purely a timed event where each pilot gathers points based on the time required to complete ten laps around a triangular course 40 meters wide by 180 meters long (4.0 km total distance). A slower time yields a higher point score. Thus, the lowest score wins.

"Over a three- to four-day competition, 14 rounds were flown and the three worst scores for each pilot were discarded to yield nine counting scores for each pilot which were then ranked; lowest total



*F3D Redonkulous pylon racer manufactured by Adam Argus in Australia. / L'Australien Adam Argus fabrique cet appareil de course pour le F3D, le Redonkulous.*

score to highest total score.

"The planes used in this competition are highly regulated and highly technical. Almost all of the competitive aircraft are now made in molds and are composed of fibreglass, carbon fibre, kevlar, balsa, and some plywood. Titanium metal components are also used in a few areas.

"The weight of the airplane must fall between the minimum of 2250 grams and a maximum 3000 grams. There are fuselage dimensional minimums (100 square centimetres of area, 175 mm height, 85 mm width) and overall lifting surface minimums (34 square decimetres of combined projected wing and horizontal tail surface areas).

"Retractable landing gear is allowed but many of the planes have regular fixed landing gear that is fully streamlined covering the struts and most of the wheel. The fuel tank is typically 160 c.c. in capacity and of the bladder variety to prevent bubbles from entering the fuel line. The control surfaces consist of basic elevator, aileron, rudder, and fuel shut-off (no throttle). Typically, the models have fully enclosed engines and tuned pipes to streamline the aircraft as much as possible.

"The planes reach speeds of up to 320 km/h while on the race course. They are fast, sleek racing machines. Average cost of a complete model set up for racing is about \$3,000 to \$3,500.

"The engines have a maximum total swept volume of 6.6 cubic centimetres (0.40 cubic inches) with a maximum venturi intake cross-sectional area of 114 square millimeters (around 12 mm diameter circular hole). Full wave tuned pipes are allowed with

*continued on page 93*

## Cato Hansen

Chef de Comité  
chansen@nbnet.ca

**B**onjour tout le monde, C'est le moment de l'année au cours duquel nous nous penchons sur ce que nous devrions acheter ou construire en prévision de la prochaine saison; votre plan, c'est quoi? Pourquoi ne pas construire un vieux deux-mètres comme le Gentle Lady et ainsi tenter votre chance aux thermiques ou à l'atterrissage à l'aide seulement des gouvernails de direction et de profondeur? Rangez votre appareil moderne en fibre de verre et revivez un peu de nostalgie. C'est une bien bonne thérapie et vous adorerez l'approche aussi lente que paresseuse avant d'atterrir pile poil à l'endroit convenu.

Mieux encore, empruntez un exemplaire si vous ne l'avez pas : Old Buzzard's Soaring Book (de Dave Thornburg); installez-vous confortablement et prenez plaisir à vivre les aventures savoureuses de Dave. Il n'y a rien de mieux.

Et si vous réunissiez vos amis afin d'essayer la nouvelle version de la catégorie F3 RES (direction, profondeur et aérofreins). Consultez les liens plus bas; ça semble bien intéressant.

Voici un exemplaire du travail de Slowmatch – le crédit lui revient – sur RC

Groups.

[https://www.rcgroups.com/forums/showthread.php?2696827-F3-RES-](https://www.rcgroups.com/forums/showthread.php?2696827-F3-RES-Resources)

Resources

Sommaire des règlements :

### LA MAQUETTE

- Limitée à une envergure de deux mètres;
- 3 voies seulement (direction, profondeur, aérofreins);
- Construction surtout de balsa mais de la fibre de carbone est autorisée aux longerons, sur la bôme et au bord d'attaque des ailes.

### LE CONCOURS

Les concurrents disposent d'une fenêtre de temps de 9 minutes afin d'accomplir un vol de 6 minutes et un atterrissage de précision. Le largage se fait à l'aide d'un bungee (sandow) normalisé.

Le fichier Excel de pointage de Curtis Suter est disponible pour le F3-RES en consultant Tailwind Gliders <http://www.tailwindgliders.com/Files.html>

### LE SANDOW

Un bungee standard consiste en une longueur de 15 m de tuyau de caoutchouc et d'une ligne de 100 m. La portion bungee doit générer une traction de moins de 4 kg lorsqu'on l'étire jusqu'à 45 m. Il faut noter que la majorité des maquettes de

catégorie F3-RES ne sont pas conçues afin de soutenir un lancer au treuil; il pourrait y avoir de la défaillance structurelle si quelqu'un essaie une telle opération. L'avantage d'une exigence réduite en résistance, c'est que les structures (qu'on appelle cellules) de ces appareils peuvent être plus légères.

Voici un petit quelque chose de la part de Lyle Jeakins (Club SOGGI, en Ontario). Merci Lyle. Et pour vous tous au Canada, envoyez-moi une note et une photo, hein? Cela profitera à nous tous.

«Tôt ce matin, au moment où je roulais sur la 6 (sud) en direction de notre terrain de vol, je me disais : 'Les adeptes de planeurs télécommandés sont sûrement les pilotes les plus optimistes que je connaisse.' Le ciel était gris et couvert, mes essuie-glaces fonctionnaient à plein régime et le plafond de nuage ne dépassait probablement pas les 300 pieds.

«À ma grande surprise, Andy et Adam étaient déjà sur place et étaient prêts à effectuer des vols! Bientôt, Craig Packham, Bob Hammett, Terry Dawson, Mike Sherlaw et Jim Laslett les avaient rejoints. Andy Meysner allait agir à titre de directeur de concours et il a rapidement expliqué les règlements du concours ALES. Comme seuls trois pilotes entendaient faire voler des planeurs électriques, tous ont convenu de décollages séquentiels. Bob lancerait son Lanzo Bomber, suivrait Adam à l'aide de son Radian Pro et Mike fermerait la marche avec son propre Radian Pro.

«Le Radian d'Adam était en proie à une difficulté; il était éliminé. Mais le modéliste a réglé le problème pour ensuite effectuer deux vols. Les concurrents ont vécu certains moments de tension au moment où les avions ont grimpé dans les nuages bien bas. Incroyable mais vrai, tous les pilotes ont quitté le terrain de vol, avion respectif intact!

«Au total, nous avons effectué six rondes de huit minutes avant que n'apparisse le tondeur de gazon! Nous avons décidé de cesser nos opérations et nous sommes mis en route pour Caledonia afin d'effectuer un arrêt chez Tim Horton's (café et friandises). En bout de ligne, j'étais content de m'être déplacé malgré les conditions météo marginales. Nous avons effectué plusieurs vols et la camaraderie était au rendez-vous! À la prochaine!» ✈



Bob's timeless Lanzo Bomber heading in for another perfect landing! / L'indémoudable Lanzo Bomber de Bob s'apprête à effectuer un autre atterrissage parfait!

# R/C SAILPLANE

## Cato Hansen

Committee Chair  
chansen@nbnet.nb.ca

**H**i everybody.  
It's that time of the year when we try to reflect on what we should buy or build for the next season; what's your plan for the next season? Why not build an old two-meter like the Gentle Lady and try your soaring skills and landing with just rudder, elevator and spoilers? Put that glass slipper on the shelf and have a little nostalgic moment. It's a great therapy and you will love the slow and lazy approach and nailing it just on the spot.

Better still, borrow if you don't already have it: the Old Buzzard's Soaring Book, by Dave Thornburg and sit back with something warming and enjoy Dave's easy, nutty writing about soaring, there just is no better.

Maybe get your buddies together and try out this old but relatively new version of F3 RES, if you do. Go to the links below and have a look, it really looks interesting.

This is a copy of some of the work that "Slowmatch" -- all the credit goes to him or her -- did on RC Groups.

<https://www.rcgroups.com/forums/showthread.php?2696827-F3-RES-Resources>  
A rules summary:

### THE MODEL

- Limited to two-metre wingspan.
- 3 channels only, for Rudder, Elevator and Spoiler
- Construction is predominantly wood, but carbon is permitted for spars, booms and leading edges.

### THE COMPETITION

Competitors have a 9-minute slot to achieve a 6-minute flight and a precision landing. Launch is by a standardised bungee.



*Adam's Radian Pro on approach! / Le Radian Pro d'Adam en approche!*

Curtis Suter's F3-RES Scoring Excel file available at Tailwind Gliders

<http://www.tailwindgliders.com/Files.html>

### THE BUNGEE

The standard bungee consists of 15 m of tubing and a 100 m line. The bungee part must have less than 4 kg pull when stretched to 45 m. It should be noted that the majority of F3-RES models are not designed to take a full winch launch and may well fail if this is attempted. The advantage is that a reduced strength requirement permits much lighter structures.

Here is a little something by Lyle Jeakins from the SOGGI club, thanks Lyle, and to the rest of you out there, send me a note will you and a picture too, it will benefit us all.

"Early this morning as I drove down highway 6 South towards our field, I thought to myself; RC sailplaners must be the most optimistic bunch around. The sky was grey, overcast, my windshield wipers were flapping away and the cloud ceiling was probably no more than 300'.

"To my surprise, Andy and Adam were

already at the field and getting ready to go! Soon, we were joined by Craig Packham, Bob Hammett, Terry Dawson, Mike Sherlaw, and Jim Laslett. Andy Meysner was the CD for today's contest and quickly went over the rules for the ALES contest. As there were only three pilots flying electrics, it was agreed to have sequential take-offs starting with Bob and his Lanzo Bomber, then Adam and his Radian Pro and then Mike with his Radian Pro.

"Adam's Radian developed a glitch so he was out. After some fiddling, Adam was able to solve the problem and get in two flights. There were some hairy moments as the planes would become lost in the low hanging clouds! Amazingly, all pilots left the field with their planes intact!

"In total, we were able to get in six rounds of eight minutes before the grass cutter showed up to cut the field! A decision was made to call it a day and head to Tim Horton's in nearby Caledonia for coffee and treats. In the end, I'm glad I decided to go despite the less than perfect conditions. Lots of good flying and great camaraderie!

Cheers!" ✨

# Model Aviation

## Get your message out to 11,000+ members!

Advertising is available for as low as \$125 per issue.  
Full Page ads start from only \$700!

For more information contact:

Keith Morison 403.510.5689 or [editor@ModelAviation.ca](mailto:editor@ModelAviation.ca)

# R/C MAQUETTE

**Scott Crosby - 23964**

Chef de Comité

780.220-1195 | crosby.scott@rocketmail.com

L'année 2018 est arrivée et j'espère que votre temps des fêtes incluait du plaisir, des rires, le tout entouré de vos proches! Pendant l'hiver, je me réfugie dans mon atelier et je m'occupe à compléter divers projets. Je suis en train d'appliquer de la fibre de verre sur un Cessna 152 (de Team Scale Hostetler). Comme il s'agit de mon premier projet à la fibre de verre, ma courbe d'apprentissage est assez marquée. C'est beaucoup de travail, mais le résultat final en vaut la peine!

Dans le dernier numéro de Model Aviation Canada, je demandais aux modélistes de prendre des photos de leur

plus récent projet respectif. C'est en plein ce qu'a fait Neil Meyers, de Calgary!

Neil vient de terminer un de Havilland Tiger Moth (concept de Paolo Severin à l'échelle 1:2.8). Cette maquette est mue par un moteur à essence bicylindre Kolm IL155 qui a été conçu afin de faire tourner l'hélice dans le sens des aiguilles d'une montre, comme le faisait le moteur à bord du véritable Tiger Moth.

Cette maquette d'une envergure de 10,47 pieds pèse 58 livres. Neil a lancé un fil de discussion sur la construction sur le site Web de RC Scale Builder, sous l'égide de Paolo Severin Kits. Allez y faire un tour et soyez témoin de la façon dont a été assemblée cette superbe maquette. Neil me dit qu'il a consacré environ 1 000 heures à assembler ce kit et les résultats le montrent tout à fait!

Le Tiger Moth a été terminé juste au moment où arrivait l'hiver, si bien que les vols d'essai ont été remis au printemps. Bonne chance, Neil, je suis persuadé qu'il volera comme il paraît : de façon sensationnelle!

## ÉPREUVES CANADIENNES 2018

Nous recherchons toujours un club dans l'Est canadien qui pourrait agir à titre d'hôte des Épreuves canadiennes de copies volantes en 2018. Si le vôtre veut relever ce défi, faites-moi en part.

## MONTREZ-MOI!

Comme toujours, soyez bien à l'aise de m'envoyer un courriel relativement à votre projet de copie volante. Qu'elle soit terminée ou non, j'aime toujours voir ce sur quoi travaillent les autres modélistes! ✈





## R/C SCALE



### Scott Crosby - 23964

Committee Chair

780.220-1195 | crosby.scott@rocketmail.com

**W**ith 2018 upon us, I hope that your Holiday season was filled with fun, laughter and family!

Winter has me hiding in the nice warm shop working on various projects. I am in the process of fibreglassing our Team Scale Hostetler Cessna 152. This being my first fibreglass project, it's a complete new learning curve for me. It is a lot of work, but the end result is worth it!

In the last magazine, I asked for people to send me pictures of their latest projects. Neil Meyers from Calgary did just that!

Neil has just completed a Paolo Severin 1:2.8 scale deHavilland Tiger Moth. The model is powered by a Kolm IL155 twin cylinder gasoline engine that was designed to turn the propeller clockwise, just as the

full size does.

The 10.47-foot wingspan model came in at 58 lbs. Neil has a build thread on the RC Scale Builder website under Paolo Severin Kits. Check it out and watch this amazing model come to life. Neil says he has about 1,000 hours into building this kit and it shows!

The Moth was finished just as winter arrived so the test flights have been postponed until the spring. Best of luck Neil, I'm sure it will fly just as well as it looks!

### 2018 SCALE NATIONALS

We are still looking for an Eastern Canadian club to host the 2018 Canadian R/C Scale Open Championship. If your club is willing to host this event, please let me know.

### SHOW ME WHAT YOU'RE BUILDING

As always, please feel free to send me an e-mail with your scale project! Finished or

not, I always enjoy seeing what other people are working on! ✈



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)

**WANTED:** Sepp Ubilacher Hawker Tempest plans and or parts 82" wingspan - a used set or used parts is fine. email Ken Kalynuk at kenkalynuk@gmail.com (01/17)

**WANTED:** old rc warbird articles / plans that you have collected and are thinking of chucking out as you have gotten orders to declutter! A scan, or photos of the article emailed to me works. Paper is ok too, I want to get this stuff on the web for future warbirders before it goes in your garbage. Email me at kenkalynuk@gmail.com (01/17)

**WANTED:** Airtronics Aquila Sailplane kit, or original plans, or Fiberglas fuselage, or built aircraft. Please contact Dave at Fowlowd@yahoo.com. (01/17)

**WANTED:** OS 60 long stroke engine in working condition. flyboyqopus@gmail.com (Toronto area) (01/17)

**WANTED:** Keil Kraft Halo plan with parts sheet. Will consider complete unbuilt kit. E-mail Dave: martha.owen@outlook.com (01/17)

**WANTED:** Frank Loates Stick plan, photos. Unpublished rubber model , circa 1940, in Toronto. E-mail Dave: martha.owen@outlook.com (01/17)

**FOR SALE:** 2 lite hawk. 3 channel helicopters, 1 lite hawk XL helicopter, 1 sky force metal series 3,5 channel series with built in gyroscope, 1sky force mini helicopter, 1 champ r/c plane with instruction book. All are in excellent condition. Contact Shirley at 705 673 4299 (Sudbury, ON) (11/17)

**FOR SALE:** OS160FX Completely rebuilt. Original muffler, never used. Comes with Pitts muffler, engine mount. Asking \$250. 1 Supertigre G2300 MKII New in box, never run. Asking \$200. 1 Great Planes .60 size sport float kit (41" long), still in box. Asking \$80. Will ship within Canada. Call Claude 403-345-3224 or cc.latulippe@yahoo.com (Coledale, AB)(11/17)

**WANTED:** TURBOPLANE Model V.T.O.L. Spinning disc saucer from 1980s, any condition, call 705-242-8772 or email adc101@live.ca (11/17)

**WANTED:** G-Mark .03 RC model engine. Call Warren at 403-527-0569 or email wsmguitars@shaw.ca (11/17)

**WANTED:** A couple of engines. I'm looking for a couple of either 60 series nitro engines or 15 size gas for my twin engine Catalina. Must be in good working order. patlhennessey@gmail.com (11/17)

**FOR SALE:** YAK-55, Length 65 inches, Wingspan 72 inches, Weight Approximately 10 to 11 pounds, Comes with DLA 35 engine with electronic ignition, Hitec 5685M Ultra torque servoes, Wing covers, Have not flown it in over a year. No time. Asking \$550. Please call (416) 565 9567 or email wanzfly991@hotmail.com will send foto's Anthony (11/17)

**FOR SALE:** Nexstar Trainer OS engine, Futaba tx, rx and charger. includes Hanger9 starter, excellent shape \$225, wearmore@icloud.com, 705.205.4181 (11/17)

**FOR SALE:** Two F3A Pattern planes c/w

electric motors and speed controllers. As new condition, low hours, some batteries included. Bob (705) 292-6001. (Ennismore, ON) (09/17)

**WANTED:** Aeroworks checkmate biplane, flying or in the box. roland3933@live.com 780.910.8310 (09/17)

**WANTED:** I need information about installation and running of CO2 Modela motors. Contact Douglas at (613)475-0744 or douglask.ogle@yahoo.ca (09/17)

**FOR SALE:** LED cables, navigation light controllers, ignition cutoff switches, lost aircraft beacons, custom electronics and machining. www.locus-engineering.com, contact eng@locus-engineering.com (09/17)

**WANTED:** Futaba T6EX transmitter, new or used(working). Contact blonke2@yahoo.ca or 780-672-7692. (07/17)

**FOR SALE:** Ace R/C Pulse Commander. Transmitter, Receiver, Actuators and Owner's Manual in original box. Needs batteries. \$25 keith\_jones@shaw.ca. 604-535-3901. (05/17)

**FOR SALE:** Duratrax DTXP4100 Intellipeak Pulse Charger. NiCd or NiMH batteries. AC or DC input Hardly ever used in original box. \$25.00. keith\_jones@shaw.ca. 604-535-3901.

**FOR SALE:** ZDZ 90RV-J 92cc motor with Bisson Pitts muffler, optical ignition switch, battery and prop drill guide. \$650, shipped. Frank. vonjaerschky@gmail.com, 250-218-3802 (05/17)

**WANTED:** Working Futaba FP-R 127DF receiver. 925 Kerwin Rd Kanata ON K2K 1X7 613 769 0298 (03/17)

**WANTED/FOR SALE:** Looking for an experienced modeler to do the sanding/ priming on the fiberglass finish on a 84" span Wing B-25 bomber. It is highly detailed with gear doors, lights, cockpits and two Saito .82 four strokes. Also, would consider selling outright. pdeguire@yahoo.com (03/17)

**FOR SALE:** Engines, NIB: ST2000 \$100; ST3000 \$150; ST4500 \$200; ST60CC TWIN \$200. Shipping Extra. fawcett@telus.net (01/17)

# 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

## CELLAR DWELLER HOBBY SUPPLY LTD.

1560 Main St.  
Winnipeg, MB 866.248.0352  
cellardwellerhobby.com

## GREAT HOBBIES

171 Buchanan Drive  
Charlottetown, PE 90.569.3262  
5144 - 75 Street  
Edmonton, AB 780.466.3388  
140 Trainyards Drive  
Ottawa, ON 613.244.2701  
3035 Argenta Road, Unit 3  
Mississauga, ON 905.824.8228  
greathobbies.com 800.839.3262

## HOBBY WHOLESALE

6136 Gateway Blvd. NW  
Edmonton AB 877-363-3648  
hobbywholesale.com



Specializing in Synergy and Mikado helicopters and Parts  
Synergy Helis & full parts support, Mikado Helis & full parts support  
V Control radios & accessories, Evolution Rush Heli parts, JR radios  
Savox servos, Spartan Western Robotics, Castle Creations, Hobbywing  
Rail Blades, Rotor Tech Blades, VTX Blades, I Charger, PRC  
Lots more in store.  
www.thehelihangar.ca or email thehelihangar@gmail.com  
Fox Creek, Alberta 780-622-7253

PM Hobbycraft  
2020j 32 Ave. NE. 403-291-2733  
Calgary, AB 877-764-6229  
PMHobbycraft.ca

SAVE 5% online by using coupon code "MAAC"



780-477-0101 • HobbyAlley.com  
North 12451-97 Street • West 9962-170 Street  
Edmonton, Alberta



Central Ontario's Radio Control Hobby Source

Radio Controlled  
model aircraft, helicopters,  
cars, boats, plastics, rockets,  
die cast, kites and railroad

12 Commerce Park Drive, Barrie, ON  
1-705-725-9965 1-705-725-6289  
Phone Fax  
1-800-799-2484  
Toll Free Order Line

idealhobbies.com



699 Gardiners Rd  
Kingston, ON K7M 3Y4  
toll free 866-389-4878  
www.leadingedgehobbies.com  
Visit Ontario's Largest  
Full Line Hobby Store  
For all Your Hobby Needs!

## MODEL LAND LTD

Specializing in Radio Control  
• Planes • Boats • Cars • Helicopters  
Large stock of rockets and static models

3409A 26 Ave SW - Calgary AB - T3E 0N3  
Phone: 403 249-1661 - Fax: 403 246-1260  
Website: www.modelland.com  
Email: info@modelland.com

The best quality!

## Paramodels-RC

Specializing in Paragliders, Paramotors  
and Drones rescue kits

http://en.paramodels-rc.com  
infos@paramodels-rc.com

Paramodels.rc  
(514) 677-4034

## Parker Model Ltd

Specializing in  
electric airplanes and helicopters  
Wholesale to hobby shops only

parkermodel@rogers.com  
parkermodel.com

Suite 296, 701 Rossland Rd, E.,  
Whitby, ON L1N 9K3

## ZURICH

EXTREME GLARE SUNGLASSES



www.ajsalesandservice.ca  
Email: sales@ajsalesandservice.ca  
Ph: 905-567-6096

Hobby Shops  
Canada Ads

ONLY

\$225/year single, \$425/year double

Editor@ModelAviation.ca



## Advertise in Model Aviation Canada

Get your message out to 11,000+ members!

With **COLOUR** now available on every page you can  
request placement where YOU want it.

Advertising is available for as low as \$125 per issue.

Full Page ads start from only \$700!

For more information contact:

Keith Morison 403.510.5689 or editor@ModelAviation.ca

	6x	3x
1 pg	\$700	\$925
1/2 pg	\$360	\$490
1/3 pg	\$235	\$310
1/4 pg	\$185	\$230

# COMING EVENTS

## ALBERTA - A

**MAY 26, 2018 - SATURDAY** | Competition | 1 Day | Chinook Winds - IOPENER | CHINOOK WINDS R/C CLUB | CHINOOK WINDS RC CLUB | Chinook Winds - IOPENER Chinook Winds - IOPENER 2018 IMAC Basic Clinic 1 PM May 25th 2018 An informal clinic that provides basic pilots with a mentor to help with overall plane and transmitter setup, trimming, Q&A and IMAC procedures. An opportunity for all pilots to learn, give IMAC a try and have fun. Contact the Chinook Winds President at [pres@chinookwindsrc.com](mailto:pres@chinookwindsrc.com) to reserve a spot. This Basic IMAC Clinic is free Chinook Winds - IOPENER 26TH May 2018 A one day competition. Pilots meeting 9 AM sharp. Alternate sequences will be used. Lunch will be provided or available. Fee; \$30 IMAC members, \$40 non members, free for first time Basic. Please register on the IMAC website. See Chinook Winds Website for current details @[www.chinookwindsrc.com](http://www.chinookwindsrc.com) Dry camping available. 12 Volt power for battery charging. 750' grass runway E/W and 600' N/S. | 2018-420 | <http://www.chinookwindsrc.com>

**JUNE 02, 2018 - SATURDAY** | Fun Fly | 2 Days | Classic Ice Breaker Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ICE BREAKER FLOAT FLY & FALL FLOAT FLY | Barnstormer's Classic Ice Breaker Fun Fly June 2-3 At Perry's Pond - 5 miles N on Hwy 22 from Hwy 11. Turn left past Echo Canyon go West 1 mile, turn rt. (north) for 1/2 mile and turn left into site. Concession with pop, burgers & hot dogs. Self contained camping \$25 for the weekend. Non-camping fliers \$5 for the weekend. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-845-6271 or Ray 403-845-5289. | 2018-686 |

**JUNE 09, 2018 - SATURDAY** | Fun Fly | 2 Days | Aerotow & Sailplane Weekend | CENTRAL ALBERTA RADIO FUN FLYERS (RED DEER) | 7.5 KMS E OF HWY 2 ON TOWNSHIP ROAD 374 | Enjoy a soaring weekend! Scale gliders, aerotow, electric up & go, discus, hi-start, foamies all welcome. Tug suitable for up to 1/3 scale. Thermals are usually excellent at this time of year. Free entry, free self contained camping, free bottled water. | 2018-834 | <http://www.carff.ca>

**JUNE 11, 2018 - MONDAY** | Fun Fly | 7

Days | Valley of Hope Fun Fly & Potluck Supper | ROCKY BARNSTORMERS R/C CLUB | VALLEY OF HOPE FUN FLY | Valley of Hope Fun Fly and Potluck Supper. Travelling east or west on Hwy. 54, turn North on RR 25 for 2 m. (3.2 km) and follow signs into site. Potluck supper Sat - \$5 /person with funds going to STARS. Concession on site Fri - Sunday with pop, hot dogs, and burgers. Self contained camping NC. Proof of valid MAAC membership required. MAAC rules apply. Contact Wil Vohs 403-588-8026 or Peter 403-845-6271 | 2018-689 |

**JUNE 23, 2018 - SATURDAY** | Competition | 1 Day | 2nd Annual Frank Kelly Memorial Pattern Primer | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | TOWN OF STONY PLAIN 53015-53105 RANGE ROAD 280 STONY PLAIN | This is a one day event - Precision Aerobatics Primer hosted by the Meridian Model Flyers Assoc. from the town of Stony Plain - 53015 - Range Rd. 280, Stony Plain, AB Text - Come out and compete with yourself. This event is designed to encourage the development of flying and model set-up skills especially for people without a lot of competitive experience.

**1-877-PMHOBBY (764-6229) [www.pmhobbycraft.ca](http://www.pmhobbycraft.ca)**

**Hobbies and Crafts for the whole family for Over 50 Years**
























**Your Best Source for  
The latest In R/C Aircraft!**

2020J 32 Ave NE  
Calgary AB T2E 6T4  
(403) 293-2733




news, events, contests -  Join Us

Only Sportsman and Intermediate classes will be flown. Experienced pilots and judges will be available to "coach" novice competitors on how to improve their skills. The basic fee covers a BBQ lunch. Unserviced camping available at the field on nights of June 22nd & 23rd. Restaurants, grocery and convenience stores and motels available nearby. Field is twenty minutes from West Edmonton Mall. See club website and/or facebook pages for further details and updates. Participants and spectators are required to have fun and enjoy the event. Proof of MAAC membership required. Rain/Inclement Weather day - 07July'18. For flight sequences and other event related data go to the MAAC website >committees>. Precision Aerobatics and see the committee documents. Any questions call Don @ 780-963-4586 or Email at djstnpln@telus.net. Check MMFA or MAAC websites, MMFA Facebook postings or call Don if inclement weather threatens. | 2018-850 | <http://www.meridianmodelflyers.com>

**JUNE 30, 2018 - SATURDAY** | Fun Fly | 2 Days | Alberta's Littlest Airport Airshow | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | Camrose Modelers Assoc. & ALA invite you to our 39th Annual Airshow near Bawlf, AB. All types of aircraft welcome. Camping & aircraft storage/charging available on site. No Concession. Contact Reg @ 780-679-7342 or @AlbertasLittlestAirport | 2018-825 | <http://www.camrosemodellers.ca>

**AUGUST 18, 2018 - SATURDAY** | Fun Fly | 2 Days | Corn Roast 2018 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | Camrose Modelers Assoc. invite you to our Annual Corn Roast. Celebrate the harvest at our field near Bawlf, AB. All types of aircraft welcome. Camping & aircraft charging/storage available on site. No concession. Contact Reg @ 780-679-7342 or @AlbertasLittlestAirport | 2018-826 | <http://www.camrosemodellers.ca>

**AUGUST 25, 2018 - SATURDAY** | Fun Fly | 2 Days | Fall Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ICE BREAKER FLOAT FLY & FALL FLOAT FLY | Barnstormers Fall Fun Fly Aug 25, 26 at Perry's Pond - 5 miles North on Hwy 22 from Hwy 11. Turn Left past Echo Canyon go West 1 mile, turn rt (north) for 1/2 mile and turn left into site. Concession with pop, burgers and hotdogs. Self contained camping \$25 for the weekend. Non camping fliers \$5 for the weekend. Proof of valid MAAC membership required. MAAC rules apply. Contact Derrick 403-845-9285 or Peter 403-845-6271 | 2018-688 |

**SEPTEMBER 29, 2018 - SATURDAY** | Fun Fly | 2 Days | Fall Fun Fly | ROCKY BARNSTORMERS R/C CLUB | MAIN FIELD | Barnstormers Fall Fun Fly Sept 29 - 30 at the Main Field. South on Hwy 11, turn rt onto Township Road 392, 1/2 km to flying site on your right. Self contained camping NC. Concession with pop, burgers, hot dogs. Potluck supper Sat evening NC. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-845-6271 | 2018-687 |

**JANUARY 01, 2019 - TUESDAY** | Fun Fly | 1 Day | Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | MAIN FIELD | Barnstormers Polar Fun Fly Jan 1, 2019, 10 am - 4 pm at the Main Field. South of Rocky on Hwy 11, turn rt. onto Township Road 392, 1/2 km to flying site on your rt. Heated Club house with coffee and cookies provided. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-845-6271 | 2018-12 |

### ATLANTIC - B

**FEBRUARY 17, 2018 - SATURDAY** | Fun Fly | 1 Day | Helis and other Flying Machines on Ice. | ATLANTIC ZONE | KillDog Cove, Sherbrooke Lake | From the Annapolis Valley Take the number 12 Hwy to New Ross Turn right at New Ross (Road to the Forties) Go 17.4 Km Turn Left (sign says Parkdale and New Germany) Go 9.5 Km Turn left on to Killdog Road (Big Blue sign by Church) About 0.8 Km - turn left onto Coveview road (only left on Killdog) We are the second from last driveway in the Cul-du-sac, #72 From Halifax or Yarmouth Take the 103 Hwy to exit 11 (Blockhouse/Mahone bay exit) Turn Inland toward Cornwall (away from Mahone Bay) Go 30.5 Km Turn right on to Killdog Road (Big Blue sign by Church) About 0.8 Km - turn left onto Coveview road (only left on Killdog) We are the second from last driveway in the Cul-du-sac, #72 Fingers crossed for the weather - Stay tuned for last minute Weather related date changes. It sounds like we are going to have a great turnout again this year. We had 40 pilots on the lake in 2017. Too nervous to fly - bringing it in the trunk and we will twist your arm and give you a hand at the same time. We will make sure you get a hot meal, Chili and Pulled Pork typically and warm cider - feel free to bring something along if you have the urge. The bonfire will be going all day. The cove is generally sheltered from winter winds. It would help if you let us know if you are coming so we can get a sense of the grub required. dann@xcountry.tv Bring what you have - fly what you bring There is no fee for flyers Jeremy and Christie 902-300-1550 cell, | 2018-827 |

**JUNE 30, 2018 - SATURDAY** | Fun Fly | 1 Day | Float Fly | SOUTH SHORE RADIO CONTROL FLYING CLUB | Hyson Lake HWY 12 | 3rd annual float fly. BBQ available, bring your own food and beverage. | 2018-424 | <http://www.ssrcfc.ca/>

**AUGUST 11, 2018 - SATURDAY** | Fun Fly | 1 Day | Annual fun fly | SOUTH SHORE RADIO CONTROL FLYING CLUB | Lynwood Joudrey Memoreal RC flying Field | SSRFC Annual fun fly. BBQ and refreshments available. Bring anything that fly's . Gas Nitro Electric and Helicopters. | 2018-425 | <http://www.ssrcfc.ca/>

**AUGUST 19, 2018 - SUNDAY** | Competition | 1 Day | IMAC | SOUTH SHORE RADIO CONTROL FLYING CLUB | Lynwood Joudrey Memoreal RC flying Field | IMAC competition. Landing fee \$10.00 to cover cost of event. | 2018-852 | <http://www.ssrcfc.ca/>

**SEPTEMBER 13, 2018 - THURSDAY** | Air Show/Demo | 3 Days | Demoflight | SOUTH SHORE RADIO CONTROL FLYING CLUB | Greenfield Airport Liverpool | 3 day demo fun fly, Thursday, Friday and Saturday Landing fee to help the Airport. BBQ and refreshments available on a cash basis. Water, Power and Washroom on site. Bring anything that is safe to fly and have a blast for 3 day's. | 2018-853 | <http://www.ssrcfc.ca/>

### BRITISH COLUMBIA - C

**APRIL 06, 2018 - FRIDAY** | Display | 3 Days | Mall Show | KAMLOOPS MODEL AIRPLANE SOCIETY | Kamloops Aberdeen Mall | Kamloops Model Airplane Society is pleased to host their annual Static Display at the Kamloops Aberdeen Mall, 1320 Trans-Canada Highway in Kamloops. Please attend to get all the Information about the great hobby of flying Radio Controlled models. | <http://www.kmasrc.ca/>

**MAY 25, 2018 - FRIDAY** | Fun Fly | 3 Days | KMAS Annual May Fun Fly | KAMLOOPS MODEL AIRPLANE SOCIETY | Tolko Airfield | Please join the Kamloops Model Airplane Society modellers at their annual May Fun Fly. Further details will be released. Fees for this event are under review. | 2018-704 | <http://www.kmasrc.ca/>

**MAY 28, 2018 - MONDAY** | Fun Fly | 7 Days | SHUSWAP SPRING FLOAT FLY | GRINDROD AIR FORCE | SANDY POINT CAMPGROUND | Come May 28th to June 3rd for 7 DAYS OF FLOAT FLYING on BC's SHUSWAP LAKE. This is the 42nd year for this event, so come and enjoy the beach and have some FUN ON THE WATER, and visit with old friends around the campfire.

The retrieval boat Resque-One will be available for those that need it. Lots of full hook-ups available and camping discounts will apply for MAAC and AMA members for the duration of the event. Pilot fee of \$10. applies. AFTER APRIL 16TH, contact the campground direct at 250-832-3793. or [www.sandypointcampground.ca](http://www.sandypointcampground.ca) for reservations. Grindrod contacts are; Trevor-norsworthy@telus.net Jack - jbflyer@gmail.com DON'T FORGET YOUR "MAAC or AMA card " "REMEMBER THE CAMPGROUND DOES NOT ALLOW DOGS " Sorry.. | 2018-813 |

**JUNE 08, 2018 - FRIDAY** | Fun Fly | 3 Days | B.C. Scale - Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | MAAC Ad 2018 B.C. Scale Fun Fly June 8 - 10th, 2018. Bring your 'Sort of' or 'fully' Scale Airplane to enjoy our new 'Event' Flying site to show off your Scale Planes find out more about RC Scale and practice/share ideas. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km north of Kamloops. 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 Dry Camping Available - day early o.k. - City of Kamloops parking fee; \$16.50 for the event Details: <http://www.highcountryflyers.org/Activities.html> Just come and have fun and socialize. Judges and Flyers are welcome to practice share their knowledge and learn. Donation: Royal Inland Hospital Foundation. Contacts: Roly (250) 374-4405 or Mike (250) 558-0758 | 2018-843 | <http://www.highcountryflyers.org>

**JULY 06, 2018 - FRIDAY** | Fun Fly | 3 Days | High Country Flyers Annual All Bird Summer Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | High Country Flyers Annual All Bird Summer Fun Fly - July 6, 7, & 8. Enjoy a fun time of flying, All Birds welcome, lots of room for Helicopters and Drones on adjacent fields. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km north of Kamloops. 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 Dry Camping Available - day early o.k. - City of Kamloops \$16.50 for the event. Time: 08:00 AM to 05:00 PM Entry Fee: Donation to Royal Inland Hospital Foundation Contact Person: Roly Worsfold Contact

Number: 250-374-4405 Contact Email: rolydd@telus.net Event Website: <http://highcountryflyers.homestead.com> | 2018-844 | <http://www.highcountryflyers.org>

**AUGUST 17, 2018 - FRIDAY** | Fun Fly | 3 Days | 22nd High Country Giant Scale and Big Bird Fly-In | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | 22nd High Country Giant Scale and Big Bird Fly-In - High Country Flyers Hosted by: Fraser Valley and Thompson-Okanagan Big Birds - British Columbia August 17th, 18th and 19th 2018 - Wed. Early Flyers Welcome Warbirds - Classic Scale - Sport MAAC Giant Scale Rules 80 inches+ Wing Span or ¼ Scale - Bi-Planes 60 inch Come and enjoy a relaxing FUN weekend. NEW location: The Kamloops Tournament Capital - Ranch 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 or: Latitude - 50° 27' 37.9583" - Longitude -120° 36' 24.3036" Optional RC Scale Judging available on one pilot station while others fly. Landing Fees: Donation to Royal Inland Hospital Foundation. Dry Camping: \$16.50 for event, Fri. Social - Sat. night Pot Luck Barbecue - Beef on the Bun & extras provided Open Flying Area - No 3-D Flying (after 4PM o.k.) Contact Roly-Ph.250-374-4405- rolydd@telus.net or Robert Scheer - (250) 376-5174 - bob.scheer@telus.net e-mail: or Chris sparkyjones@shaw.ca - Ph: 604-597-4111 Website: [www.highcountryflyers.homestead.com](http://www.highcountryflyers.homestead.com) | 2018-845 | <http://www.highcountryflyers.org>

**AUGUST 12, 2018 - SUNDAY** | Fun Fly | 1 Day | All Club Invitational | SHUSWAP LAKE AERO MODELERS | SHUSWAP LAKE AERO MODELERS FIELD | Fun Fly 1day SLAM ALL CLUB INVITATIONAL SHUSWAP LAKE AERO MODELERS FIELD -Blind Bay You are invited to join us for a day of relaxed flying and comradery with modelers from other clubs in our region. Open FIXED WING flying all day. NON -FIXED WING with approval at the event. Sorry, NO 3D during event hours. We will treat you to our famous SLAM LUNCH of Hamburgers, Hot Dogs,& Cold Drinks. Maybe bring 2 planes...."just in case" | 2018-815 | <http://www.slams.ca>

**SEPTEMBER 04, 2018 - TUESDAY** | Fun Fly | 6 Days | Slam Fall Classic Float Fly | SHUSWAP LAKE AERO MODELERS | Sandy Point Resort & Campground | Fun Fly 6 days SLAM FALL CLASSIC FLOAT FLY SHUSWAP LAKE AERO MODELERS Sandy Point Resort & Campground. Come share this beautiful flying site and comradery with other Pacific Northwest modelers at the largest float event in the region. Registration begins Tuesday

September 4th and continues through Sunday September 9th when Awards & Raffle Prizes will be presented. A retrieval boat will be available all during the event . Your \$15 'slashdown fee' includes unlimited flying at this beautiful site, pilot's prizes and a cornroast. We also offer a raffle with super prizes,50/50s pie & ice-cream & more. Sandy Point Resort is located 5 km West of Salmon Arm and accepts reservations @ 250-832-3793. Regrettably, THEY DO NOT ALLOW DOGS. Contact:[www.slams.ca](http://www.slams.ca) | 2018-812 | <http://www.slams.ca>

**OCTOBER 12, 2018 - FRIDAY** | Fun Fly | 3 Days | End of Summer Fall Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | End of Summer Fall Fun Fly at the Tournament Capital Ranch for a big finish to the summer for October 12 to 14, 2018. An all bird fly for everyone to enjoy ...planes big or small, helicopters, gliders, even Drones. A course will be setup to have some fun. Dry Camping allowed - fee \$16.50 for the weekend. So come enjoy the day or even a camping night should be lots of fun. Even get in some night flying ...gliders...or helicopters. We will have use of the lights for night flying too. Just a fun weekend ...with friends. Donations accepted for Royal Inland Hospital and also will do a 50/50. Contact Barry or Judy bares@telus.net 250-376-4603 Check out website:<http://www.highcountryflyers.org/> | 2018-847 | <http://www.highcountryflyers.org>

**OCTOBER 27, 2018 - SATURDAY** | Swap Shop | 1 Day | Kamloops RC Airplane Swap Shop | HIGH COUNTRY FLYERS | Kamloops Indian Band - Pow Wow Grounds | Judy | 250-320-3140 | [five.grama@gmail.com](mailto:five.grama@gmail.com) | Kamloops RC Airplane Swap Shop October 27, 2018 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 7:30 am, doors open to buyers at 9 am. Usually goes till 1 pm but the best deals happen before noon. Sellers: \$12.00 per table - Vendor Unloading: 07:30 - 9:00 Absolutely No Selling before 9AM Buyers: Entry Fee: \$3.00 Time: 09:00 AM Location: Kamloops Indian Band - Moccasin Gym 200-330 Chief Alex Thomas Way, Kamloops, BC Go North from Hwy #1 on Hwy #5 take a right at the first light then the 1st Right past the Petro-Can turn off & go straight down to the hall on the left. - Coffee & Cookies available. \*No Selling before 09:00 | 2018-846 | <http://www.slams.ca>

**MANITOBA - D**

**MARCH 17, 2018 - SATURDAY** | Display | 1 Day | Mall Show | DIAMOND ACES R/C FLYING CLUB | Clearspring Centre | Diamond Aces RC Flying Club Inc will be welcoming spring again with our annual Mall Show March 17, 2018 at the Clearspring Centre, Steinbach. This is a time to say "Goodby Winter", show off our winter building projects, and boast about the exploits of our experienced planes. Diamond Aces pilots will be available to chat with you and answer questions. If you have a plane of interest to display, bring it along and join the fun. Please bring a card bearing your name and airplane details to include in the display. | 2018-07 | <http://www.diamondacesrc.ca>

**MAY 18, 2018 - FRIDAY** | Fun Fly | 4 Days | CAMP & FLY Season Opener | INTERLAKE RADIO CONTROL MODEL CLUB | Gimli Model Fest airfield | CAMP & FLY season opener at the magnificent Gimli r/c field, (weather permitting) IT'S THE May long weekend, hurrray!! Huge 500' x 350' grass runway. Check the IRCMC Facebook group page for updates <https://www.facebook.com/groups/ircmc/> Un-serviced camping at the flying field, or stay in Gimli, motel, B&B, rent a cabin on the lake or do a day trip, just do-it! No prizes, no contests, no impound, no hassle, just show up and fly and hang out with fellow pilots. A weekend of ground pounding, worm burning flying! Campfire at night. Over-night airplane storage in the container. Bring your own grub, Subway, Tim Hortons etc. in Gimli, seven minutes from the field. Porta-potties on site. Quiet inverter type generators recommended. GIMLI - YOUR SUMMER R/C VACATION DESTINATION! Google Gimli Manitoba! Open to all MAAC or AMA members, must have MAAC or AMA insurance. Fee: free with your \$30.00 annual Interlake Radio Control Club membership, memberships taken on site. Direct camp & fly inquiries to: Dan at [mikecamrc@gmail.com](mailto:mikecamrc@gmail.com), Keith at [keithdirvine57@gmail.com](mailto:keithdirvine57@gmail.com), Ken at [kenkalynuk@gmail.com](mailto:kenkalynuk@gmail.com) | 2018-02 | <https://www.facebook.com/groups/ircmc/>

**JUNE 29, 2018 - FRIDAY** | Fun Fly | 4 Days | CANADA DAY FLYIN & CAMPOUT | INTERLAKE RADIO CONTROL MODEL CLUB | Gimli Model Fest airfield | CANADA DAY FLYIN & CAMPOUT at the fantastic Gimli r/c field, hosted by the Interlake Radio Control Model Club! GIMLI - YOUR SUMMER R/C VACATION DESTINATION on beautiful Lake Winnipeg! Google Gimli Manitoba! Check the IRCMC Facebook

group page for updates <https://www.facebook.com/groups/ircmc/> Un-serviced camping at the flying field, or stay in Gimli, motel, B&B, rent a cabin on the lake or make a day trip. Bring your own grub, Subway, Tim Hortons etc. in Gimli seven minutes from the field. Porta potties on site. Quiet inverter type generators recommended. No prizes, no impound, no hassle, just show up and fly and hang out with fellow pilots. Over-night airplane storage in the container. Open to all MAAC or AMA members, must have MAAC or AMA insurance. Come earlier - stay later ok! Send the wife and kids to the huge beach! Canada Day celebrations and fireworks in town. Fee: free with your \$30.00 annual Interlake Radio Control Club membership, memberships taken on site. Direct camp & fly inquiries to: Dan at [mikecamrc@gmail.com](mailto:mikecamrc@gmail.com), Keith at [keithdirvine57@gmail.com](mailto:keithdirvine57@gmail.com), Ken at [kenkalynuk@gmail.com](mailto:kenkalynuk@gmail.com) | 2018-05 | <https://www.facebook.com/groups/ircmc/>

**AUGUST 03, 2018 - FRIDAY** | Fun Fly | 4 Days | August Long Weekend Camp & Fly | INTERLAKE RADIO CONTROL MODEL CLUB | Gimli Model Fest airfield | Interlake Radio Control Model Club August Long Weekend CAMP & FLY at the awesome Gimli r/c field, No prizes, no contests, no impound, no hassle, just show up and fly and hang out with fellow pilots. GIMLI - YOUR SUMMER R/C VACATION DESTINATION! Google Gimli Manitoba! Check the IRCMC Facebook group page for updates <https://www.facebook.com/groups/ircmc/> Un-serviced camping at the flying field, or stay in Gimli, motel, B&B, rent a cabin on the lake or do a day trip. Bring your own grub, Subway, Tim Hortons etc. in town. Porta potties on site. Quiet inverter type generators recommended. A weekend of ground pounding, worm burning flying! Great flying tune-up for GMF. Campfire at night. Over-night airplane storage in the container storage. Open to all MAAC or AMA members, must have MAAC or AMA insurance. Fee: free with your \$30.00 annual Interlake Radio Control Club membership, memberships taken on site. Direct camp & fly inquiries to: Dan at [mikecamrc@gmail.com](mailto:mikecamrc@gmail.com), Keith at [keithdirvine57@gmail.com](mailto:keithdirvine57@gmail.com), Ken at [kenkalynuk@gmail.com](mailto:kenkalynuk@gmail.com) | 2018-03 | <https://www.facebook.com/groups/ircmc/>

**AUGUST 25, 2018 - SATURDAY** | Fun Fly | 1 Day | 2018 Fun Fly | DIAMOND ACES R/C FLYING CLUB | Diamond Aces RC Flying Club Inc | The Diamond Aces RC Flying Club Inc annual Fun Fly will be Aug 25, 2018. If you want to fly, proof of MAAC Membership must be presented. There are no rain dates, or fees. There will be a pilot draw. A food vendor will be on site over the

noon hour. There are also many restaurants and fast food establishments nearby. Our motto is "Fly Safe - Have Fun". Come fly with us, meet other RC enthusiasts and enjoy our great hobby. | 2018-08 | <http://www.diamondacesrc.ca>

**AUGUST 31, 2018 - FRIDAY** | Fun Fly | 4 Days | FALL LONG WEEKEND FLY-IN & CAMP-OUT | INTERLAKE RADIO CONTROL MODEL CLUB | Gimli Model Fest airfield | FALL FLY & CAMP - September Long Weekend at the magnificent Gimli r/c field hosted by IRCMC. Weather Permitting! Check the IRCMC Facebook group page for field & Wx updates <https://www.facebook.com/groups/ircmc/> No prizes, no contests, no impound, no hassle, just show up and fly and hang out with fellow pilots. A long weekend of ground pounding, worm burning flying! Un-serviced camping at the flying field, or stay in Gimli, motel, B&B or rent a cabin on the lake or do a day trip. Bring your own grub, Subway, Tim Hortons etc. in town. Porta potties on site. Quiet inverter type generators recommended Campfire at night. Over-night airplane storage in the container storage. Open to all MAAC or AMA members, must have MAAC or AMA insurance. Come earlier - stay later ok! Fee: free with your \$30.00 annual Interlake Radio Control Club membership, memberships taken on site. Direct camp & fly inquiries to: Dan at [mikecamrc@gmail.com](mailto:mikecamrc@gmail.com), Keith at [keithdirvine57@gmail.com](mailto:keithdirvine57@gmail.com), Ken at [kenkalynuk@gmail.com](mailto:kenkalynuk@gmail.com) | 2018-04 | <https://www.facebook.com/groups/ircmc/>

**MIDDLE - E**

**JANUARY 20, 2018 - SATURDAY** | Swap Shop | 1 Day | KW Flying Dutchmen 2018 Swap Meet | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | WATERLOO ROD & GUN CLUB | he KW Flying Dutchmen Radio Control Model Club will be holding their Annual Swap Meet on Saturday, Jan 20th, 2018 at the Waterloo Rod & Gun Club Main Hall 1075 Bode Lane, St. Jacobs, ON N0B 2N0 9:00am - 10:00 am Vendor Setup 10:00am - 2:00 pm General Public Admission: \$5.00 per person and Kids under 12 Free Reserve Tables in Advance \$10.00 per table. For reservations contact Steve Bock by email : [f86-sabre@rogers.com](mailto:f86-sabre@rogers.com) This event will be followed by the monthly wing night at the Waterloo Rod and Gun Club (same building). Stick around after the meet and join us in the bar area for wings and refreshments. Directions: From London: Take the 401 East to exit 278-B King Street East-Hwy 8 Follow King Street and approx

3 km to on ramp and merge onto Hwy 8 west. Follow Hwy-8W instructions below. From Toronto: Take the 401 West to exit 278. Keep right at the fork following signs for Kitchener/Waterloo and merge onto Hwy-o8W. Follow Hwy-8W instructions below. From Hwy 8W: After about 5 km follow right-hand on ramp into Hwy-7E(Guelph/Waterloo/86). Exit Hwy-86 at Regional road 15. Turn left onto King Street at first light. After about 1 km turn left onto Regional road 15 Lobsinger line. After 1.3 km turn right onto Twp Road 32/Three Bridges Road (signs point to Waterloo Rod & Gun Club as well as KW Flying Dutchmen). Turn left onto Bo-De Lane, follow it to the end. [www.kwflyingdutchmen.com](http://www.kwflyingdutchmen.com) | 2018-700 | <http://www.kwflyingdutchmen.com>

**FEBRUARY 10, 2018 - SATURDAY** | Display | 2 Days | Mall Show. Static Display | HESPELER MODEL AVIATORS INC | CAMBRIDGE CENTER MALL | Hespeler Model Aviators is displaying member planes and projects. About 30 planes and heli's, from scratch built to RTF, will be on display Simulator will be running, for the public to try their luck at flying, and members will be on hand to share stories and answer questions. Show will be running during mall hours on Sat. Feb. 10 and Sun. Feb. 11. At the north end of the mall ( near The Bay) | 2018-14 | <http://www.hespelermodelaviators.ca/>

**MAY 26, 2018 - SATURDAY** | Fun Fly | 1 Day | Spring Float Fly | NIAGARA REGION MODEL FLYING CLUB | BIEDAS FLOAT FLY FIELD | The first one of 2018! Take off the wheels, put on the floats and get ready to have some fun! Enjoy flying at arguably one of the best Float Fly venues in the region! (952 Foss Rd., Fenwick, ON.) \$5 Splash Down Fee includes a free BBQ lunch. Bring your lawn chair, sunscreen and enjoy a great day of flying off the water with fellow pilots and friends. Rain Date: May 27th | 2018-699 | <http://www.nrmfc.ca>

**JULY 14, 2018 - SATURDAY** | Fun Fly | 1 Day | 2018 Charity Fun Fly | NIAGARA REGION MODEL FLYING CLUB | WALKER FIELD | This is the BIG one! Open to the public! Bring a lawn chair, some sun screen and prepare to be entertained! Jets, prop planes, aerobatic, scale and sport will be tearing up the skies with some incredible flying! BBQ burgers, hot dogs, fresh cut French fries and drinks available on-site. Draw prizes to be given away in the afternoon. Bring the family, meet the pilots, see some amazing planes and enjoy your own private Air Show, up front and personal! Rain Date July 15th. Proceeds to support the Niagara Children's Centre | 2018-694 | <http://www.nrmfc.ca>

**AUGUST 04, 2018 - SATURDAY** | Fun Fly | 1 Day | Garth Mitchel Memorial Float Fly | NIAGARA REGION MODEL FLYING CLUB | BIEDAS FLOAT FLY FIELD | Come experience Float Flying at its best! World class man-made lake boasts and ideal setting. Easy access to flying site, launching area and retrieval. PLUS great company! \$5 Splash Down Fee includes a free BBQ lunch. Rain Date: August 5th, 2018 | 2018-698 | <http://www.nrmfc.ca>

**SEPTEMBER 15, 2018 - SATURDAY** | Fun Fly | 1 Day | Fall Float Fly Finale | NIAGARA REGION MODEL FLYING CLUB | BIEDAS FLOAT FLY FIELD | The last chance to get your floats wet before the end of the year! Enjoy an amazing day of flying from one of the best Float Fly sites in the region. \$5 Splash Down Fee gets you a full day of flying and a BBQ lunch! Rain Date: September 16th | 2018-697 | <http://www.nrmfc.ca>

## NORTHERN ONTARIO - F

**MARCH 24, 2018 - SATURDAY** | Fun Fly | 1 Day | UGLY Frozen Finger Fun Fly | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | Strathclair Field | Second annual Upper Great Lakes Frozen Finger Fun Fly Weather permitting,naturally If you're in town, drop by and join us. Warming up after at the closest Tim's. At the club's old field at Strathclair | 2018-835 |

**JUNE 23, 2018 - SATURDAY** | Fun Fly | 1 Day | Upper Great Lakes Yearly Fun Fly | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | Our annual fun fly, on our fabulous site on Leigh's Bay. All aircraft types welcome; jets, Scale Aerobatics,float planes trainers. MAAC membership required. Contact Craig for any additional details | 2018-832 |

**JULY 14, 2018 - SATURDAY** | Fun Fly | 1 Day | Model Aircraft Show and Fun Fly | TIMMINS GOLDEN HAWKS | GOLD CORP CANADA LTD. | July 14, 2018:Annual Club fun fly.Refreshments, prizes for pilots including at least one kit. Safety is first , but fun and a great day to remember is always our goal. Mark the date on your calendar, this promises to be one of the best events of the season. We will be including an FPV course, and as always our youngest members will be running the flight simulator for all to try. | 2018-696 | <http://www.timminsgoldenhawks.ca>

**AUGUST 04, 2018 - SATURDAY** | Fun Fly | 1 Day | Float Fly | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | Our Annual Float Fly and Bar B Que on Leigh's Bay

MAAC membership required; open to all MAAC members. Float planes a must, regular land based flying closed for the event. Small fee to cover the cost of grub and refreshments. | 2018-833 |

## OTTAWA VALLEY - G

**FEBRUARY 24, 2018 - SATURDAY** | Fun Fly | 1 Day | ORCC WINTER FUN FLY | OTTAWA R/C CLUB | FIELD - 4550 CAMBRIAN ROAD | Come and join us for a fun filled day of winter flying. Enjoy our heated clubhouse and a hot bowl of chilli and a hot dog. 50/50 draw you need MAAC or AMA and your MAAC Wings to fly | <http://www.ottawarclub.ca/>

**MARCH 03, 2018 - SATURDAY** | Fun Fly | 1 Day | Winter Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Come join the Stetsons this March 3 for a winter fun fly at our field. We will have warm drinks and a great heated shelter to defrost you when needed! Skis, Floats or hand launch recommended. Open to all types and sizes of aircraft, helis, drones, etc. MAAC membership required. Come for Fun, Flying and Friendship! | 2018-820 | <http://www.stetsonflyers.com>

**APRIL 21, 2018 - SATURDAY** | Display | 1 Day | 2018 Mall Show | CORNWALL AEROMODELLERS | CORNWALL SQUARE | Come and visit us at the Cornwall Square to see all the new plane that we will be flying this coming season. | 2018-807 | <http://www.cornwallaeromodellers.ca>

**JUNE 02, 2018 - SATURDAY** | Fun Fly | 2 Days | Ed Rae Memorial Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Be sure to put the Ed Rae Memorial Fun Fly on your calendar. This very popular spring event is a great opportunity to show off your latest creations and meet everyone again! All types of aircraft, helis and multi-rotors are welcome. Bring the family. It's a wonderful social event! The really excellent Stetson Canteen will be open for lunch both days. Free basic camping. MAAC membership required. | 2018-821 | <http://www.stetsonflyers.com>

**JUNE 23, 2018 - SATURDAY** | Fun Fly | 1 Day | Spring Float Fly | CORNWALL AEROMODELLERS | GUINDON PARK TRILLIUM DRIVE | The Cornwall Aero Modellers Club is hosting it's annual Summer Float Fly on June 23th 2018. The event will take place at the Guindon Park, Trillium entrance (see [www.cornwallaeromodellers.ca](http://www.cornwallaeromodellers.ca) for directions). Flying will start at 9:00am. Can-teen will be open for lunch. \$10.00 landing fee will get you registered. Contact: Merv Blizzard: [mervblizzard@gmail.com](mailto:mervblizzard@gmail.com) or Jack Dikland:



jdkland@gmail.com | 2018-808 | <http://www.cornwallaeromodellers.ca>

**JUNE 23, 2018 - SATURDAY** | Fun Fly | 1 Day | Heli and Multi Rotor Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Helicopter & Multi Rotor Fun Fly CD: Jim Denyer Come on out heli and multi-rotor Pilots! Bring all your rotary wing equipment out for a full day of fun at the Stetson Field. Helis and quads of all types are welcome. The Stetson Canteen will be running for your lunchtime needs. So come and Hot-Dog it up, show off that new Scale job, and wow us with your FPV skills! It's all fun! We hope to continue to grow this annual event, so help us reach that goal. Be a part of the action. When: Sat 23 June 2018 9am-4pm. Where 5800 Frontier Road, Ottawa, ON, Canada | 2018-822 | <http://www.stetsonflyers.com>

**JUNE 28, 2018 - THURSDAY** | Fun Fly | 2 Days | Phelan Jet Days 2018 | PHELAN RC FLYING CLUB | FIELD - 1675 PHELAN RD. OTTAWA | As part of our continuing support of jet flyers in the Ottawa Valley, Phelan RC Flying Club welcomes you to the first of our monthly Jet Days series for 2018. This event is a little different in that this two day event is a lead up to the Ottawa Valley Jets event on Saturday June 30 at the Carp airport. Please join us for a no-pressure casual fly-in for all jet pilots who feel the need to burn kero, electrons or nitro. Turbo-props, prop-jets and turbine-powered helis are all welcome. Come out and check out our field with its 370 ft long asphalt runway surrounded by a 600 x 60 ft grass field. Have some BBQ with us for lunch and enjoy the long weekend with fellow jet flyers. See [www.phelanflyers.com](http://www.phelanflyers.com) for flying field directions and other information. | 2018-705 | <http://www.phelanflyers.com>

**JUNE 30, 2018 - SATURDAY** | Fun Fly | 1 Day | Ottawa Valley Jets at Carp 2018 | OTTAWA VALLEY JETS | CARP AIRPORT | Ottawa Valley Jets at Carp 2018. Flying event for turbines and EDF in MAAC Zone G. For EDF, 70MM or larger with landing gear are the minimum requirements. No Hand Launch/grass landings permitted. AMA pilots will need a turbine waiver. Pilots will enjoy a 3900x100 foot paved runway with clear approaches. Relaxed, friendly atmosphere with in obstructed flying area. A great time for the whole family and a great addition to the Canada Day weekend celebrations. Located in Carp, minutes from downtown Ottawa. This will be combined with 2 days of flying at Phelan RC Flying Club on Thursday-Friday June 28-29th to provide 3 days of flying in the Nation's Capital for those who

love to burn some Kero and/or Watts. We will have some time on Friday evening for test flights at the Airport (6pm-8pm). Flying starts after pilot's briefing at 9am until 6pm. There will be a 1 hour shutdown at Noon to allow for full size aircraft arrival/departure. There will be a NOTAM in effect for when RC flying is taking place. Check out these websites for more details: [www.rccanada.ca](http://www.rccanada.ca) (Jet Section) [www.rccanucks.com](http://www.rccanucks.com) (Jet Section) <https://www.facebook.com/Ottawa-Valley-Jets-191575304535264/> | 2018-828 | <https://www.facebook.com/Ottawa-Valley-Jets-191575304535264/>

**JULY 25, 2018 - WEDNESDAY** | Fun Fly | 1 Day | Senator Fun Fly | CORNWALL AEROMODELLERS | LEGER LANDING | Senator fun Fly This is a special event for all retirees to enjoy a casual mid-week fun Fly and meet old friends in a relaxed atmosphere. Cantine will open at noon. <http://www.cornwallaeromodellers.ca> | 2018-809 | <http://www.cornwallaeromodellers.ca>

**JULY 28, 2018 - SATURDAY** | Fun Fly | 1 Day | Phelan Jet days 2018 | PHELAN RC FLYING CLUB | FIELD - 1675 PHELAN RD. OTTAWA | As part of our continuing support of jet flyers in the Ottawa Valley, Phelan RC Flying Club invites you to the second of our monthly Jet Days series for 2018. Please join us for a no-pressure casual fly-in for all jet pilots who feel the need to burn kero, electrons or nitro. Turbo-props, prop-jets and turbine-powered helis are all welcome. Come out and check out our field with its 370 ft long asphalt runway surrounded by a 600 x 60 ft grass field. Have some BBQ with us for lunch and enjoy the long weekend with fellow jet flyers. See [www.phelanflyers.com](http://www.phelanflyers.com) for flying field directions and other information. | 2018-803 | <http://www.phelanflyers.com>

**AUGUST 11, 2018 - SATURDAY** | Competition | 2 Days | Stetsons IMAC Weekend | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetson IMAC Weekend! Come participate, assist, and spectate at the IMAC Precision Scale Aerobatics event this August 11-12, 2018. See and be a part of some of the very best precision flying you will ever encounter, as Team Canada pilots polish their skills and routines for the World Championships in September! FREE basic camping, a great Stetson Field to fly from, the Stetson Canteen and that awesome Stetson Hospitality to welcome you to Ottawa. Only \$10 for BASIC class. Fly what you bring in Basic and just have fun! Full IMAC event for all classes, plus a Sunday Freestyle if time allows. Saturday Pilots and Helpers Dinner to be scheduled. Friday is practice day. Please share the skies. SEE

YOU THERE! | 2018-823 | <http://www.stetsonflyers.com>

**AUGUST 11, 2018 - SATURDAY** | Fun Fly | 1 Day | Cornwall Aero Modellers Annual Summer Fun Fly | CORNWALL AEROMODELLERS | LEGER LANDING | The Cornwall Aero Modellers Club is hosting it's annual Fun Fly on August 11th 2017. The event will take place at the CAM field (see [www.cornwallaeromodellers.ca](http://www.cornwallaeromodellers.ca) for directions). Flying will start at 9:00am. Can-teen will be open for lunch. \$10.00 landing fee will get you registered. Contact: Roger Bélanger: [belanger.roger@sympatico.ca](mailto:belanger.roger@sympatico.ca) or Jack Dikland: [jdkland@gmail.com](mailto:jdkland@gmail.com) <http://www.cornwallaeromodellers.ca> | 2018-810 | <http://www.cornwallaeromodellers.ca>

## BC COASTAL - H

**JUNE 10, 2018 - SUNDAY** | Fun Fly | 1 Day | NS with BS control line and vintage cobat | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | Mission Wings Model Flying Club The famousness "NS with BS" control line fun-fly is back for the 7th time. The world famous, NS with BS control line fun-fly is back yet again. It will be held on the 10th of June 2018 at the Mission Wings Flying Club located at 10259 Farms Rd. Mission. Pilots meeting at 9.30am. Flying A.S.A.P. and continues till finished. All the usual silly antics can be expected. Such as balloon bust, bladder bust, longest flight, and this year, for the first time Vintage combat This year for the first time there will be vintage combat events. They are being organized by none other than Greg Davis. Contact Greg at...original\_greg\_of\_canada@yahoo.ca for more info. There could be scale planes. There could be a swap meet, even a buy and sell. Your junk is someone else treasure. There is no entry fee. All control liners most welcome. Contest director is Paul Bedford. [kiwipaul@telus.net](mailto:kiwipaul@telus.net) | 2018-848 | <http://www.missionwings.ca>

## QUEBEC - I

**JANUARY 14, 2018 - SUNDAY** | Fun Fly | 1 Day | VOL INTÉRIEUR | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Vol intérieur à la Polyvalente de L'Ancienne-Lorette au 1801, rue Notre-Dame. | 2018-09 | <http://www.clubairmodeliste.com>

**FEBRUARY 11, 2018 - SUNDAY** | Fun Fly | 1 Day | VOL INTÉRIEUR | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Vol intérieur à la Polyvalente de L'Ancienne-Lorette au 1801, rue

Notre-Dame. | 2018-10 | <http://www.clubairmodeliste.com>

**MARCH 11, 2018 - SUNDAY** | Fun Fly | 1 Day | VOL INTÉRIEUR | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Vol intérieur à la Polyvalente de L'Ancienne-Lorette au 1801, rue Notre-Dame. | 2018-11 | <http://www.clubairmodeliste.com>

**APRIL 14, 2018 - SATURDAY** | Display | 2 Days | 33 ième Salon du Modèle Réduit | CLUB AIR MODELISTE | Complexe de soccer Honco de Lévis | GUYLAIN PLANTE | 581-681-4637 | [info@SalonDuModeleReduit.com](mailto:info@SalonDuModeleReduit.com) | Le Club Air Modéliste tiendra le 33 ième Salon du Modèle Réduit les 14 et 15 avril 2018 au Complexe de soccer Honco de Lévis, 8087 boul. du Centre Hospitalier, Lévis, Québec, G6X 1L3. Toutes les informations au sujet du salon sont disponibles sur <http://SalonDuModeleReduit.com>. Le responsable du salon, m.GuyLain Plante, est aussi disponible au numéro 581-681-4637. | 2018-433 | <http://www.clubairmodeliste.com>

**AUGUST 11, 2018 - SATURDAY** | Fun Fly | 2 Days | Fun Fly Amical 2018 | CLUB AEROMODELES ASBESTOS | TERRAIN DE VOL - 201 CH. ST-CLAUDE DANVILLE | Le Club Aéromodèles Asbestos organise son "Fun Fly amical" les 11 et 12 août. Un service de restauration sera sur place durant la journée. Vous pouvez camper sur place mais sans service. Il est possible d'arriver le vendredi. Très belle piste gazonnée, dans un environnement paisible. L'entrée est gratuite. Bienvenue à tous les pilotes (jets, avions, hélicoptères, drones). N'oubliez pas d'apporter vos avions de combats électriques ainsi que vos avions illuminés, car il y aura des vols de nuit. Pour indications routières, consulter notre site internet: [www.clubaeromodelesasbestos.com](http://www.clubaeromodelesasbestos.com) Pour plus d'informations s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2018-426 | <http://www.clubaeromodelesasbestos.com>

## ST LAWRENCE - J

**FEBRUARY 03, 2018 - SATURDAY** | Swap Shop | 1 Day | SWAP SHOP | LES MODELISTES ANTI-GRAVITE | Modélistes Anti-Gravité | Swap Shop annuel zone St Laurent et zones voisines le 3 février 2018 organisé par le Club les Modélistes Anti-Gravité de Ste Julie. Pour tous renseignements veuillez consulter le site web du club au: [www.modelistesanti-gravite.com](http://www.modelistesanti-gravite.com) SVP réservez vos tables avant le 26 janvier 2018 Annual Swap Shop - zone St Laurent and neighboring zone members February 3rd 2008 by le Club les Modélistes

Anti-Gravité de Ste Julie. For additional information check our club web site [www.modelistesanti-gravite.ca](http://www.modelistesanti-gravite.ca) Please reserve your tables before January 26 2018 | 2018-818 | <http://www.anti-gravite.com>

## SASKATCHEAWN - K

**MARCH 24, 2018 - SATURDAY** | Display | 2 Days | RC Model Static Display & Model Train Show | MOOSE JAW R/C AIRCRAFT CLUB | Western Development Museum-MJ | Once again in conjunction with the Thunder Creek Model Railroad Club (TCMRRC) annual display, our Moose Jaw Radio Control Aircraft Club (MJRCAC) will partake in the event to be held at the Moose Jaw Western Development Museum. The weekend of the event will be held on March 24 & 25, 2018. Our member display will be part of the settings again in the beautiful Western Development Museum Facility, here in Moose Jaw. The building hosts a wide collection of "planes, trains and automobiles." There will be so much to take in - be prepared to spend a few hours to see it all. This will be the 23rd anniversary showing for the TCMRR Club they have hosted their event and we are very pleased to participate in it with them. Regular WDM admission charges will apply; check their web site for the exact rates (senior discount, Family etc.) Keep posted to our Club Facebook Page at: <https://www.facebook.com/MJRCAircraftClub?ref=hl> or to the WDM web site at: <http://wdm.ca/mj.htm> Come take in our MJRCA Club member models on display as well as spending some air time on simulators again. |

**JUNE 30, 2018 - SATURDAY** | Fun Fly | 3 Days | Saskatoon Fun Fly | HUB CITY R/C CLUB | Richardt Field | Saturday, June 30th. Fun Fly 9am till Dark Sunday, July 1st. Fun Fly 9am till 1pm. Sunday, July 1st. Air Show / Flying Demonstration 1pm till 3pm Sunday, July 1st. Fun Fly 3pm till dark. Monday, July 2nd. Fun Fly 9am till 12 noon. 3 days of flying fun! Sunday afternoon we will put on an Air Show! Concession on site. Camping permitted - self contained please as limited resources. \$10 landing fee. Must have MAAC or AMA. | 2018-830 | <http://www.hcrcc.org>

**JULY 07, 2018 - SATURDAY** | Fun Fly | 1 Day | Moose Jaw Pity-Pat Fun Fly | MOOSE JAW R/C AIRCRAFT CLUB | ASH ST. & 16TH AVE. | Moose Jaw Radio Control Aircraft Annual Pity-Pat Fun Fly on Saturday July 07, 2017. Open to all Pilots with a 2018 MAAC/AMA membership. No admission charges, Pilots or Spectators. Props will go Pity-Pat and so will your heart with the excitement and the vast variety

of crafts. We have ample camping room, sorry no services other than an excellent flying field to use! Lets say over 600' x 230' grass area PLUS this... a (2014) GeoTex mat 135' x 35' for you electric Flying enthusiasts. Event Director: Kerry Olson (306) 630-4279 and Event Contact Justin Heagy (306) 690-3286. For directions, photos and lots more information, hook up to our Club Facebook site: <https://www.facebook.com/MJRCAclub?ref=hl> |

## SOUTH EAST - L

**JANUARY 01, 2018 - MONDAY** | Fun Fly | 1 Day | OMFC Frozen Finger Fun Fly | OAKVILLE MFC INC. | DRUMQUIN PARK | Come out for the first flight of the year challenge again at OMFC's annual Frozen Finger Fun Fly! Event Address/Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Parking is located at our club flying field. Event details: 'Contest' starts at 1200 noon to determine with a Le Mans-Style start, the first person to accomplish a successful Take-off, Flight and Landing as per criteria by the CD for annual bragging rights! All glow and internal combustion powered fixed-wing planes are eligible for entry. Feel free to bring any electric planes to fly for your enjoyment but they will be graciously disqualified for the event! Come as early as 0900 to set your plane and crew up and to enjoy complimentary hot chocolate and wieners or whatever we can defrost to help fend off frostbite. The traditional Burn Barrel will also be available for heating purposes and revenge on last year's casualties! C.D. Jim Eichenberg (905) 849-9721, email: [jim@virtuhost.com](mailto:jim@virtuhost.com) | 2018-428 | <http://www.omfc.org>

**FEBRUARY 04, 2018 - SUNDAY** | Swap Shop | 1 Day | OMFC Toronto West Swap Meet | OAKVILLE MFC INC. | C.E.P Union Of Canada, Units 13-14 | Oakville Milton flying club Toronto West Swap Meet Date: Sunday February 4, 2018 Time: 9:00am to 12:00 Noon Location: CPEW Union Hall, located at 785 Pacific Road Units 13 and 14, Oakville, Ontario, L6L 6M3 You are invited to look up our web site at: [www.omfc.org](http://www.omfc.org) for a map, further directions and GPS coordinates. Rental space for vendors is \$10 per table but don't delay as we usually sell out! Buyer entry fee is \$5. Please register with Terry Sears at: [searst7281@gmail.com](mailto:searst7281@gmail.com) or (905) 844-4048. See you there. | 2018-427 | <http://www.omfc.org>

**FEBRUARY 18, 2018 - SUNDAY** | Swap Shop | 1 Day | 8th Annual Swap Meet | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELLERS | Odas Park |

Orillia Aero Modelers 8th Annual RC Swap Meet At Odas Park, 4500 Fairground road, Orillia, Ontario. Sunday February 18, 2018 Admission \$5.00 women and kids under 12 are admitted free. Doors open 10:00am-2:00pm. Food is available, raffles and door prizes. To book vendor tables \$15.00 call Henry at 705-330-2611 or Jim at 705-325-7627 Vender set-up from 8:00am-10:00am This is our 8th year and growing so book your tables early to not be disappointed. | 2018-06 | <http://www.6thdivisionflyers.com/>

**MAY 06, 2018 - SUNDAY** | Fun Fly | 1 Day | Opening Day | OAKWOOD & DISTRICT MODEL FLYING CLUB | FIELD - 1428 ELDON RD OAKWOOD ON | Come fill the skies with your latest model Pack a lunch and visit with other flyers. | 2018-836 | <http://www.oakwooddistrictmodelflyingclub.ca/>

**JUNE 02, 2018 - SATURDAY** | Fun Fly | 1 Day | OMFC Electric Fun Fly | OAKVILLE MFC INC. | DRUMQUIN PARK | Location: Drumquin Park (GPS Location: 43.533540, -79.786593) Landing Fee: \$10 (Includes lunch and entry into prize draw) MAAC or AMA membership required to fly. Registration required. Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Parking is located at our flying field. Event details: The Oakville Milton Flying Club is once again holding its annual Electric Fun Fly. Saturday June 2nd, 2018. No rain date is planned for this year's event. Dust off your favorite electric flying contraptions, charge up some batteries and come on out and join us. Pylon and drone racing also planned if sufficient entries. Food and drink included for registrants. Prizes go to lucky pilots. All MAAC/AMA members in good standing are welcome to fly with us. Guests are welcome as spectators. Hope to see you there! Contact: Denis Loo E-mail: [denis.kc.loo@gmail.com](mailto:denis.kc.loo@gmail.com) Cell/Text: (416) 206-4152 | 2018-429 | <http://www.omfc.org>

**JUNE 17, 2018 - SUNDAY** | Air Show/ Demo | 1 Day | OMFC Annual Air Show | OAKVILLE MFC INC. | DRUMQUIN PARK | The Oakville/Milton Flying Club will be having its Annual Airshow in support of the Oakville Fareshare Food Bank on Father's Day June 17th, 2018. Donations to the Oakville Fareshare Food Bank in the form of non-perishable foodstuffs or cash are requested in lieu of an admission fee. Make this year's Father's Day a special one filled with beautiful scale models and flying action! The show will be held between the hours of 12:30pm to 3:00pm at the clubs flying field located at Drumquin Park in Milton. Food and drinks will be available. There will be a variety of models

performing including war birds, aerobatic planes, gliders and some special surprises. After the show, weather permitting, visitors are invited to fly some of our training planes that will be made available for use under the direction and supervision of club instructors. To get to the flying field from the South take Trafalgar Rd north to Britannia Rd and turn Left at the lights. Proceed West approximately 200 yards to the Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. From the North take Trafalgar Rd South to Britannia Rd and turn right at the lights. Proceed West approximately 200 yards to Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. The public is asked to make a donation of food or cash for the Fareshare Food Bank by way of admission. Hope to see you there! Contact: Jim Eichenberg Phone: (905)495-2382 E-Mail: [jim@virtuhost.com](mailto:jim@virtuhost.com) | 2018-431 | <http://www.omfc.org>

**JUNE 17, 2018 - SUNDAY** | Fun Fly | 1 Day | Glider | OAKWOOD & DISTRICT MODEL FLYING CLUB | FIELD - 1428 ELDON RD OAKWOOD ON | This event is not catered | 2018-839 | <http://www.oakwooddistrictmodelflyingclub.ca/>

**JUNE 23, 2018 - SATURDAY** | Fun Fly | 1 Day | 60th ANNIVERSARY F/F | PETERBOROUGH R/C CLUB INC. | 596 COUNTY RD 8, DOURO DUMMER | "OUR 60th ANNIVERSARY Fun Fly" by Peterborough Radio Control Model Flying Club will be held at Brown's Field Saturday 0930 June 23/2018, rain date Sun 24. This will be informal flying event featuring historic airplanes, with some competitive challenges staged during the day on a sign in basis. All types of aircraft welcome (no turbines). Lunch will be available. Contact Mel Johnson ([mel169@mac.com](mailto:mel169@mac.com)), or Richard Orr ([dorr41@cogeco.ca](mailto:dorr41@cogeco.ca)). See MAAC website or ([www.prcmfc.com](http://www.prcmfc.com)) for directions to our club field, 5 km East of Douro, Ont." | 2018-695 | <http://www.prcmfc.com>

**JUNE 24, 2018 - SUNDAY** | Fun Fly | 1 Day | Scale models | OAKWOOD & DISTRICT MODEL FLYING CLUB | FIELD - 1428 ELDON RD OAKWOOD ON | This event is not catered | 2018-837 | <http://www.oakwooddistrictmodelflyingclub.ca/>

**JULY 08, 2018 - SUNDAY** | Fun Fly | 1 Day | Float Fly | OAKWOOD & DISTRICT MODEL FLYING CLUB | Float Flying Location | Event for club members and invited guests. Bring your own lunch and drinks. | 2018-840 | <http://www.oakwooddistrictmodelflyingclub.ca/>

**JULY 28, 2018 - SATURDAY** | Competition | 2 Days | OMFC Precision Aerobatics

Contest | OAKVILLE MFC INC. | DRUMQUIN PARK | Event Address/ Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Parking is located at our club flying field. Event details: 2018 Oakville Milton Precision Aerobatics Contest Hosted by the Oakville Milton Flying Club July 28th and 29th 2018. MAAC Sanctioned event involving all Pattern Classes: Sportsman, Intermediate, Advanced, Masters and F.A.I. Pre-registration by mail, phone or email to the C.D. \$30.00 with a letter of intent or \$45.00 on the day of the contest. Send no money. Pay at the contest. Start time 0900 H Saturday. Registration 0700 to 0830 H Saturday. C.D. Jim Eichenberg (905) 849-9721, email: [jim@virtuhost.com](mailto:jim@virtuhost.com) Ass't. C.D. Brian Anderson (905) 826-3168 email: [brian@virtuhost.com](mailto:brian@virtuhost.com) Points will be awarded toward the S.E. Zone Championship. Camping is not available at the field. Check with the C.D. for alternate options if you wish to camp. | 2018-430 | <http://www.omfc.org>

**AUGUST 11, 2018 - SATURDAY** | Fun Fly | 1 Day | Control Line | OAKWOOD & DISTRICT MODEL FLYING CLUB | FIELD - 1428 ELDON RD OAKWOOD ON | This event is not catered, bring your own lunch and drinks. | 2018-838 | <http://www.oakwooddistrictmodelflyingclub.ca/>

**AUGUST 19, 2018 - SUNDAY** | Fun Fly | 1 Day | Float Fly | OAKWOOD & DISTRICT MODEL FLYING CLUB | Float Flying Location | Club members and invited guests only Please bring your own lunch and drinks. | 2018-841 | <http://www.oakwooddistrictmodelflyingclub.ca/>

**AUGUST 25, 2018 - SATURDAY** | Fun Fly | 1 Day | OMFC Family Fun Fly | OAKVILLE MFC INC. | DRUMQUIN PARK | All Oakville Milton Flying Club members and family are invited to come out to this annual event. When: Saturday August 25, 2018 (Rain Day Sunday August 26, 2018) Where: OMFC Field - Drumquin Park From: 9:30am to 3:00pm This is your event, weather permitting, so come on out and support your club. Bring your favorite aircraft. All types of models are welcome. Enjoy a great day of flying and fun with your friends and fellow club members. Food and Drinks will be available. Draw prizes for lucky fliers. See you there. Field Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Contact: Terry Sears Phone: (905) 844-4048 E-Mail: [searst7281@gmail.com](mailto:searst7281@gmail.com) | 2018-432 | <http://www.omfc.org>

**AUGUST 26, 2018 - SUNDAY** | Fun Fly | 1 Day | Fall BBQ | OAKWOOD & DISTRICT MODEL FLYING CLUB | FIELD - 1428 ELDON RD OAKWOOD ON | Rain date Sunday September 2nd, 2018. Check club web site for cancellation. Visitors are welcome. 50/50 draw. | 2018-842 | <http://www.oakwooddistrictmodelflyingclub.ca/>

### SOUTH WEST - M

**MAY 26, 2018 - SATURDAY** | Air Show/Demo | 1 Day | WRCFC Openhouse | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | Club open house. General public is invited to come see what the hobby is all about and fly a trainer with one of our instructors | 2018-692 | <http://www.woodstockrc.club>

**JUNE 10, 2018 - SUNDAY** | Fun Fly | 1 Day | New Hamburg RC Club Fun Fly | NEW HAMBURG R/C CLUB | FIELD - 2668 CARMEL-KOCH RD. BADEN ON | The New Hamburg RC Club will be hosting its annual Fun Fly on Sunday June 10 2018 Food and drinks will be available, no events and no fees MAAC required for all pilots | 2018-819 |

**JUNE 16, 2018 - SATURDAY** | Competition | 2 Days | 4th Annual WRCFC IMAC contest | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | June 16-17 2018. Now a full two day contest! Open to all classes . This contest is officially a stop on the Americas Cup and will count for regional points. Registration opens at 08:00. Pilots meeting at 08:45 and wheels up at 09:00 sharp. Contest fee \$25 covers entrance fee. Lunch will be available on site both days. MAAC or AMA Required. Field will be open on Friday for practice. There is no camping on site as the conservation authority we rent from owns the campground 5 minutes down the road. Please contact CD for more information about camping or hotel recommendations. CD Steve Ruxton 519-532-3009 [stevenruxton@gmail.com](mailto:stevenruxton@gmail.com) | 2018-685 | <http://www.woodstockrc.club>

**JUNE 16, 2018 - SATURDAY** | Fun Fly | 1 Day | SAUGEEN FLYERS FUN FLY 2018 | SAUGEEN R/C FLYERS | FIELD - 1164 SIDEROAD #30 SOUTH BRUCE | The Saugeen R/C Flyers are hosting a fun fly at their flying field. Burgers, fries, pop, for sale. No landing fees. Come see our beautiful field and fly. See our website for more information and directions. [www.saugeenrc.ca](http://www.saugeenrc.ca) | 2018-702 | <http://www.saugeenrc.ca/>

**JULY 08, 2018 - SUNDAY** | Fun Fly | 1 Day | Mac Rowe Memorial Funfly | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | Open to all types of flying. Everyone is welcome at the annual WRCFC Mac Rowe Memorial Funfly. Check out our website: <http://woodstockrc.club/> for directions and GPS co-ordinates. | 2018-281 | <http://www.woodstockrc.club>

**JULY 20, 2018 - FRIDAY** | Fun Fly | 3 Days | The Wingham Jet Rally | WINGHAM JET CLUB | RICHARD W. LEVAN AIRPORT 40647 AMBERLY RD WINGHAM | Wingham Jet Rally, July 20, 21 and 22, This is the 10 th annual event. Turbine and electric powered model jets are welcome. The pilot registration fee is \$70 this includes a banquet ticket for Saturday night, extra banquet tickets can be purchased for \$20 if you would like to bring another person. There is a food concession run by the local Air Cadets, on Friday, Saturday and Sunday. There is a raffle table with lot's of cool stuff \$5 per ticket, 2018 raffle prizes totaled \$4000. in value. -Free Camping is available beside the airport. -There is a mass foamy launch at noon on Saturday. -There is a small airshow on Saturday noon to 1 PM. -Awards are given out at the banquet for best jets in

several categories. -Open flying for up to 4 jets in the air all three days. -Flight line tents can be purchased, The tents are put up on Wednesday July 18th. -Contact Blair Howkins 416-432-3871 If you have any questions. | 2018-831 |

**SEPTEMBER 15, 2018 - SATURDAY** | Fun Fly | 1 Day | Strathroy Flying Farmers Float Fly | STRATHROY FLYING FARMERS R/C | PARKHILL CONSERVATION AREA 32910 CENTRE RD PARKHILL ON | Strathroy Flying Farmers Float fly, September 15th, wind/rain cancellation date August 16th, from 9am to 2pm, sponsored by the Strathroy Flying Farmers. The Parkhill Conservation Lake is located at the north end of Parkhill off Highway #81. Signs will be in place directing flyers to the site. Splash down fee for participating flyers of \$10 includes lunch. Food and drinks available, on site. There is plenty of parking and area to set up sun shades. Event contacts Bob May @ 519-471-2964 or Paul Neely @ 519- 641-4045." | 2018-419 | <http://sites.google.com/site/sffrcplaneclub>

**SEPTEMBER 20, 2018 - THURSDAY** | Fun Fly | 4 Days | ThunderThrust Over Chatham Kent Jet Rally | SOUTH WEST ONTARIO ZONE | C-K MUNICIPAL AIRPORT 8528 FOURTEENTH LINE RR2 MERLIN | Jet Rally - ThunderThrust over Chatham-Kent Municipal Airport Four days of pure fun. If you love jets and turbines this is a must attend event, you will not be disappointed. Turboprops and electric ducted fans are welcomed. Group dinners are planned for Thursday, Friday and Saturday. Trophies and prize table will be held at Saturday's dinner. Hope to see you there. | 2018-851 |

## OAKVILLE MILTON FLYING CLUB



## Toronto West Swap Meet

Sunday February 4, 2018  
9 am - 12 noon

Units 13-14, 785 Pacific Road, Oakville, ON

*Come one, come all*

*to the annual Toronto West Swap Meet hosted by the Oakville Milton Flying Club.*

ENTRY  
\$5<sup>00</sup>

The swap meet is located at 785 Pacific Road, Units 13 & 14, Oakville, Ontario. Pacific Road runs off Wyecroft Road and is south of the Q.E.W. between Bronte Road and Third Line. You are invited to look up our web site at [www.omfc.org](http://www.omfc.org) for a map and further directions.

*Rental for vendors is \$10 per table.*

*Please register with Terry Sears:*

*[searst7281@gmail.com](mailto:searst7281@gmail.com) - 905-844-4048*

## SEE YOU THERE!

## LARRY PIERCE – 841L

On December 27, 2017 Larry Pierce passed away after a prolonged battle with cancer. He will be missed.

Larry started modelling in the early 1950's and was a long-time member and advocate for MAAC. Over the years he embraced many types of model aircraft building, from rubber powered, to free flight, to control line, to scale. He also became involved in early radio control, including building his own radio gear.

However, it was in the realm of scale models that he really developed his impressive skills. He Built most of his scale models from scratch, using plans he drew up himself, and built up an expertise in jigs and fixtures, fibreglass moulding, machining metal parts on his trusty lathe (undercarriages etc.), all topped off by immaculate paint and scale detail finishes.

His latest masterpiece, sadly not quite complete, is a Bristol Beaufighter Mk 2, which sports a true to scale functional undercarriage and is finished in an RCAF WW2 colour scheme.

In the mid 1970's Larry was a founder member of the Edenvale Flyers (Now Edenvale Radio Controlled Aircraft Club Inc.), and latterly he was a member of the 400 Club.

Despite a sometimes gruff exterior, Larry was always willing to help fellow modellers, as a flying instructor and as a expert builder. In fact, there are probably numerous models still flying which have some item made by Larry, or with Larry's help, particularly with landing gear, fibreglass cowls, wheel spats, etc.



## LEN ROOTES

Len passed away peacefully with his loving family by his side, at his home on May 27, 2017.

Beloved husband of Rose (nee Lamb), loving father of Linda (John), Margie (Craig), Debbie (the late Scott), and Jim. He was a proud, loving and much loved grandfather and great grandfather.

Len was first a strong family man, he was also a successful businessman in the graphic supply industry and president of L + R Graphic Supply Inc.

His enthusiasm and dedication as president of the Huronia Club will be missed by all members.



# Model Aviation CANADA

## Tell us your stories

We are looking for a  
few great stories!

Articles should be about 475 words  
with 4 to 6 photos.

Model Profiles should be about 300 words  
with 4 to 6 photos

[editor@ModelAviation.ca](mailto:editor@ModelAviation.ca)

## Racontez-nous une histoire!

Nous recherchons quelques bonnes idées  
et des histoires sensationnelles.

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

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

(tourniquets d'élastique) au-dessus des grandes étagères. Bien que Dmytro semblait mieux se débrouiller en ces conditions, je me suis aperçu que j'en avais beaucoup à apprendre au sujet de ces emplacements de vol situés au niveau de la mer. J'espère pouvoir y retourner, cet été.

### ÉQUIPE FID

Lors de notre Assemblée annuelle de zone (Sud-est Ontario), j'ai recommandé que Dmytro Silin, Edmund Liem et Arend Borst soient approuvés afin de représenter le Canada au Championnat mondial de FiD à West Baden (Indiana) en 2018.

### CONCOURS DE LA COUPE ZORK

John Cooper d'Ottawa nous a avertis que leur concours de la coupe Zork en 2017 mettait en vedette le Bird Dog du fabricant Guillow's. Avec un poids minimum de 22 grammes, il était difficile d'empêcher ces maquettes de frapper le mur, le plafond ou d'autres appareils. Adrian Culf a remporté le trophée du vol d'endurance (27,1 secondes) tandis que Russel Holmes a reçu les honneurs lors de la portion exposition statique.

### RECORDS

Dmytro Silin a établi des records de plafond catégorie 4 à Lakehurst : 4:30 (A6), 18:16 (FiR) et 4:26 (10mA électrique). John Marett a réalisé un chrono de 5:11 catégorie A6 et 8:55 en catégorie FiR. ✈

### Sud Est (L)

suite de la page 24

Nous voici donc à aujourd'hui, fin 2017, et j'adore tout autant le vol télécommandé et surtout la camaraderie dont nous bénéficions au terrain. Je vole surtout en matinée au TEMAC puisque je vis une demi-retraite au moment où je ralentis les opérations de mon entreprise de consultation et d'appui informatiques. Au fil des années, j'ai retiré beaucoup de plaisir du vol télécommandé et j'ai toujours cherché à remettre ce qu'on m'avait donné dès que j'en ai la chance.

C'est là un résumé assez long de mon implication au sein de l'univers des avions télécommandés (voilure fixe). Je dispose de suffisamment de temps et je suis toujours intéressé à aider à faire progresser ce passe-temps et sport.

### PREMIÈRE TÂCHE OFFICIELLE

Le samedi 18 novembre, je me suis rendu au tournoi acrobatique de F3P (vol télécommandé intérieur) au Centre communautaire de Cobourg. Harry Ells l'a organisé et coordonné (il est membre des Kawartha Lakes Radio Control Flying Club et des Northumberland Electric Aviators).

Je me suis déplacé à Cobourg pour deux raisons. La première, c'est que j'ai remis à Harry son certificat de membre Leader. La deuxième, c'est que je voulais être spectateur au concours puisque je m'intéresse à l'acrobatie et que je voulais voir ça de près. Je crois qu'il y avait entre dix et 15 concurrents, y compris des membres de la récente équipe canadienne de F3A, des modélistes qui revenaient tout juste du Championnat mondial en Argentine. Les avions et l'aptitude de pilotage de ces concurrents étaient fascinants; leurs manœuvres paraissaient si simples et le vol lent avait de quoi capter l'imagination. Qui sait, j'essayerai peut-être moi aussi, un de ces jours.

Chapeau à Harry pour l'organisation du concours, d'avoir coordonné l'obtention de l'emplacement de vol et d'avoir été à la fois un concurrent et un juge! Non, il ne s'est pas attribué un pointage lors de son propre vol! Je crois que nous devons en faire davantage afin d'appuyer ce volet de notre passe-temps et sport, non?

### DISTRICT YRP 3 DE KESWICK

Le lendemain, je me suis rendu au Keswick Model Aircraft Club, une fois de plus afin de présenter un certificat de membre Leader, cette fois à Karl Goinarov, président du Club et travailleur infatigable, en plus d'assurer la promotion du vol télécommandé dans la région. L'Assemblée générale annuelle du Club se déroulait d'ailleurs au bureau du district 3 de la Keswick York Region Police... J'étais bien sage. La participation a été bonne et après la présentation – avant que la réunion ne soit appelée à l'ordre – j'ai présenté son prix à Karl au nom du MAAC.

Toutes mes félicitations à Harry et à Karl. Merci d'être si activement impliqués au sein de l'aéromodélisme. ✈

model aviation.

### FIRST OFFICIAL DUTY

On Saturday, November 18, I visited the F3P Indoor Aerobatics Tournament held at the Cobourg Community Centre. This was organised and run by Harry Ells of the Kawartha Lakes Radio Control Flying Club and Northumberland Electric Aviators.

I made the drive to Cobourg for two reasons, the first to present to Harry with his Leader Member Certificate and also to be a spectator at the event as I have an interest in Aerobatics and wanted to see Indoor Aerobatics for myself. I think there were 10 to 15 competitors, including some members of the recent Canadian F3A team, recently returned for the World Championships in Argentina. The aircraft and the piloting skills of the competitors were fascinating as they made the manoeuvres look so simple and the slow flight was enthralling. Who knows, maybe I'll give it a try.

Hats off to Harry for organising the contest, arranging the venue, AND being a competitor and a judge too! No, he did not score himself on his flight! I think we need to do more to support this aspect of the hobby and sport?

### KESWICK YRP 3 DISTRICT

The following day, I visited the Keswick Model Aircraft Club, to again present a Leader Member Certificate to Karl Goinarov, the Club President and also a tireless worker for the club and promoter of radio control flying in the area. It was also the club's AGM, held at the Keswick York Region Police District 3 offices and so I was on my best behaviour. The AGM had a good turn-out and after the presentation, prior to the meeting being called to order, I made the presentation to Karl on behalf of MAAC.

To both Harry and Karl – our congratulations and thanks for being so actively involved in model aviation. ✈

### R/C Pylon

from page 75

dimensional restrictions and noise reduction tail cones. The fuel used is 80% methanol and 20% castor oil measured by volume.

“The propellers are almost all two-bladed composite resin utilizing continuous strand carbon fibre construction. The central hub is also molded into the prop. The props are highly balanced and rigid to withstand the stresses of running close to 35,000 RPM in the air. These high-performance powerplants can produce close to 4.5 brake horsepower at around 30,000 rpm. This makes the F3D engine one of the most powerful engines in the world based on the horsepower per cubic inch of displacement. (11.25 horse power per cubic inch of displacement). No wonder we occasionally blow up the motors!

“Many pilots now are using on-board glow systems to power

the glow plug. This allows the pilot to adjust the energy to the glow plug remotely from the transmitter while the plane is in the air. Glow plugs with heavier elements can be used and are therefore potentially longer lasting than the older plugs with smaller diameter more fragile elements. A heavier element can cause more damage if the element is broken or lost during a flight, but that is one of the downsides of pushing the performance envelope. Presently, the two major engine manufacturers are MB (made by Robert Metkemeijer in Holland and DKT made by the DKT factory in Italy). Both engines are very high quality motors indeed.

“F3D is truly a very high performance international class of racing that brings modelers from around the world together to compete at very high levels of skill.” ✈

### Control Line Precision Aerobatics

from page 59

year for a camp. I've learned LOTS from these camps and I URGE you to at the very least establish a coaching program with your local guys. Use video, encouragement, and common sense.

“But DON'T just go fly without a plan and expect to get better. It won't happen and when you do get to a coaching seminar, you will have the issue ingrained.... NOT good.

“You're a Stunt Pilot, you're a competitor, practice like one!” ✈

### Atlantique (B)

suite de la page 11

à rassembler toutes les pièces du casse-tête. Je vous enverrai toute modification ou nouvelle à mesure qu'elle se produit.

Cette chronique est courte puisque je reviens tout juste de l'hôpital. Je me porte bien mais je devrai récupérer. Au plaisir de vous revoir, les gars, et n'oubliez pas de m'envoyer du matériel en prévision de la revue. C'est parfois tout un projet de trouver quelque chose à écrire. ✈

### RC Pylône

suite de la page 74

3 000 grammes (au maximum). De telles contraintes existent aussi pour le fuselage (au minimum, 100 cm<sup>2</sup>, hauteur de 175 mm, largeur de 85 mm) et pour les surfaces portantes (34 décimètres<sup>2</sup> de surface combinée ailes-gouvernes horizontales).

«Un train d'atterrissage rétractable est autorisé mais plusieurs maquettes sont dotées d'un train fixe mais caréné de façon à recouvrir les haubans et la majeure portion de la roue. Le réservoir de carburant est typiquement de 160 c.c. sous forme de poire de façon à empêcher la formation de bulles dans la conduite. Les gouvernes sont la profondeur, les ailerons, le gouvernail de direction et un dispositif d'étrangement de l'alimentation en carburant (aucune manette des gaz). Typiquement, le moteur est entièrement caréné et est doté d'un tuyau d'échappement calibré (tuned pipe), histoire d'obtenir un meilleur aérodynamisme.

«Ces avions peuvent atteindre des vitesses de 320 km/h en circuit de course. Ce sont des machines rapides et profilées.

Coût moyen : entre 3 000 et 3 500 \$.

«Les moteurs possèdent un volume maximal de 6,6 cm<sup>3</sup> (0,40 pouce cube) et une aire maximale de prise au venturi de 114 mm<sup>2</sup> (trou circulaire d'environ 12 mm). Les tuyaux d'échappement calibré sont autorisés si l'on observe les restrictions de dimensions et les cônes de queue visant à atténuer le bruit. Le carburant, c'est 80 % de méthanol et 20 % d'huile de ricin (castor oil), mesurés au volume.

«Les hélices sont presque toutes à deux pales (résine de composite avec fibre de carbone). Le moyeu est coulé à même l'hélice. Celle-ci est soigneusement équilibrée et suffisamment rigide pour encaisser le stress de tourner à presque 35 000 révolutions/minute, une fois l'avion en l'air. Ces moteurs très performants peuvent produire presque de 4,5 chevaux de puissance au frein à environ 30 000 tours/minute. Ce moteur de F3D s'avère donc l'un des plus puissants au monde (rapport chevaux/pouce cube), quelque 11,25 chevaux/pouce cube. Pas étonnant que ces moteurs explosent parfois!

«À l'heure actuelle, plusieurs pilotes ont recours à des systèmes d'allumage embarqué afin d'alimenter les bougies incandescentes. Le pilote peut alors ajuster à distance l'énergie transmise à la bougie depuis son émetteur, même si la maquette est en l'air. Des bougies à élément plus robuste sont utilisées afin de durer plus longtemps (enfin, potentiellement) que les anciennes bougies aux éléments chauffants plus fragiles. Un élément plus pesant peut causer davantage de dommage s'il se casse ou s'il quitte l'avion en vol, mais on reconnaît généralement que c'est un désavantage avec lequel il faut composer lorsque qu'on repousse les limites.

«En ce moment, les deux plus importants fabricants sont MB (Robert Metkemeijer en Hollande) et DKT (usine du même nom en Italie). Tous deux sont d'une qualité exceptionnelle.

«Le F3D est une catégorie internationale de très haut niveau et les modélistes de partout sur le globe se livrent un combat à tout rompre et de calibre très relevé.» ✈

# GREAT HOBBIES

Great Service • Great Selection • Great Prices



## Realfight RF8



- NEW! works with Oculus Rift and HTC Vive headsets
- Keeps your flying skills sharp all winter long
- Available with or without controller

GPMZ4558 — Realfight RF8 Software Only  
GPMZ4550 — Realfight RF8 w/Interlink-X Controller



## FT X-29 Kit



- Simply construction using common tools
- Waterproof foam board construction
- Online build videos

Wingspan: 27.5in · Length: 45.5in · Weight: 750g w/o battery  
FTSBK490B — FT X-29 Speed Build Kit WR Foamboard

## E-flite

## AT-6 Texan BNF/PNP



- BNF features SAFE
- Both PNP & BNF come with retracts and flaps
- Durable foam construction

Wingspan: 57in · Wing Area: 500sq-in · Length: 39.5in  
EFL8750 — AT-6 Texan 1.5m BNF w/SAFE/Retracts/Flaps  
EFL8775 — AT-6 Texan 1.5m PNP w/Retracts/Flaps



## iX12 12-Channel



- 12 fully proportional channels at 2048 resolution
- 4-inch color screen with Multi-Touch technology
- Android interface with a dedicated quad-core processor

Channels: 12Channels · Modulation: DSMX · Band: 2.4GHz  
SPM12000 — iX12 12-Channel System w/AR9030T Receiver  
SPM12000 — iX12 12-Channel Transmitter Only

## BLADE

## Vortex 230 Mojo BNF



- Fully assembled and ready-to-ace
- Durable airframe with 4mm carbon-fiber motor arms

Length: 250mm · Weight: 480g · Battery Req.: 3S-4S 1350mAh  
BLH9260 — Vortex 230 Mojo BNF Basic

## E-flite

## UMX Vapor Lite RTF/BNF



- Ideal indoor aircraft for winter flying season
- Ultra light-weight at 12.5g
- BNF or RTF with radio

Wingspan: 13.6in · Wing Area: 60.7sq in · Length: 11.8in  
EFLU6800 — UMX Vapor Lite HP RTF  
EFLU6850 — UMX Vapor Lite HP BNF



## Dominator V3 FPV Kit



- Includes FSV2442 32 channel Race Band receiver, SpiroNET and FSV1814 18650 battery case

Battery Requirements: (2) 18650 Li-Ion Cells

FAT106303 — Dominator V3 FPV Goggles Kit



## Transformer SE



- 720p monitor with antenna diversity receiver
- 2x Dipole antennas and 7.4V 1000mAh headset battery included

FAT1105 — Transformer SE Headset Bundle

## JUMPER

## Jumper T8SG



- Compatible with DSM2/DSMX, FrSky & Futaba protocols
- 1.7" back lit display
- Assignable switches
- Smaller form factor fits smaller hands

JUMT8SG — Jumper T8SG Multi-Protocol 2.4GHz 10Ch



When a qualifying product is nationally advertised at a lower price by any Canadian Hobby Shop, we will not only match it, we will **beat it by 10% of the difference**. See web site for details.



## FREE SHIPPING PROGRAM\*

SEE WEB FOR DETAILS

\*Canadian addresses only, minimum order required. Oversize & Insurance fees are extra, some restrictions apply.

# 1-800-839-3262

## www.greathobbies.com

Ordering by phone & Technical Assistance Hours

(Atlantic Time) 10AM to 8PM Monday to Friday  
10AM to 5PM Saturday or 12PM to 5PM Sunday

## COME VISIT!

We have four retail locations to serve you!



Charlottetown, PE  
171 Buchanan Drive  
ph 902 569 3262

Edmonton, AB  
5144 - 75th Street  
ph 780 466 3388

Mississauga, ON  
3035 Argentia Road  
ph 905 824 8228

Ottawa, ON  
140 Train Yards Drive  
ph 613 244 2701