

# Model Aviation

# CANADA



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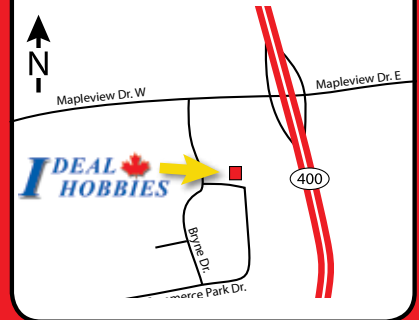
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Robert Scheer's 1.2m E-Flite Mark IX Spitfire makes a pass over the KMAS field.  
Photo by Ben Overmars

# RAPPORT ANNUEL DU PRÉSIDENT AUX MEMBRES



**Peter Schaffer - 44429**  
Président  
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Les rapports annuels ressemblent aux résolutions du Nouvel an... après le fait. Les plans annuels d'opérations décrivent les objectifs de demain. Rédiger un rapport annuel offre l'occasion de jauger ce qui est arrivé l'année précédente et de comparer tout ça au plan d'opérations qui était prévu.

Notre monde évolue rapidement sur tous les plans. De plusieurs façons, le rapport annuel ressemble à un rapport d'histoire. Le temps défile à la vitesse de la lumière. Clignez des yeux et vous verrez qu'un mois et même une année vient de s'écouler. C'est donc l'occasion de marquer une pause et de réfléchir sur les actions passées.

## ADHÉSION

Il n'y a aucune façon d'adoucir la pilule : le nombre de membres chez nous, de même que celui de notre voisin américain, l'AMA, a décliné en 2018, comparé aux années précédentes. Notre sport n'est pas le seul à se buter à ce défi. C'est un problème pour bon nombre d'organismes communautaires et sportifs. Les causes en sont nombreuses et généralement parlant, hors de notre contrôle. Le poste de dépense « membership » au budget 2019 a été ajusté à la baisse afin de refléter la perte du nombre de membres. La seule option consiste à s'adapter, sans quoi nous appartiendrons éventuellement à l'histoire.

## PROCESSUS BUDGÉTAIRE

Le Comité exécutif ne s'est pas rencontré afin de préparer une ébauche du budget 2019. Celui-ci a été entièrement conçu par le Conseil de direction. Le budget était prêt au début décembre 2018 en prévision de l'année 2019. Plusieurs postes de dépenses discrétionnaires ont été réduits ou éliminés afin d'offrir du financement aux projets qui permettront à l'organisme d'atteindre ses objectifs.

## FRAIS D'ADHÉSION

Les frais d'adhésion sont demeurés les mêmes depuis 2012 et à mesure que les frais fixes augmentent annuellement, les ressources deviennent plus rares afin de traiter des initiatives importantes.

L'équivalent de l'adhésion de 2012, 80 \$, devrait se situer à 87,17 \$ en 2018. Le rapport nouveaux membres / annulations et la réalité de l'inflation et des fonds qui diminuent font en sorte que c'est tout un défi d'appuyer les activités de notre organisme.

## ORGANISME MODERNE ET AGILE – LE PARI TECHNOLOGIQUE

Notre organisme aurait été en piètre posture financière il y a quelques années s'il n'avait pas adopté la technologie numérique afin d'automatiser ses processus administratifs et de communication. La récompense de ces investissements, c'est que le coût de mise en œuvre s'est remboursé par lui-même l'année même où les changements ont été apportés et les économies se poursuivent. Nous n'utilisons pas l'argent des nouveaux membres afin de financer ces mises à jour et services numériques. Nous réinvestissons plutôt certaines de ces économies annuelles afin de bâtir de meilleurs outils numériques. Dans l'univers numérique, le travail n'est jamais fini.

## RÉUNIONS EN LIGNE

Comment et où le MAAC organise ses réunions du Conseil de direction et du Comité exécutif, voilà des paramètres qui ont été grandement améliorés, en grande partie grâce à l'utilisation des nouvelles technologies. Le coût des réunions a été diminué de façon dramatique et, mieux encore, les affaires sont traitées plus ponctuellement. Dorénavant, les membres du Comité exécutif n'ont plus à se déplacer deux fois par année à un lieu de rencontre. La réunion est organisée grâce à un outil en ligne qui s'appelle « go to meeting ».

Le Conseil de direction s'en tire bien aussi. Ses membres n'ont plus à s'asseoir dans une salle de réunion pendant plusieurs jours avant l'Assemblée générale annuelle afin de régler les sujets qui auraient dû l'être en cours d'année. Ces longues séances n'étaient pas productives pour plusieurs raisons.

L'utilisation tout au long de l'année des outils en ligne pour les réunions et pour les réunions ordinaires du Conseil de direction nous a permis de demeurer à jour, pour faire changement. Autre bon : le coût des réunions a été réduit.

## RÉUNION DU CONSEIL PENDANT LA FIN DE SEMAINE DE L'A.G.A.

L'année 2018 constituait la première fois que le Conseil de direction essayait la formule d'une rencontre face à face d'une seule journée avant l'Assemblée générale annuelle (A.G.A.). Lors de celle-ci, le Conseil discute des gros défis de notre organisme plutôt que de jaser des affaires et transactions quotidiennes. Cette réunion sert à bien d'autres choses. C'est l'occasion d'apprendre à nous connaître, d'effectuer la mise à jour du plan stratégique quinquennal et d'identifier les sujets à même le plan stratégique qui seront déplacés au plan annuel de l'année d'ensuite.

## PLANIFICATION

L'année 2018 était aussi la première au cours de laquelle le MAAC disposait d'un plan annuel d'opérations. C'était aussi la première année que le MAAC approuvait un plan stratégique quinquennal. Nous ne pouvons plus improviser et passer d'une crise à l'autre, ce qui nous déconcentre, parce que nous ne pouvions qu'essayer de nous rattraper. Fait important à noter : le plan annuel d'opérations en 2019 sera prêt avant même ladite année 2019.

Trois équipes d'experts en matière ont été formées en 2018 afin d'examiner les procédures du MAAC afférentes à : 1. la direction 2. les réserves et l'investissement et 3. les projections financières. Leur travail se poursuivra en 2019.

## DOCUMENTS

Beaucoup d'effort a été placé en 2018 – et cela se poursuivra en 2019 – à l'examen des documents existants quant à leur pertinence. Nous effectuerons les mises à jour nécessaires, nous uniformiserons leur apparence et nous les afficherons dans les deux langues officielles. De plus, le côté français des outils du site Web subit un examen afin d'identifier et de régler les traductions manquantes ou mal ficelées. Le nombre de documents est en croissance au site Web.

## COMITÉS

Le mandat du Groupe consultatif sur les (remises de) prix ainsi que les critères de ces distinctions ont été mis à jour en 2018.

*suite à la page 30*

# THE PRESIDENT'S 2018 ANNUAL REPORT TO THE MEMBERS



**Peter Schaffer - 44429**  
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Annual reports are something akin to New Year's Resolutions, only after the fact. Annual Operating Plans describe the goals of tomorrow. Writing an annual report is the opportunity to take stock of what happened last year, and to compare it to that year's Operating Plan.

Our world is evolving quickly on all fronts. The annual report seems, in many ways, a history paper of yore. Time is moving at light speed. Blink, and a month, then a year is gone. So, this is the opportunity to pause and reflect on what was.

## MEMBERSHIP

There is no way to sugar coat the fact that both the MAAC & the AMA (our USA counterpart) memberships declined in 2018, as compared to previous years. Our sport is not alone in facing this challenge. It is problematic for many other community and sport organizations as well. The causes of this problem are many and generally, beyond our control. The membership income line item for the 2019 budget has been adjusted downward in anticipation of a further membership loss. The only option is to adapt or become a foot note in history.

## BUDGET PROCESS

The Executive Committee did not meet to develop a draft 2019 budget. The 2019 budget was entirely developed by the Board of Directors. The budget was ready in early December 2018 for the start of the 2019 fiscal year. Many discretionary budget items have been reduced or eliminated in order to provide funding for projects that will move the association towards its goals.

## MEMBERSHIP FEES

Membership fees have remained the same since 2012, and as fixed costs increase year over year, there is declining resources to address new and important initiatives. The equivalent \$80.00 membership fee in 2012 would be \$87.17 in 2018. The rate of new members vs. attrition and the reality of inflation and declining funds, makes it challenging to support the association's activities.

## BECOMING A MODERN, EFFICIENT AND NIMBLE ORGANIZATION - THE TECHNOLOGY PAYBACK

Our organization would have been in a really bad financial place, a number of years ago, had it not embraced the use of digital technology, to automate its administrative and communication processes. The payback on these investments are recouped in the year that they were made and pay dividends every year thereafter. We are not using "new membership money" to pay for the updates and the new digital services. Rather, we are reinvesting some of the annual savings, to build better and better digital tools. The work in the digital world is never done.

## ONLINE MEETINGS

The how and where MAAC conducts its Board of Director and Executive Committee meetings has been greatly improved, in many ways because of the uses of digital technology. Meeting costs are dramatically reduced and best of all, business is being done in a timely manner. Gone are the days of the Executive Committee having to travel to a meeting location twice a year.

Also gone is the necessity for the Board of Directors to sit trapped in a meeting room, for multiple days, prior to the Annual General Meeting, trying to do what needed to be done throughout the year. Those long sessions are unproductive for a variety of reasons.

The use of the online meeting tools and regular Board meetings throughout the year has made it possible for us to be ahead of the curve and on schedule, for a change. The other bonus is the reduction in meeting costs.

## BOARD MEETING ON THE ANNUAL GENERAL MEETING WEEKEND

2018 was the first year that the Board of Directors, had a one-day face to face meeting, the day prior to the member's Annual General Meeting. The focus of the Board meeting is the discussion of the big picture items that are facing our organization, rather than chatting about the every day, transactional business. The Board of Directors face to face meeting serves other important purposes. It is the opportunity to get to know each other, to update the five-year Strategic Plan and to identify items in the Strategic Plan that will

be moved to the following year's Annual Plan.

## PLANNING

2018 was the first year that MAAC actually had an Annual Operating Plan. It was also the first year that MAAC had an approved five-year Strategic Plan. The days of winging it, and lurching from crisis to crisis, and losing focus, because folks are just off "chasing rabbits," is a thing of the past. It is important to note that the 2019 Annual Operating Plan will in place prior at the start of the 2019 Operating Year.

Three teams of Subject Matter Experts were formed in 2018 to review MAAC's procedures related to 1 – Oversight, 2 – Reserves and Investment and 3 – Financial Projections. Their work will continue into 2019.

## DOCUMENTS

A major effort has been made in 2018, and will continue in 2019, to review existing documents as to their currency, make the necessary updates, standardize their "look" and to post them in both official languages. In addition, the French side of the website tools is being reviewed to identify and fix missing or inaccurate translations. The number of documents is growing on the website.

## COMMITTEES

The Terms of Reference for the Awards Advisory Group and the criteria for the different awards has been updated in 2018.

The MAAC Safety Committee has made a major effort to bring all the safety documents up to date.

The Transport Canada Advisory Group is on top of the discussions that took place between MAAC and Transport Canada, during the development of the regulation that will come in place in 2019.

Insurance for our hobby equipment  
Many of our personal homeownership insurance policies no longer cover our hobby equipment. Check the coverage offered by our MAAC insurance provider – AON – in our magazine or online.

## SO, WHAT IS NEXT FOR 2019 –

The 2019 Annual Operating Plan will be posted on the website in January 2019. ✈



Keith Morison - 24909L

Editor

403.510.5689 | editor@modelaviation.ca

«Wow... Il y a beaucoup de contenu sur le vol circulaire dans les pages de Model Aviation Canada!»

«Mince, pourquoi y a-t-il autant de contenu de la côte Ouest dans la revue, dernièrement?»

«Pourquoi ne vois-je pas davantage de contenu sur mon secteur d'intérêt dans le magazine?»

Bien que je n'entende pas directement ces commentaires, j'entrevois assez facilement que c'est ce que les gens pensent en prenant un café ou lors d'une réunion de club.

La réponse est simple et beaucoup moins sinistre que certains pourraient le croire. Nous nous fions à nos membres afin qu'ils partagent leurs activités et nous voulons vous montrer notre sport à travers leur regard... et les reportages que nous publions reflètent les histoires qui nous sont envoyées.

Puisque la MAAC effectue des modifications sur la façon que nous communiquons, nous rechercherons davantage de contenu afin de remplir ces pages-ci et, pour ma part, j'ai hâte de présenter à tout le monde le spectre plutôt élargi des activités auxquelles se livrent nos membres.

## QUELLE EST LA RECETTE D'UNE BONNE HISTOIRE?

Je vous parie que plusieurs histoires de terrain seraient propices à ce qu'on les raconte et encore mieux, que vos collègues membres liraient avec plaisir.

Bien sûr, on retrouve souvent les comptes-rendus sur les leaders au sein de notre passe-temps, ceux qui se dévouent dans ce qu'ils font et qui expliquent pourquoi ils aiment s'impliquer et ce qu'ils en retirent. Mais cela ne fait qu'égratigner la surface.

À mesure que nous améliorons les pages de Model Aviation Canada, notre mandat, c'est d'utiliser les pages afin de célébrer la pratique de notre passe-temps et ce qu'il signifie pour nos membres. Mais la question se pose : qu'est-ce qui vaut une telle célébration (reconnaissance, si l'on veut)? Je répondrais : tout ce qui nous interpelle à

titre de modélistes et ce qui nous procure du plaisir.

Peut-être êtes-vous un(e) débutant(e) qui vient de vivre l'excitation de votre première envolée en pilotage solo et vous voulez partager ce sentiment de l'objectif atteint?

Peut-être êtes-vous un(e) concurrent(e) de longue date qui vient de découvrir l'ambiance plus calme et l'esprit de camaraderie d'un Fun-fly local et vous pensez que davantage de personnes devraient profiter des rassemblements de tels groupes disparates de modélistes?

Peut-être êtes-vous un(e) pilote de loisir qui vient de disputer son premier concours et vous pensez que davantage de modélistes devraient songer aux concours comme façon de se lancer un défi afin de se concentrer sur leur pilotage?

Peut-être êtes-vous un instructeur ou une instructrice qui retire beaucoup de satisfaction d'aider les autres à entrer au sein du passe-temps et de montrer comment en profiter en toute sécurité... et que vous voulez faire comprendre aux autres modélistes ce que vous retirez de «rendre la pareille» ou de «passer au suivant»?

Peut-être êtes-vous la personne affectée à la sécurité à votre terrain et vous avez trouvé de bonnes façons d'instaurer une culture à cet effet auprès des membres? Vous pourriez alors partager vos idées et méthodes qui ont fait que vos collègues les ont adoptées.

Peut-être avez-vous organisé des événements à votre club qui ont fait en sorte que personne ne veut manquer ces fins de semaine au sein de votre zone? Je vous parie que vous pourriez partager des idées sur une approche de base de la planification d'événements, ce qui entraînerait la création d'autres rassemblements de marque à l'échelle du pays!

Beaucoup de «peut-être», mais je suis persuadé qu'il y a plusieurs histoires à partager auprès de vos collègues... et je suis là afin de vous aider à les raconter. Envoyez-moi un courriel et racontez votre histoire et je vous informerai de ce dont nous avons besoin pour la rendre meilleure pour notre lectorat. ✈

## Letter to the Editor Switch Off, not Unplug

*Re: Model Aviation Magazine, September - October. Article "Add 10 Second test to your Maiden. Binding Checklist, By Dwayne J Baldwin."*

I am concerned with one part of the "10 second failsafe check" process where the author suggests removing the battery from the transmitter.

From my experience, I'd recommend people only switch off their radios to check the failsafe settings. I have found that if you remove / disconnect the battery, on some transmitters, with the switch on you will lose the programming and have to send it back to the supplier for repair.

I have the Spektrum 7 and had the battery slip out while making changes, with the switch on and lost all of the programming.

Newer transmitters can be programmed through the computer but not many of the older radios. While this is not an expensive repair, shipping to the United States can be expensive and the downtime can be frustrating.

- Glenn Nigh 9343 L

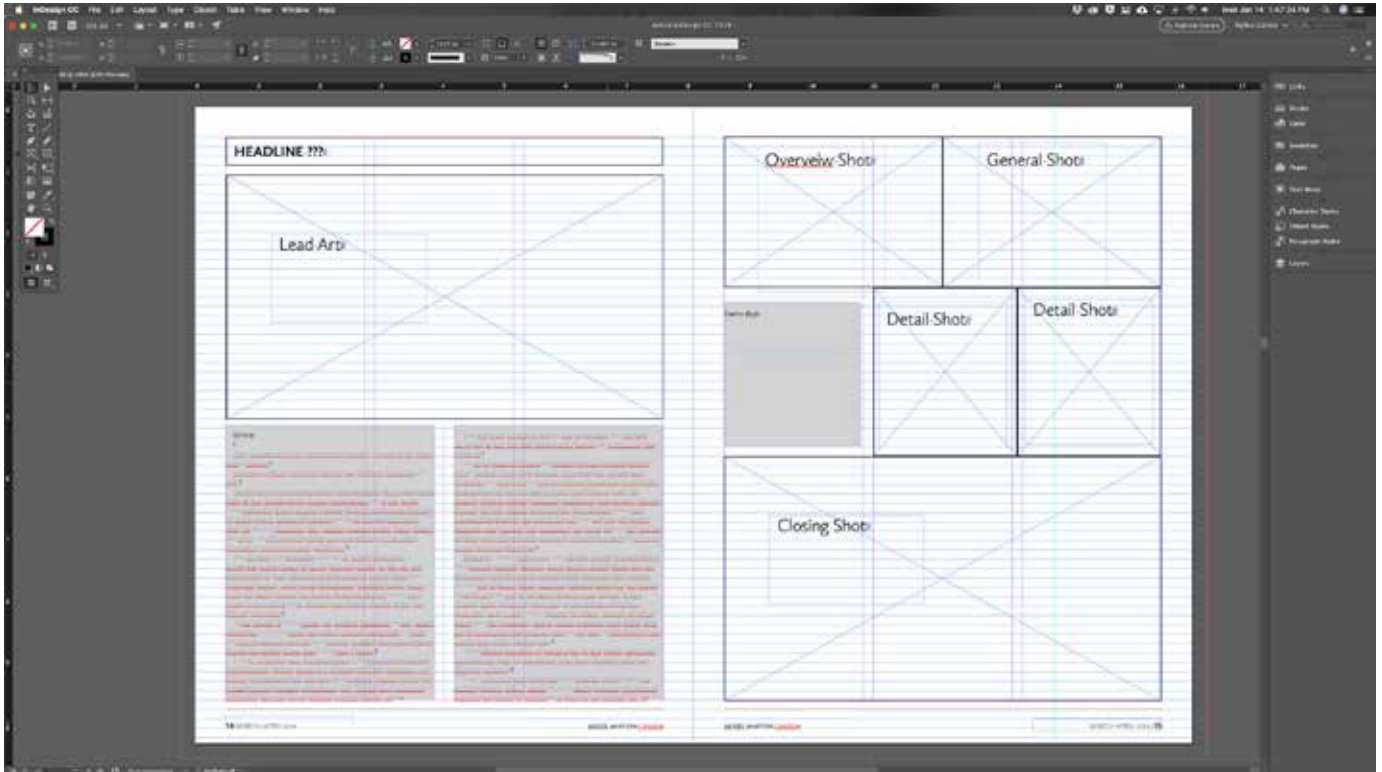
## Correction:

During Editing, a couple of mistakes made it in to the Great Grape Gathering story in the November-December 2018 issue of Model Aviation Canada.

- The main author of the submission was Jerry Litschi.
- At the top of p55, the caption should be 'Campbell Blair's Albatross.' 'Dixielander in Flight' should be the centre photo on p52.
- The person in the photo on the top right of p55 should be identified as Robert Blair

We apologize for any confusion this may have caused.

# EDITOR'S COLUMN



**Keith Morison - 24909L**

Editor

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'Wow... there is a lot of Control Line content in Model Aviation Canada Magazine!'

'Geez, what's with all of the West Coast content in the mag lately?'

'Why don't I see more of my hobby in the magazine?'

While I'm not hearing these comments, I can easily imagine people are thinking things, or maybe even going as far as asking each other about this over coffee or at club meetings.

The answer is simple, and really not as sinister as some might think. We rely on our members to share what they are up to and we want to show you the sport through their eyes... and the stories we are printing reflect the stories we are being sent.

As MAAC makes changes to how we communicate, we'll be looking for more and more content to fill these pages, and I, for one, look forward to bringing the broad spectrum of activities our members are engaged in to everyone.

## WHAT MAKES A GOOD STORY?

I'm willing to bet that there are a lot of stories out there that are waiting to be told, and, more importantly, that your fellow members would enjoy reading.

Of course, there are the stories about the 'leaders' in the hobby, that go beyond what they do and talk about why they are involved in the hobby and what they get out of it, but that really does scratch the surface.

The mandate as we work to improve Model Aviation Canada for you is to use the pages to celebrate the hobby and what it means to our members. But what is worthy of celebration? Just about anything that speaks to who we are as aeromodellers and what brings us pleasure.

Maybe you're a newbie who has just felt the excitement of your first solo flight and want to share the thrill of achieving that goal.

Maybe you're a lifelong competitor who has just discovered the calm pace and good-natured camaraderie of the local Fun Fly and think more people should take advantage of the gathering of such diverse groups.

Maybe you're a casual flyer who's just competed as a novice in your first competition and think that more people should look at contests as a way to challenge

themselves and give some focus to their flying.

Maybe you're an instructor who gets fulfillment from helping others learn the hobby and how to enjoy it safely and want others to understand the personal reward you get from 'giving back.'

Maybe you are the 'Safety Guy' for your club field and have found a few good ways to instill a culture of safety in your members and you can share the ideas and methods that have helped you bring your members along.

Maybe you've put on events for your club that have become the 'must do' weekends in your zone. I'll bet that you could share some thoughts about the basic approach to planning your events that would lead to more, and more, top-notch events around the country!

For all the 'maybes' out there, I'm sure there are great stories waiting to be shared with your fellow members, and I'm here to help you tell them. Send me an e-mail with your story, and I'll let you know what we need to make it the best we can for everyone. ✈



## ALBERTA (A)



We had some cool weather but lot of good flying during the West Kootenay Club's September Fun Fly in New Denver, B.C. / Le temps était plus froid mais les vol se sont poursuivis durant le Fun-fly de septembre 2018 au Club West Kootenay de New Denver (Colombie-Britannique).



### Roger Ganley - 6426

Directeur de zone  
780.986.9230 | zd-a@maac.ca

#### ANNUAL ZONE MEETING

L'Assemblée annuelle de la zone A (Alberta, Nunavut et les T.N.-O.) a eu lieu le 23 septembre 2018 au clubhouse du Club CARFF (Central Alberta Radio Fun Flyers), situé à peine à dix minutes à l'est de Red Deer. Bien que la participation ait été moindre, les membres présents ont offert de bons sujets de discussion.

Histoire d'augmenter cette participation en prévision de l'assemblée 2019, quelqu'un a suggéré d'organiser un marché aux puces le même jour. Si les transactions n'étaient pas complétées avant la portion réunion, elles pourraient se poursuivre après l'ajournement.

#### MISE À JOUR DES RENSEIGNEMENTS DE CLUB

Chaque club enregistré auprès du MAAC affiche trois renseignements sur sa page d'information. Il s'agit 1) du profil; 2) les membres et 3) son ou ses terrains de vol. À l'heure actuelle, 53 clubs sont inscrits

au sein de la zone. Quelque 21 d'entre eux ont mis ces renseignements à jour. Quelque 27 ont omis jusqu'à maintenant certains renseignements comme les coordonnées de GPS et un diagramme du terrain ou de ses terrains. Finalement, cinq des 53 clubs n'affichent rien d'autre que la section « profil », qui comportent les renseignements uniques à leur club : personne ressource, numéro de téléphone, adresse postale et adresse de courriel.

Chaque page de renseignements inclut aussi une section « membres » qui répertorie tous les membres du MAAC qui font partie de ce club. La section « terrains de vol » (airfields) comporte sept paramètres qui sont uniques au club (nom, coordonnées GPS de l'entrée du terrain ou des terrains, le ou les propriétaires du terrain, les certificats d'assurance supplémentaires – si requis – ainsi qu'un diagramme du terrain et les règlements).

Si un club possède un ou des terrains affiliés ou des clubs-sœurs, ces renseignements doivent aussi être inclus.

Le Bureau de direction du MAAC a discuté de ce qui peut être fait afin de s'assurer que la page de renseignements de chaque club soit complète et à jour. Peut-

être qu'un jour, le club n'aura d'autre choix que de compléter tous les renseignements, sans quoi il pourrait ne plus pouvoir s'inscrire auprès du MAAC.

#### VOL HIVERNAL

Si certains membres ont déjà songé au vol en hiver, ma foi, allez-y!

Les aéronefs à propulsion électrique ont l'avantage de démarrer, peu importe la température extérieure. Pour ceux qui préfèrent les maquettes à propulsion thermique ou à essence, vous pouvez utiliser de l'éther pour faire démarrer le moteur ou, si vous en avez la patience, vous pouvez placer la tête du moteur sous le tuyau d'échappement du véhicule qui vous a conduit au terrain.

Certains modélistes utilisent des skis; d'autres se servent d'hydravions qui, évidemment, servent normalement au vol depuis des plans d'eau. Pour ceux qui sont moins courageux, ils peuvent toujours battre en retraite à leur atelier pendant les longs mois d'hiver.

Amusez-vous et ayez du plaisir à faire voler vos appareils en compagnie des autres. De grâce, rappelez-vous : «Pilotez avec soin et faites attention!» ✈





SLAM (Shuswap Lake Aeromodellers) Fall Classic Float Fly, September 2018, Sandy Point Resort and Campground. / Fall Classic Float Fly du SLAM (Shuswap Lake Aeromodellers) en septembre 2018 au centre de villégiature et terrain de camping Sandy Point Resort and Campground.

## ALBERTA (A)



**Roger Ganley - 6426**  
 Zone Director  
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### ANNUAL ZONE MEETING

The Annual Zone Meeting for "A" Zone (Alberta, Nunavut, NWT) was held on September 23, 2018 at the CARFF (Central Alberta Radio Fun Flyers) flying field clubhouse, a short ten-minute drive east of Red Deer. Although the attendance was down, those members present brought some interesting items up for discussion.

To increase attendance for the 2019 AZM, it was suggested that a flea market be held in conjunction with the meeting. If the sale takes place prior to the meeting and is not completed, then it can be continued after adjournment.

### UPDATING CURRENT CLUB INFO

Every club registered with MAAC has three items on their club information page. These are 1) Profile, 2) Membership and 3) Airfields. Currently, there are 53 registered clubs in this Zone. Some 21 of the 53 have

their club info up to date. Some 27 of the 53 have some items missing such as the GPS coordinates and the flying field diagram. Finally, 5 of the 53 clubs don't have anything on their information page other than the "PROFILE" section which contains information unique to that club such as the contact person(s) phone number, mailing address and e-mail address.

Each information page also includes the "MEMBERSHIP" section which lists all registered MAAC members belonging to that club. The "AIRFIELDS" section has seven items which are unique to that club such as the name of the airfield, the GPS coordinates of the entrance to the flying field, the owner(s) of the property which the flying field is situated on, additional insurance certificates if required, field diagram and field rules.

If a club has any affiliate flying fields and/or clubs, that information must also be included.

The Board of Directors has discussed what could be done to ensure that the information page for each club is complete and up to date. There may come a time

when a club must have all this completed or the club will not be able to register with MAAC.

### WINTER FLYING

For those members who might have entertained the thought of flying their model aircraft in the winter, then, by all means, go for it!

Electric-powered aircraft have the advantage of starting, no matter what the temperature may be. For those who prefer glow and/or gas-powered models, then using ether to prime the engine will help get it started or if you have the patience, then the head of the engine can be placed in the exhaust of the vehicle that transported you to the field.

Some fellows use skis in place of landing gear or others will use the models which they enjoy flying off the water during the warmer months. For those less hardy souls, there is always the workshop to spend the long winter months in.

Enjoy yourself and enjoy flying in the company of others. Please remember, "FLY WITH CARE AND CAUTION"! ✈

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*Clockwise from above / Dans le sens des aiguilles d'une montre, depuis le haut :*  
*The flight line at the Kentville soccer stadium. / La ligne de vol au stade de soccer de Kentville.*  
*Steve getting ready to fly! / Steve se prépare à piloter!*  
*Jim's Wright Flyer / Le Wright Flyer de Jim.*  
*HEFA BBQ - 05 / Le barbecue du Club HEFA - 05.*  
*Terry with some of his fleet / Terry et une partie de sa collection.*  
*Jim G. with his Tiger Moth. / Jim G. et son Tiger Moth.*



Glider contestants at the SJMFC Christmas Fun-Fly. / Concurrents de planeurs lors du Fun-fly de Noël de la SJMFC.

## ATLANTIC (B)



**Cato Hansen - 61451**  
Zone Director  
zd-b@maac.ca

Hi to you all.

Have you ever driven to the field, only to realize later that you have left an important piece of gear at home? Have you taken off and then remembered that you skipped an important step in your preflight? Did your nervousness before a maiden flight doom it

to failure? We are human and we are fallible. We make mistakes all the time as our brains are wired for creativity and for exploration, not for paying attention to boring details. Human memory and judgment are flawed, especially under stressful situations. The more distracted and pressed for time you are, and the more complex the task, the more likely we are to make mistakes. Even if we have the knowledge, it can be a challenge to apply it correctly and consistently every single time. For those

of you who read the December Zone B newsletter, and had some fun telling Mike what he did wrong, it's all in the spirit of good comradeship. So as this winter season has already begun, it's time to practice and practice what Jim always says: have you done your upski, downski, leftski and rightski. Just think about it, it has saved me a few times.

Below are a few pictures from our Zone for you to reflect on, so have a great winter and we will see you soon. ✈

## ATLANTIQUE (B)



**Cato Hansen - 61451**  
Directeur de zone  
zd-b@maac.ca

Bonjour à vous tous,

Vous êtes-vous déjà mis en route vers le terrain du club et vous apercevoir que vous avez oublié une pièce d'équipement plutôt importante à la maison? Avez-vous déjà fait décoller votre maquette pour ensuite vous rappeler que vous avez sauté une étape cruciale lors de l'inspection prévol? Votre nervosité avant d'effectuer un vol inaugural a-t-elle fait en sorte que cette tentative

s'est soldée par un échec? Nous sommes humains et nous sommes faillibles. Nous commettons souvent des erreurs puisque nos cerveaux sont configurés pour exercer de la créativité et de l'exploration, pas pour se préoccuper de détails ennuyants.

La mémoire et le jugement humains sont perfectibles, surtout lors de situations stressantes. Plus vous êtes distrait ou pressé, et plus complexe s'avère la tâche à accomplir, plus grandes seront les chances de commettre une erreur. Même si nous détenons la connaissance, c'est tout un défi de l'appliquer correctement et uniformément d'une fois à l'autre.

Pour la plupart d'entre vous qui avez lu le bulletin de décembre 2018 de la zone B et qui avez pris plaisir à dire à Mike qu'il avait tort, c'était par esprit de camaraderie. Puisque cette saison hivernale est bien entamée, voici venu le temps de pratiquer et de pratiquer encore ce que rappelle constamment Jim : avez-vous complété toutes les vérifications prévol (upski, downski, leftski and rightski)? Songez-y; cela a épargné une de mes maquettes à quelques reprises.

Vous trouverez plus bas des photos de notre zone. Bonne consultation, passez un bel hiver et nous nous reverrons bientôt. ✈



# COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



A Polish Wilga, an aerotow "tug" in third scale. / Un Wilga polonais, l'avion remorqueur à l'échelle un tiers.



**Roly Worsfold - 50286 L**

Directeur de zone

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Bonne année à tout le monde! J'ai hâte de vivre en 2019 et je souhaite toutes sortes de bonnes choses à tout le monde. C'est le temps de faire approuver les événements de l'année le plus tôt possible, histoire de mousser la participation et de placer votre annonce dans les pages de Model Aviation Canada.

## RENOUVELLEMENTS DE CLUB ET DE MEMBRE

L'année dernière, la zone C comptait plus de 54 événements approuvés entre la tenue des deux assemblées annuelles de zone. Ceux-ci sont une bonne façon de se tourner vers la communauté et de recruter de nouveaux membres. Ces nouvelles adhésions au club et au MAAC permettent à notre passe-temps de prospérer et de maintenir les privilèges dont il jouit (je pense aux fréquences radio) en plus de maintenir notre statut auprès des instances gouvernementales, comme Transports Canada.

## FALL CLASSIC FLOAT FLY

Je me suis rendu au Fall Classic Float Fly qu'organise le Club Shuswap Lake Aero



Empire Boat, scratch-built by the father-and-son team of Steve & Glenn Bondar. / Un hydravion Empire, une construction artisanale du tandem père-fils Steve et Glenn Bondar.

Modellers en septembre. Cette année, plus de 80 pilotes y ont pris part en provenance d'un peu partout au Canada et aux États-Unis. Tout le monde s'est bien amusé au Sandy Beach Resort.

## ASSEMBLÉE DE ZONE

En octobre, l'Assemblée annuelle de la zone C s'est déroulée à Kamloops au Centre culturel japonais et les participants

ont entendu un sommaire des activités au sein des divers clubs. Nous avons eu droit à l'élection du directeur de zone et on m'a acclamé au poste. C'est un privilège de travailler avec les modélistes de cette zone. Si vous avez quelque inquiétude, suggestion ou idée que ce soit sur la façon de faire la promotion de notre passe-temps, faites-le moi savoir. L'une des meilleures

*suite à la page 30*

# BRITISH COLUMBIA INTERIOR – YUKON (C)



A scale Air Cadet Glider at the Kamloops aero-tow event. / Planeur des Cadets de l'air à l'évènement de remorquage aérien de Kamloops.



**Roly Worsfold - 50286 L**  
Zone Director  
250.374.4405 | zd-c@maac.ca

Happy New year to all! I'm looking forward to 2019 and wish everyone all the best. It is time to sanction this year's events as soon as possible to get a good participant turnout and your ad in Model Aviation Canada magazine.

## CLUB AND MEMBERSHIP RENEWALS

Last year, Zone C had over 54 sanctioned events between Annual Zone meetings. Events are a good way to reach out into the community for new membership. New club/MAAC memberships helps the hobby to grow and to maintain our privileges of radio frequencies and maintain our status with government agencies such as Transport Canada.

## FALL CLASSIC FLOAT FLY

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 Kamloops at the Japanese Cultural Centre and featured



Kamloops High Country Flyers made the donation to the Royal Inland Hospital. / Les Kamloops High Country Flyers ont versé un don au Royal Inland Hospital.

reviewing club experiences over the last year. This year was the election for a Zone Director, and I was elected by acclamation. It is a privilege to work with the modellers in the Zone. Let me know if you have any concerns, suggestions/ideas on how to promote the hobby. One of the best ways I know is to host events, invite the community and have information available about the hobby and MAAC. MAAC information handouts are available from the MAAC office.

Leader Awards were presented to

Rob Dover and Robert Shellon for their dedication in promoting MAAC, helping committees, events and helping fellow modellers over many years.

## KAMLOOPS AEROTOW

I attended an aerotow event in Kamloops, and learned the details of towing scale gliders into the air.

## HOSPITAL DONATION

Over a year ago, the "High Country  
*continued on page 30*





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## SOUTH WEST BRITISH COLUMBIA (H)



**John Deadman - 26518**

Zone Director  
zd-h@maac.ca

With the winter season in full force, it is now the windy and rainy season. Along with wet, nasty, bitter, cold, weather here in the lower mainland and most of Vancouver Island; in other parts of the Zone, you are enjoying the snow!

To get through the winter weather, some clubs have chosen the indoor flying route, which is a great way to try out new things and keep the flying skills up. I am like most:

during the off-flying season, I head to the building bench for repairs and the promise of maybe this year, I finally get that project aircraft done.

We had an extraordinary zone meeting/ swap meet at Sullivan Hall in Surrey at the end of October. During the Zone meeting, Bill Rollins stepped back from his role as Zone Director to Deputy Zone Director. Many thanks to Bill for his efforts during his term, and I wish him well and will most likely call on him for his expertise and guidance as I continue to evolve as your new Zone Director.

The Zone meeting was attended by approximately 90 members and was a nice break to get to see old friends and meet new ones. As usual, the coffee and donuts were a big hit. The swap meet saw many tables emptied as the day went on, with many adding to their RC collection.

Once the warmer, drier weather is amongst us, I plan on visiting as many clubs as I can, both locally and on Vancouver Island.

If you have any concerns or questions about MAAC, feel free to e-mail me at [zd-h@maac.ca](mailto:zd-h@maac.ca). ✈

## SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



**John Deadman - 26518**

Directeur de zone  
zd-h@maac.ca

Maintenant que la saison hivernale bat son plein, nous sommes en proie à du temps venteux et pluvieux. Le continent inférieur est donc pluvieux, détestable, froid ainsi que sur la majeure partie de l'île de Vancouver; en d'autres portions de la zone, vous avez droit à de la neige!

Histoire d'endurer cette météo hivernale, certains clubs se tournent vers le vol intérieur, ce qui est une bien bonne façon d'essayer de nouvelles choses et de garder l'agilité des doigts. Je suis comme la plupart des personnes : lors de la saison morte, je

me dirige vers mon établi afin de procéder à des réparations et en me promettant que peut-être cette année vais-je arriver à terminer ce projet de maquette.

Nous avons vécu une extraordinaire réunion de zone/vente-échange (swap meet) au Sullivan Hall de Surrey, fin octobre. C'est au cours de cette réunion que Bill Rollins s'est désisté de son rôle de directeur de zone afin d'en devenir le directeur adjoint. Merci à Bill pour son travail au cours de son mandat et je lui souhaite toutes sortes de belles choses et je n'hésiterai pas à faire appel à son expertise et à ses conseils à mesure que je continue d'évoluer en ma qualité de votre nouveau directeur de zone.

Environ 90 membres se sont rendus à cette réunion de la zone et c'était une belle

façon de marquer une pause avec de vieux – et de nouveaux – amis. Comme d'habitude, le café et les beignes ont été populaires. La vente-échange a fait en sorte que plusieurs tables se sont vidées à mesure que la journée progressait; plusieurs modélistes ont manifestement ajouté des avions à leur collection.

Une fois que reviendra le temps plus chaud et plus sec, j'ai l'intention de visiter autant de clubs que possible, tant localement que sur l'île de Vancouver.

Si vous avez quelque inquiétude que ce soit ou des questions relativement au MAAC, sentez-vous bien à l'aise de communiquer par courriel avec moi, au [zd-h@maac.ca](mailto:zd-h@maac.ca). ✈







## MANITOBA NORTHWESTERN ONTARIO (D)



**Jeff Esslinger - 64851L**

Zone Director

204-632-1366 | zd-d@maac.ca

For this issue, I'm turning the page over to David Dawson from Steinbach with a member profile.

### ROLLY CHAPUT

"I am pleased to introduce you to Rolly Chaput, member of the Diamond Aces RC Club in Steinbach, Manitoba.

"Rolly is a passionate builder. He started on his first trainer plane in 1970 and finished it in 1972. It took two years because at that time, Rolly was a hard-up university student and could only afford \$2 per month towards his new hobby. Surprisingly, he still has that plane.

"He built his second plane – another 40-size trainer – in 1974. Rolly is still learning to fly and it is a more recent re-build of that 1974 model that he flies today with lots of accidental aerobatic manoeuvres, much to the surprise of his trainer and other club members.

"These days, Rolly likes to build BIG and build from scratch. As a retired small-scale vegetable farmer, Rolly still doesn't have much spare money to invest in his hobby, but every day throughout the winter, he is busy in his basement. Hanging from the rafters are many HUGE planes: a B-27 (eight-foot fuselage and 10-foot wings), a Cessna Skymaster, an SR-71 (ten-foot fuselage) and a huge Corsair. His current project is an F4 Phantom with an 8' 3" fuselage.

"When asked what he was planning to use for engines, his reply was 'Lotto 6/49!' ✈



## MANITOBA NORD-OUEST DE L'ONTARIO (D)



**Jeff Esslinger - 64851L**

Directeur de zone

204-632-1366 | zd-d@maac.ca

Pour ce numéro-ci, j'abandonne la chronique à David Dawson, de Steinbach (Manitoba) qui nous présente le profil d'un membre.

### ROLLY CHAPUT

«Il me fait plaisir de vous présenter Rolly Chaput, membre du Club Diamond Aces

RC Club de Steinbach, au Manitoba.

«Rolly est un constructeur passionné. Il a entamé la construction de son premier avion de formation en 1970 et l'a terminé en 1972. Cela lui a pris deux ans parce qu'à l'époque, Rolly était un étudiant d'université sans le sou; il ne pouvait consacrer que deux dollars par mois à son passe-temps. Étonnamment, il possède encore le même appareil.

«Il a construit sa deuxième maquette – un autre avion de cylindrée .40 – en 1974.

Rolly apprend encore à piloter et c'est à l'aide d'une maquette reconstruite de cet appareil de 1974... maquette grâce à laquelle il a effectué plusieurs manœuvres acrobatiques accidentelles, à la grande surprise de son formateur et des autres membres du club.

«Ces jours-ci, Rolly aime construire de GROS oiseaux et ce, de façon artisanale. En sa qualité d'agriculteur (légumes) à petite échelle maintenant à la retraite, il ne

*suite à la page 30*



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The Soo Modellers water flying site. Photo by Matt Dunlop using a DJI phantom 4pro quad copter with standard camera. / Le terrain maritime des Soo Moders. Matt Dunlop a pris cette photo à l'aide d'un quadricoptère DJI Phantom 4pro et d'une caméra standard.

## NORTHERN ONTARIO (F)



**Kevin McGrath - 6401L**  
Zone Director  
705.759.1670 | zd-f@maac.ca

The above photo is from a club Fly-In and BBQ head manned by club member Tom Thompson. The Soo Modellers acquired the use of this site some years ago and with a Trillium grant and a lot of club effort, a combination waterfront/ wheel 100 x175

grass strip has been completed and is in daily use in season.

The site is waterfront on the St. Mary's river and the point is oriented due south which keeps the west wind and waves off Lake Superior under control.

Both flight sites are on reclaimed and filled land which was originally created to house executive and floatplanes before the Soo airport and international bridge were constructed.

There also was originally a hangar capable of handling twin-engine aircraft which is now long gone but leaves behind the concrete floor which now provides superior parking and camping facilities

If any of you are passing by the Soo next summer, by all means, bring a model and your MAAC card and fly with us for a day! ✨

## NORD DE L'ONTARIO (F)



**Kevin McGrath - 6401L**  
Directeur de zone  
705.759.1670 | zd-f@maac.ca

La photo qui accompagne cette chronique a été prise pendant un Fly-In et barbecue qu'a organisé Tom Thompson. Le Club Soo Modelers a obtenu le droit d'utiliser ce terrain voilà plusieurs années et, après avoir reçu une subvention de la Fondation Trillium et le travail soutenu de plusieurs membres, un terrain de vol

sur la berge et piste de pelouse de 100 x 175 pieds ont été aménagés et servent quotidiennement, l'été.

Cet emplacement se situe sur la rivière Sainte-Marie et sa pointe est orientée vers le sud, ce qui aide à composer avec le vent de l'ouest et les vagues du lac Supérieur.

Les deux terrains se trouvent sur du sol qui a été renfloué. Jadis, les dirigeants de compagnie et des hydravions s'y trouvaient. C'était avant la construction de l'aéroport de Sault-Sainte-Marie et du pont international.

Un hangar s'y trouvait aussi afin d'héberger des bimoteurs; cette structure est partie depuis longtemps mais le plancher de ciment subsiste et nous offre maintenant du stationnement et une surface de camping.

Si certains d'entre vous passez dans le coin l'été prochain, ne vous gênez surtout pas; apportez une maquette et votre carte du MAAC et passez une journée au club! ✨



# VALLÉE DE L'OUTAOUAIS (G)



**Geoff Strotmann - 30746-L**  
Directeur de zone  
613-799-7414 | zd-g@maac.ca

Au moment où vous lirez cette chronique, j'espère que vous aurez passé un heureux temps des fêtes même si vous en avez déjà assez des affres de l'hiver et que soudainement, le réchauffement climatique semble presque attirant...

Pendant que nous rêvons à la prochaine saison de vol, je voulais vous transmettre quelques points de réflexion personnels au sujet du passe-temps en général et, bien sûr, sur ce qui se rapporte à la zone G.

Comme vous l'avez sans doute entendu, le nombre de membres du MAAC est en déclin, et ce, depuis plusieurs années déjà. Bien qu'il ne s'agisse pas là d'un secret d'état, un petit nombre d'entre vous a peut-être appris que c'est un problème que vivent aussi nos cousins américains. En fait, compte tenu des dimensions (de l'AMA américaine), le problème est dix fois plus important. L'AMA a même mené une étude approfondie sur cette diminution des membres et sur les effets tant sur le passe-temps que sur l'industrie qui appuie nos activités.

Les points de l'étude, en gros, confirment un fait plutôt flagrant : le modéliste moyen n'est pas exactement un petit jeune. En fait, cela pointe vers un grand partage démographique : les modélistes qui construisent artisanalement ou à partir d'un kit sont de moins en moins nombreux, ceux-là même pour qui notre passe-temps est un mode de vie. En contrepartie, les modélistes qui préfèrent acheter et faire voler un appareil sont bien plus nombreux; ce sont ceux qui aiment la frénésie du premier moment mais qui n'épousent pas les éléments de style de vie et passe-temps... Ils demeurent des modélistes occasionnels et se retirent souvent de ce type d'activité.

Pour l'industrie du passe-temps, cela a été synonyme de rétrécissement de l'offre au détail; plusieurs magasins ont fermé ou ont réduit de beaucoup leur inventaire. Les grands distributeurs, eux, ont absorbé leurs concurrents fragilisés. Conséquemment et possiblement à titre de facteur qui y a contribué, les modélistes se tournent de plus en plus vers les détaillants en ligne et outre-mer afin d'acheter leurs



maquettes ARF, kits, pièces et fournitures. Ironiquement, la concurrence mène cette compétition au sein d'un marché qui rétrécit, ce qui en soi réduit encore plus la concurrence et les options de disponibilité (des pièces ou kits) à brève échéance... puisque les sources d'approvisionnement quittent le marché.

Changement tout aussi troublant, c'est la difficulté d'inciter les jeunes à apprendre au lieu de seulement piloter. Comme l'a déjà souligné l'AMA, notre passe-temps peut offrir aux jeunes non seulement de l'appui, guider ainsi qu'un esprit de camaraderie; de plus, c'est l'occasion de maîtriser l'apprentissage par les STIM (sciences, technologie, ingénierie, mathématiques). Une telle implication au sein de notre passe-temps a lancé la fulgurante carrière de plusieurs géants de l'ingénierie, de l'espace et de l'aviation.

Finalement, ces dernières années, j'ai personnellement constaté ce que je considère comme étant possiblement le changement le plus déroutant : les mentalités du « moi d'abord » ou, pire, du « seulement moi ». Au sein de notre passe-temps, cela se manifeste souvent par des commentaires du genre « Tout ce que je veux, c'est de me rendre au terrain et de faire voler mes maquettes. » ou « Je ne veux pas m'embarquer dans quantité de règlements. »

Non seulement est-ce un triste constat de la société mais, d'après moi, ce n'est

pas soutenable et cela pourrait carrément menacer notre passe-temps à plus longue échéance. Aujourd'hui, avec la technologie et les droits des personnes constamment étirés ou controversés, la seule chose qui puisse nous sauver – encore à plus longue échéance – c'est d'observer un ensemble de règlements et la conception de processus à suivre.

Que faire, alors?

Eh bien, je ne vous exposerai pas mes états d'âme si je n'avais pas de quelconques mesures en tête afin d'amoindrir les risques; en fait, j'ai songé à des solutions au moment d'élaborer ma plateforme en briguant ce poste de directeur de zone.

D'après moi, la force du MAAC – et probablement au sein du passe-temps – repose en la force des clubs qui disposent d'un terrain de vol ainsi qu'en une équipe de leadership qui croit fermement en l'excellence opérationnelle. Viennent ensuite des membres qui affichent force et appui (à l'égard des leaders), des modélistes qui participent aux séances de vol mais qui sont aussi en mesure de faire leur part afin de conférer une excellence au sein du club.

De nombreux clubs souffrent de l'épuisement de leurs leaders clés parce que ces derniers ont longtemps porté le fardeau d'assurer les opérations du club, son organisation, l'organisation d'événements, de régler des conflits et autres écarts de comportement entre les membres et, non

*suite à la page 30*



## OTTAWA VALLEY (G)



**Geoff Strotmann - 30746-L**  
Zone Director  
613-799-7414 | zd-g@maac.ca

By the time you read this column, I hope you all had a wonderful holiday season even if you're likely be fed up with winter's wrath and global warming doesn't sound like such a bad thing.....

As we turn our thoughts and hopes toward another year of flying, I wanted to pass along a few thoughts of my own regarding the hobby in general and, of course, within Zone G.

As you have likely heard, membership in MAAC is declining and has been for a number of years. While this is no secret, fewer of you are likely aware that this is a problem shared by our American cousins as well. In fact, due to size, their problem is about ten times larger. The AMA actually did an exhaustive study on the declining membership and its effect on both the hobby and the industry which supports us.

The main points of the study confirm one obvious fact: the average modeler is no spring chicken. In fact, that also drives another demographic divide: there are far fewer scratch and kit-build modelers, who tend to see the hobby as a lifestyle pastime, and far more buy-it and fly-it modelers, who enjoy the first-time thrill but may not buy into the lifestyle/pastime elements and remain casual operators, if they stay at all.

For the hobby industry, it has meant significant retail downsizing, with many hobby stores closing up or greatly reducing inventory, as well as large distributors absorbing smaller, less healthy competitors. Consequently, or possibly a contributing factor, hobbyists have increasingly turned to on-line and off-shore sources for their ARFs, kits, parts and supplies. This change ironically driven by competition in a reducing market, ends up reducing both competition and short-term availability options as sources are driven out of the marketplace.

An equally troubling change is the difficulty in enticing today's youth to learn vs. just fly. Our hobby, as AMA points out, can provide the younger set with not only support, guidance and camaraderie, but the opportunity for a wealth of STEM (Science, Technology, Education and Math) learning. Involvement in our hobby has helped launch



the stellar careers of many past and current engineering, space and aviation giants.

Lastly, over the last few years, I have personally observed what I consider to possibly be the most disturbing change of all: the "me first" or worse, "me only" mentality. This, in our hobby, is most often manifested in comments like "I just want to go out and fly" or "I don't want to be hemmed in by rules and regulations."

This is more than a sad reflection on society it is, in my view, unsustainable and, very likely an existential threat to our hobby in the long term. Today, with technology and a person's rights continually at odds, adhering to set rules and developing supporting processes are our only likely saviours, long-term.

So what to do:

Well, I would never lay all this out for you if I didn't have proposed guidance to mitigate the risks; in fact, I began taking steps in that direction with my initial Zone Director election platform.

In my view MAAC's strength, and arguably that of our hobby, rests on strong clubs with good flying sites and a leadership team who embraces operational excellence. Next to that, strong and supportive club members, who not only participate in flying but who are also, can and will do their share in ensuring club excellence.

There are a great many clubs whose leadership team or a core group within the membership are "burning out" from carrying the entire load of running club operations, organizing, hosting and running club events, sorting out petty squabbles and other behavioural issues with and among club members and, lastly, dealing with

club administration with MAAC, landlords, municipalities, and other such authorities. The corollary: if everyone just wants to go out and fly... how long do you think the average club will survive?

With the strong support and leadership of Mike Anderson, one of my Assistant Zone Directors and a "doer" for our Zone and hobby on several levels, Zone G is proposing the Leader Club initiative: taking a page from the AMA book and adopting it for the MAAC community, this initiative focuses on and formally recognizes excellence in club operations. The thinking here is thus:

- MAAC is the governing body whose volunteer Leadership team have a prime objective to ensure the long-term viability and acceptance of the hobby in Canada.
- Clubs are the hobby's critical front line, and are supposed to be "where the fun actually happens".
- Club leadership must be both capable and committed; however, they too are volunteers and (rumour has it) like to fly themselves, from time to time.
- Members make or break clubs; the stronger and more supportive and participative the membership, the more likely the club is to succeed long-term.

My request of each of the 933 members in 33 clubs in Zone G is that you carefully consider this column and from it ask yourself "How can I support my club and its Leadership team to achieve excellence in our operations, grow our membership, attract, support and retain new and younger members and give our hobby a much needed re-boot towards a brighter and long-lasting future? ✨

Photos by Hal MacDonald

## SAINT-LAURENT (J)



Pilots gathered for a photo at the Club Crash annual summer festivity. / Les pilotes se sont assemblés pour une photo au Club Crash, lors du rassemblement estival annuel.



**Steve Woloz - 7877L**

Directeur de zone

514.944.8241 | zd-j@maac.ca

BONNE ET HEUREUSE ANNÉE à tout le monde et j'espère que vous avez des projets aéronautiques en chantier, qu'il s'agisse d'une remise à neuf, de réparations ou d'une toute nouvelle construction, de sorte à ce vous puissiez exhiber votre maquette en 2019.

Maintenant que nous nous dirigeons vers une nouvelle année, tentez d'appuyer vos magasins locaux de passe-temps et les commanditaires corporatifs qui ont contribué au succès de notre assemblée annuelle de zone. Ceux-ci comprennent : Aircraft Modelers Research (AMR) ; City Of Côte-Saint-Luc; Elunda Restaurant; Great Hobbies; Icare Sailplanes; MAAC; Rib N Reef Restaurant; Rothenberg Capital Management; Reno Depot; Steve Woloz Associates; Ted's Hobby Shop.

### RENOUVELLEMENT D'ADHÉSION

Renouvelez votre adhésion dès maintenant. Je vous suggère fortement de sélectionner l'option de trois ans puisque la cotisation n'a pas augmenté depuis plusieurs années et que cela pourrait changer avant longtemps.

### ACTIVITÉ HIVERNALE

Les membres qui ont la chance de faire voler des maquettes à l'intérieur doivent s'assurer de porter des lunettes de sécurité afin de se protéger et de protéger les autres. Aux pilotes d'extérieur : choisissez soigneusement vos journées de vol et assurez-vous de vous munir de gants chauds ou d'un quelconque dispositif pour



Above / En haut: The proud recipient of gift donated by Reno Depot. / L'heureux récipiendaire d'un cadeau, don de Reno Dépôt.

Right / À droite: The upcoming generation! / La prochaine génération!

les réchauffer.

Avis à ceux qui ne font rien voler à ce moment de l'année et qui utilisent des batteries LiPo : assurez-vous de les entreposer convenablement. Idéalement, gardez-les dans un contenant à l'épreuve du feu. Quant aux modélistes qui ont des maquettes à nitro ou à essence, assurez-vous d'entreposer votre carburant en un lieu frais et sec.

### ÉVÈNEMENTS À VENIR

Le Club Anti-Gravité sera l'hôte de sa vente-échange (swap shop) à Sainte-Julie le samedi 2 février 2019 entre 9 h et 16 h à l'École Arc-En-Ciel (sortie 102, autoroute 20). L'adresse civique est le 450, rue Charles-de-Gaulle. Pour de plus amples renseignements, communiquez avec Jean Blaquièrre au [jeanblaquiere@bell.net](mailto:jeanblaquiere@bell.net).

Bien que je n'aie encore rien reçu



d'officiel, je me doute que le Club CRASH – il se spécialise en hélicoptères et multirotors – organisera son rassemblement d'hélicoptères en juillet afin de coïncider avec les vacances de la construction.

*suite à la page 33*



## ST. LAWRENCE (J)



MAAC members gathered for the Annual Zone Meeting. / Les membres du MAAC rassemblés lors de la réunion annuelle de la zone.



### Steve Woloz - 7877L

Zone Director  
514.944.8241 | zd-j@maac.ca

HAPPY NEW YEAR to all and I hope that you have projects in the works, be it restoration, repairs or a new build so that 2019 will present a new opportunity to show off this winter's handiwork.

As we head into the new year, please try to support our local hobby shops and corporate sponsors who helped make our annual zone meeting such a success. This includes:

Aircraft Modelers Research (AMR); City Of Côte-Saint-Luc; Elunda Restaurant; Great Hobbies; Icare Sailplanes; MAAC; Rib N Reef Restaurant; Rothenberg Capital Management; Reno Depot; Steve Woloz Associates; Ted's Hobby Shop.

### MEMBERSHIP RENEWAL

Do not delay in renewing your membership now. I strongly suggest that you select a three-year option as dues have not increased for several years and it is most likely that they will be raised shortly.

### WINTER ACTIVITY

Those members lucky enough to fly indoors must make sure to wear safety glasses to protect yourself and others. Outdoor flyers: choose your days and ensure to have warm gloves and or a hand warmer.

Those not flying and using LiPo batteries: make sure to put them into storage mode for the winter. Ideally, keep them in a fireproof container. Those powered with nitro or gas, please ensure that your fuel is stored in a cool, dry location.

### UPCOMING EVENTS

The Club Anti-Gravité will be hosting its annual swap shop in Sainte-Julie on Saturday, February 2, 2019 from 9:00 a.m. to 4 p.m. at École Arc-En-Ciel (exit 102, highway 20). Civic address is 450, Charles-De-Gaulle street in Sainte-Julie (Québec) J3E2V6

For more information, contact Jean Blaquière at [jeanblaquiere@bell.net](mailto:jeanblaquiere@bell.net)

Although I have not yet received any official news, I suspect that the Club Crash, specializing in helicopters and multi-rotors will be hosting its biannual Heli spectacular in July to coincide with the construction holidays.

More information will follow as soon as it becomes official.

If your club will be hosting an event in 2019, please make sure to advise me as soon as possible so that we will sanction your event and publish it.

### TRANSPORT CANADA UPDATES

We are still awaiting further news from Transport Canada in regard to any changes in the regulations. However, it is most likely the exemption granted to MAAC members will continue to be applied. Nonetheless, this does not in any way relieve you from flying safely and sensibly. One addition is that you will most likely be required to place some form of identification on all your models.

### LEARN TO FLY AND BUILD MULTI-ROTORS

Based on prior success, the Côte-Saint-Luc Men's Club will be rerunning the Learn to Fly and also the Learn to Build multi-rotor programs. For more information, please contact Mark Fogel ([msfogel@gmail.com](mailto:msfogel@gmail.com))



A beautiful 25% Decathlon at the Granby Fun Fly. / Un magnifique Décathlon à l'échelle 25 % lors du Fun-fly de Granby.

or David Haltrecht ([davidhaltrecht@bell.net](mailto:davidhaltrecht@bell.net)). The programs will be led by the capable Jean-Claude Guèvremont and myself. The most recent developments in the Learn to Build program involve use of the 330 frame kit and introduction of cameras and FPV equipment.

### TECH INFORMATION UPDATES

Introduction of new technology or reinvention/reintroduction of old technology is always a hot topic. If you have information to share, please do not hesitate to share this with us by putting a small article together with pictures.

### MAAC ANNUAL GENERAL MEETING

All MAAC members are invited and encouraged to attend the ANNUAL

*continued on page 32*



## SUD EST DE L'ONTARIO (L)



**Athol H. Cohen - 35223**

Directeur de zone  
zd-l@maac.ca

D'ici à ce que vous lisiez ce numéro de Model Aviation Canada, Noël et le Nouvel an seront déjà derrière nous et nous avons hâte de connaître ce que nous réserve 2019.

J'ai été très occupé au cours de la dernière année. Se sont succédés les réunions du Conseil de direction du MAAC, plusieurs voyages personnel, la visite de lieux inconnus, certaines nouvelles expériences excitantes ainsi que l'occasion de rendre visite à des clubs, rencontrer de nouveaux membres du MAAC et présenter des certificats Leaders à des membres.

Sur une note infiniment plus triste, nous avons perdu Jim Eichenberg, un membre de longue date et très actif de notre communauté et assistant directeur de zone.

J'ai consacré plusieurs heures à aider à faire rouler le MAAC; elles ont été surtout productives, parfois frustrantes. On a déjà cité Winston Churchill ainsi : « Plusieurs formes de gouvernement ont été essayées, et seront essayées, dans ce monde de péché et de malheur. Personne ne prétend que la démocratie soit parfaite ni très sage. Cependant, il a été dit que la démocratie est la pire forme de gouvernement, à l'exception de toutes les autres formes qui ont été essayées de temps à autre... » (Winston S. Churchill, 11 novembre 1947 et repris par Daniel Calin sur son blogue)

Ceci dit, le MAAC compte environ 11 000 membres, 13 directeurs à son Conseil et un président; en gros, beaucoup de travail administratif a été abattu au cours de l'année qui vient de s'écouler, dont celui qu'a dirigé Rodger Williams au Comité de Transports Canada. Merci, aux membres de ce comité!

### PINE RIDGE FLYERS

Le "Pine Ridge Flyers RC Club" recherche de nouveaux membres. Celui-ci est situé à Roseneath (Ontario) et ses coordonnées GPS sont 44.119508 -78.112450. La porte est grande ouverte aux adeptes de maquettes électriques, nitro et essence ainsi qu'aux hélicoptères. Malheureusement, le terrain ne convient pas aux jets.

À l'heure actuelle, les frais sont de 95 \$ pour les aînés et de 50 \$ pour les cadets (jeunes) mais si suffisamment de membres s'inscrivent, ces frais d'adhésion pourraient diminuer!

Le terrain comporte une piste de pelouse de 350 pieds et le stationnement est vaste. Des instructeurs peuvent s'occuper des débutants et le Club possède même un avion de formation pour quiconque voudrait l'essayer avant d'acheter le sien.

Si vous voulez de plus amples renseignements, vous pouvez communiquer avec son président, Len Ashdown, au 905.342.3005 ou par courriel au ashdown31@outlook.com

### LA SAISON DE CONSTRUCTION

L'hiver correspond à la saison de construction. J'ai deux avions de construction artisanale à terminer. Les deux sont des RCM Ultrasports 60 dont j'ai entamé la construction au milieu des années 1009 et que j'ai maintenant modifiés pour la propulsion électrique (ils étaient conçus à l'origine pour des .60 à nitro).

Je me tournerai ensuite vers un Stickit IV (d'Airflair) qui date du

début de 2000 et finalement, à un Das Little Stick doté d'ailes en styromousse que j'aurai collées à l'aide d'époxy et renforcées à l'aide de tiges de fibre de carbone d'un huitième de pouce (extrados et intrados). J'appliquerai des feuilles de mousse EPP d'un huitième de pouce et j'appliquerai une bonne vieille méthode datant de l'époque des feuilles de balsa : le Scotchmount 77. Ce sera ma première tentative. Le fuselage du Stick sera assemblé à l'aide de feuilles de balsa d'un huitième de pouce et de 3/16 de pouce que j'aurai renforcées avec du contreplaqué. Je motoriserai cette maquette avec un Turnigy G31 ou G40. Restez à l'écoute!

J'aimerais entendre parler de vous quant à vos projets d'hiver de sorte à en glisser un mot dans un prochain numéro de cette revue. N'oubliez pas de m'envoyer des photos.

### LE MAAC A BESOIN DE BÉNÉVOLES

Les Modélistes aéronautiques associés du Canada (MAAC) est un organisme bénévole qui a besoin d'aide de la part de ses membres. On dit souvent que 80 % du travail à abattre est accompli par 20 % des participants. J'ai plutôt observé que dans la plupart des organismes, 5 % des gens accomplissent 95 % du travail!

Engagez-vous à travailler auprès de vos clubs, de votre zone et de votre association; allez même plus loin! Au cas où vous ne connaissez pas la différence entre l'implication et l'engagement, c'est comme le bacon et les œufs – le poulet est impliqué... mais le

*suite à la page 32*

## OAKVILLE MILTON FLYING CLUB



### Toronto West Swap Meet

Sunday February 3, 2019

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 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. MAAC Sanction #2019-7

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!**

# SOUTH-EAST ONTARIO (L)



**Athol H. Cohen -35223**

Zone Director  
zd-l@maac.ca

By the time you read this edition of the Model Aviation Canada, Christmas and New Year will have come and gone and we look forward to the rewards of 2019.

This past year has been quite hectic for me with many MAAC Board of Directors meetings, much personal travel, visiting new places for the first time, some exciting new experiences, and the opportunity of visiting clubs, meeting new MAAC members and presenting some new Leader Member certificates.

On a sadder note, we lost Jim Eichenberg, a longtime, very active member of our flying community and Assistant Zone Director.

Being a part of running the MAAC organization has taken up many hours, mostly productive, and sometimes frustrating. As Winston Churchill is quoted to say: 'Many forms of government have been tried, and will be tried in this world of sin and woe. No one pretends that democracy is perfect or all-wise. Indeed, it has been said that democracy is the worst form of government except for all those other forms that have been tried from time to time....' Winston S Churchill, November 11, 1947

That said, MAAC is about 11,000 members strong with 13 Board members and a President; overall, much had been accomplished administratively, this past year, not least of which has been the Transport Canada work done by the TC Committee under the leadership of Rodger Williams. Thank you guys!

## PINE RIDGE FLYERS

The "Pine Ridge Flyers RC Club" is looking for new members. They are located in Roseneath, Ontario. GPS. 44.119508 -78.112450, and are open to electric, nitro and gas aircraft and helicopter. Unfortunately, the field is not suitable for jets.

At present, their fees are \$95 for senior and \$50 for junior flyers, but if they can get enough members, those fees may drop!

The field has a 350-foot grass runway and plenty of parking. There are instructors for



beginners and even a club trainer for anyone who wishes to give it a try before investing in their own aircraft.

If anyone wants further information, the club president, Len Ashdown, can be reached at 905-342-3005, or by e-mail, ashdown31@outlook.com.

## BUILDING SEASON

With the winter comes the "building season". I have two scratch-build planes to complete. Both are RCM Ultrasport 60s that I started in the mid-nineties and now have to modified for electric as they were originally for .60-size nitro engines.

Next is an Airflair Stickit IV, from early 2000 and finally a Das Little Stick using a foam core wing, epoxied together and reinforced with 1/8" carbon fibre rods, top and bottom. I'll be sheeting them with 1/8" EPP foam using the old balsa sheet technique - Scotchmount 77. It'll be my first try at using EPP sheets. The Stick body will be made from 1/8" and 3/16" balsa sheets reinforced with ply and a G31 or G40 Turnigy motor. Stay tuned!

I would look forward to hearing from you on your winter projects so we can publish them in the upcoming issues of this magazine. Don't forget the pictures.

## MAAC NEEDS VOLUNTEERS

MAAC is a volunteer organization and needs help from its members. It is said that 80% of the work that needs to get done is done by 20% of the participants, but my observation is that in most volunteer organizations, 95% of the work is done by 5% of the people!

Get committed to working with your clubs, zones and your association, go beyond just being involved! In case you don't know the difference between being involved and committed? It's really like bacon and eggs - the chicken is involved, the pig is committed!

There are vacancies on the various committees that could use your help!

My message is: be a part of your organization, club, association and get involved as an active participant. It can and is very rewarding.

## FROM THE DEPUTY ZD

by Chris Brownhill

"For those that don't know me, I fly the "traditional" forms of aeromodelling. In other words, usually Control Line, but sometimes Free Flight, which I consider to be the most esthetically pleasing in terms of flight!

"I am a hobbyist competitor, as I enjoy

*continued on page 32*



## SUD OUEST DE L'ONTARIO (M)



Greg Hood on left, Frank Klenk 2nd from left present Maitland Air Cadets with funds raised at event. / Greg Hood (à g.) et Frank Klenk (deuxième depuis la g.) présentent le chèque des fonds prélevés lors de l'évènement aux Cadets de l'air de Maitland.



### Frank Klenk - 32001L

Directeur de zone  
519.842.8242 | zd-g@maac.ca  
facebook.com/groups/  
SWOntZoneMAAC/

Jetons un coup d'œil à notre saison 2018. Pleins feux sur la zone Sud-ouest!

### SKY HARBOUR MODELERS

Greg Hood (président du Club Sky Harbour Modelers), nous rapporte ce qui suit :

« Notre club a été l'hôte d'un rassemblement Zone Camp and Fly entre les 16 et 19 août; 30 pilotes ont pris part à la rencontre. La météo a coopéré la plupart du temps et tout le monde a effectué plusieurs vols.

« L'Edge 540 d'Arthur Red a effectué un atterrissage non prévu en plein centre du tarmac devant une foule ébahie, le samedi. Cette performance a beaucoup plu.

« Les petites maquettes de balsa qu'a offertes le MAAC a remporté beaucoup de succès auprès des enfants. Le largage des friandises s'est bien déroulé le samedi mais des difficultés techniques le lendemain ont

engendré un contretemps. Les enfants se sont quand même amusés. Les spectateurs étaient au nombre d'environ 350 tout au long de la fin de semaine.

« À la conclusion de l'évènement, nous avons présenté un chèque de 1 000 \$ aux Cadets de l'air de Maitland. Le Club offrira une fois de plus ce rassemblement en 2019, du 15 au 18 août. Nous espérons ajouter des activités de sorte à attirer davantage de pilotes, le tout dans l'esprit de camaraderie, d'effectuer davantage de vol et de tout simplement s'amuser. Surveillez les annonces! »

Nous avons publié la tenue de cet évènement sur Facebook, avec de bons résultats. Nous en ferons de même en 2019. Bob Bennett a mentionné qu'il apportera des modifications à la ligne de vol afin d'accommoder tous les pilotes et c'est un défi. Nous espérons aussi que Brad LaPointe consentira à offrir une séance d'une journée en vol circulaire de maquettes 1/2A à l'intention des enfants et des adultes qui veulent essayer ce volet.

Histoire d'aider le Sky Harbour Club et d'alléger la charge de travail des membres, l'équipe des évènements s'affaire à préparer une liste de tâches; vous pourrez donner

un coup de main. Par exemple : faites don d'un peu de temps auprès de Bob Bennett sur la ligne de vol ou au stand du MAAC. Nous présenterons la liste à tous les clubs longtemps en avance; vous pourrez vous impliquer et contribuer à son succès en 2019.

### BEAN FIELD FLYERS

Brad LaPointe, président-directeur général des Bean Field Flyers de Dresden, nous rapporte ceci en 2018 :

« Ma première observation, c'est la météo. Bien sûr, je sais bien qu'à titre d'agriculteur, si je ne me plains pas de la météo, c'est sûrement parce que je dors... mais 'il y a un boutte à tout!' »

« En septembre et octobre, nous avons eu droit à des inondations. Je me suis déjà rendu à quelques reprises au concours Bladder Grabber de Seattle (état du Washington). Et il n'avait jamais plu comme cette fois-ci.

« Notre premier concours de l'année était le Kombat XXX F2D. La participation a été bonne, y compris la présence d'un ancien et d'un prochain champion mondial. Je dois immédiatement remercier les bénévoles de

*suite à la page 33*

## SOUTH-WEST ONTARIO (M)



**Frank Klenk - 32001L**

Zone Director

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

facebook.com/swontzonemaac/

Let's look back at our 2018 season, with the "Southwest Spotlight".

### SKY HARBOUR MODELERS

Greg Hood, President of Sky Harbour Modelers, reports the following:

"Our club hosted the Zone Camp and Fly, August 16-19th 2018 with a total of 30 pilots attending the four-day event. The weather cooperated, for the most part, and everyone enjoyed a lot of flying.

"Arthur's Red Bull Edge 540 made a spectacular unscheduled landing dead center of the tarmac in front of the crowd on Saturday. It was a real crowd pleaser.

"The balsa wood airplanes supplied by MAAC were a real hit with the kids. The candy drop went off smoothly on Saturday but had technical difficulties on the Sunday, but the kids still had a good time. Spectator numbers were around the 350 mark for the weekend.

"At the end of the event, we presented a check for \$1,000 to the local Maitland Air Cadets. Sky Harbour will once again host the "Zone Camp and Fly" on August 15th - 18th this year. We hope to add events to draw more pilots out for some great camaraderie, flying and downright fun. Watch for the advertising!"

We advertised on Facebook for this event, with good results. We shall repeat that for 2019. Bob Bennett mentioned he will be tweaking the flight line to accommodate all pilots, and it's a challenge. We are hoping to talk Brad LaPointe into a one-day 1/2A control line teaching session with both kids and grown-ups flying some control line, successfully.

To help the Sky Harbour Club and lighten their members' workload, the event team is working on a short list of event to-dos



*Ted Anton guides Mike Warner's F-16 to the flight line. / Ted Anton guide le F-16 de Mike Warner vers la ligne de vol.*

that you can help out with. For example: donate some time with Bob Bennett on the flight line or the MAAC tent/booth. We will present this to all clubs well before the event, so you can chip in and make this another success for 2019.

Mark your calendars."

### BEAN FIELD FLYERS

Brad LaPointe, CEO of the Bean Field Flyers, in Dresden, reports the following for 2018.

"My first observation was the weather. Yeah, I know, as a farmer, if I'm not complaining about the weather, there's a good chance that I'm sleeping, but how much can it rain?

"September/October saw some flooding as a result of the rain. I've been to the Bladder Grabber in Seattle (Washington state) a couple of times. It never rained like this.

"Our first contest this year was the XXX Kombat F2D. We had a good turnout, including former and future World Champions. Right now, I need to thank the volunteers for their help. The former won

and the future was second and it rained... a lot.

"Our second contest was the Southern Ontario Control Line Championships. Somehow, we had some perfect two days. Light winds and sunscreen required. We flew Stunt, Combat and raced a bit. As with the XXX a BBQ was held ... just under much nicer conditions.

"Three weeks later, our annual Labour Day Fun Fly was well attended with good weather helping the turnout. This is always a low key "run what you bring" event. Again, we held our no entry-no prize LA .25 sport race to ramp up the heart rates.

"The last event this year was the Ringmaster Weekend Fly-a-Thon. In all the years that this has been held, the weather has always been just awful. If it wasn't for the determination of the new arrivals, Naomi and Len, I doubt if I would have managed as a good effort.

"In wrapping up, I want to thank everyone who made it to the Bean Field this year and I look forward to seeing everyone in 2019. See you in the pits." ✨







# XXX Kombat F2D Flying at the Bean Field



*Clockwise from Above:*

*The winners from the XXX F2D contest, Contest director Brad Lapoint on left, 3rd place Lou Scavone, 1st place Mike Willcox, 2nd place Rylan Ritch, and circle marshal Steve Kott.*

*Ivan Mackenzie getting ready for a match.*

*Everyone enjoyed Brad's awesome Saturday BBQ.*

*Father son team Rylan and Randy Ritch*

*Rylan & Randy Ritch along with Mike Willcox getting ready for the finals.*

*A great drone shot of the action!*





### **C.B. Intérieure (C)**

*suite de la page 12*

façons, selon moi, c'est d'être l'hôte d'événements, d'inviter la communauté et d'offrir des renseignements sur le passe-temps et sur le MAAC. Vous pouvez d'ailleurs vous procurer des dépliants auprès du siège du MAAC.

Des prix de membre Leader ont été présentés à Rob Dover et à Robert Shellon en reconnaissance de leur dévouement à faire la promotion du MAAC, à aider au sein de divers comités, événements et à aider des collègues modélistes depuis de nombreuses années.

### **KAMLOOPS AEROTOW**

Je me suis rendu à un rassemblement de remorquage aérien (aerotow) à Kamloops et j'ai appris les rudiments de ce qu'il faut faire afin de remorquer des planeurs copies volantes.

### **DON À L'HÔPITAL**

Il y a plus d'un an, les High Country Flyers de Kamloops ont récolté des dons lors d'événements, de l'argent qui devait être versé à la Fondation de l'Hôpital Royal Inland. Quelque 500 \$ ont été amassés. Don Hieber (vice-président) et Roly Worsfold (président) ont procédé à la remise du chèque. Voilà une façon d'appuyer des causes caritatives communautaires.

### **A.G.A. DU MAAC**

L'Assemblée générale annuelle du MAAC est prévue au centre des congrès Coast Convention Centre le 14 avril 2019 à Kamloops (Colombie-Britannique). Ce sera une bonne occasion de faire la connaissance des membres du Conseil de direction et de participer à la réunion.

D'ici une prochaine chronique, j'espère vous voir sur la ligne de vol. ✨

### **Rapport annuel du président suite de la page 4**

Le Comité de sécurité du MAAC a aussi déployé de grands efforts afin d'actualiser tous les documents afférents à la sécurité.

Le Groupe consultatif de Transports Canada est parfaitement au courant des discussions qui ont eu lieu entre le MAAC et Transports Canada au cours de la mise au point du règlement qui entrera en vigueur en 2019.

Assurance pour notre équipement  
Plusieurs des politiques d'assurance pour propriétaires ne couvrent plus notre équipement de passe-temps. Vérifiez ce qu'offre notre courtier – AON – dans les pages de cette revue ou en ligne.

### **QUE PRÉVOIR EN 2019?**

Le plan annuel d'opérations pour 2019 sera posté à notre site Web en janvier 2019. ✨

### **Vallée de l'Ontario (G)**

*suite de la page 20*

pas le moindre, de gérer le club pour les besoins du MAAC, des propriétaires terriens, des municipalités et autres quelconques autorités. La corollaire : si tout le monde veut tout bonnement se rendre au club pour faire voler des maquettes... quelle sera la durée de vie du club, d'après vous?

L'un de mes assistants de zone, Mike Anderson, est non seulement un « faiseur » au sein de la zone et au sein de notre passe-temps, mais il a fait preuve de leadership et m'appuie dans cette initiative que propose la zone G pour ses membres : nous avons adapté un volet de l'AMA américaine et nous l'offrons à la communauté de modélistes du MAAC. Cette initiative se concentre sur – et reconnaît – l'excellence des opérations des clubs. Le raisonnement est le suivant :

Le MAAC est l'entité gouvernante dont l'équipe bénévole de leadership s'est dotée d'un objectif principal : assurer la durabilité et le consentement social de notre passe-temps au Canada.

Les clubs sont aux premières lignes de notre passe-temps et c'est critique :

ils sont censés être le lieu précis où « le plaisir se passe ».

Le leadership des clubs doit être habilité (capable) et engagé; toutefois, ces modélistes sont aussi des bénévoles et (selon la rumeur) aiment aussi piloter une maquette à l'occasion.

Les membres font ou défont les clubs; plus ils sont forts, appuient les projets et y participent, meilleures sont les chances que le club accumule les succès à longue échéance.

Ma demande, auprès des 933 membres répartis en 33 clubs au sein de la zone G, c'est que vous songiez soigneusement au contenu de cette chronique et que vous vous demandiez : «Comment puis-je appuyer mon club et son équipe de leaders afin d'atteindre l'excellence dans ses opérations, accroître le nombre de membres, attirer, appuyer et garder de nouveaux membres plus jeunes et comment offrir à notre passe-temps un regain de vitalité pour le faire durer pendant de nombreuses années?» ✨

Photos par Hal MacDonald

### **Manitoba (D)**

*suite de la page 17*

dispose pas de beaucoup d'argent pour son passe-temps mais quotidiennement pendant l'hiver, il s'affaire dans son sous-sol. Pendant aux montants de GROSSES maquettes : un B-27 (fuselage de huit pieds et ailes de dix pieds), un Cessna Skymaster, un SR-71 (fuselage de dix pieds) et un énorme Corsair. Son projet du moment, c'est un F-4 Phantom au fuselage de huit pieds et trois pouces.

«Lorsqu'on lui demande ce qu'il entend utiliser en guise de motorisation, il a répondu : 'Lotto 6/49!'» ✨

### **BC Interior (C)**

*from page 13*

Flyers" of Kamloops collected donations at events for the Royal Inland Hospital Foundation and were able to donate \$500 to the cause. Don Hiebert, Vice President, and Roly Worsfold, President, made the presentation. This is one way of supporting community causes.

### **MAAC AGM**

The MAAC AGM is planned for Kamloops at the Coast Convention Centre on April 14, 2019. It's a good opportunity to meet the Board of Directors and attend the meeting.

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



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*Sud Est de l'Ontario (L) suite de la page 24*

cochon est « engagé » (malgré lui)!

Des postes sont disponibles auprès de divers comités qui pourraient fort bien recevoir un coup de main de votre part!

Mon message : faites partie de votre organisme, club ou association et impliquez-vous à titre de participant actif. Vous en retirerez beaucoup.

### **QUELQUES MOTS DE L'ASSISTANT DIRECTEUR DE ZONE**

par Chris Brownhill

«Pour ceux et celles qui ne me connaissent pas, les formes 'traditionnelles' de l'aéromodélisme m'intéressent. En d'autres mots, je m'adonne d'habitude au vol circulaire mais parfois aussi au vol libre, que je considère comme étant le plus esthétiquement jouissif en matière de vol!

«Je suis un modéliste et un concurrent. J'aime la compétition mais je ne pourrais véritablement pas m'astreindre à 40 vols par semaine afin de devenir un expert du vol circulaire acrobatique! Honnêtement, je laisse ce calibre de compétition aux autres!

«Des personnes au sein d'autres volets d'intérêt particulier s'émerveillent que nous, les adeptes du vol circulaire, pouvons tourner sur nous-mêmes pendant ce qui peut atteindre 1 400 tours sans en perdre l'équilibre. Je crois que c'est un conditionnement physiologique et psychologique qu'on acquiert. Si votre sens de l'équilibre est raisonnable et que vous jouissez d'une bonne santé en général, ce ne sera pas nécessairement un problème, sauf lors de séances de vol prolongées.

«En vol circulaire, on ne retrouvera jamais une catégorie de petits-gros acrobatiques puisque la force humaine limite ce que nous pouvons retenir,

surtout longtemps! Les maquettes acrobatiques mûes par des moteurs de .90 pouces cubes sont amplement suffisants; telle est la limite du côté motorisation. De plus, plus lourde est la maquette, plus les filins pour la contrôler devront être épais... ibidem pour le test de leur efficacité

«Nos copies volantes, tel est le format le plus large que nous faisons habituellement voler et même là, la traction exercée sur les filins doit être considérée lorsque vous songez à un nouveau design. D'habitude, une traction de sept ou huit livres sur la poignée est le poids maximal et nous n'irons pas au-delà de cela, pour des raisons de sécurité.

«Si vous voulez savoir comment vit 'l'autre moitié' des modélistes, rendez-vous au site Web des Balsa Beavers ([www.balsabeavers.com](http://www.balsabeavers.com)) afin d'y voir un horaire des concours. Nous en organisons quelques-uns dans la région de Toronto, si bien que votre temps de voyage sera minime. Si vous vous présentez comme étant un collègue modéliste, nous vous ferons franchir les cordons de sécurité de sorte à ce que vous ayez une meilleure vue de l'activité.

«J'espère vous voir à l'un de nos rassemblements, si cela pique votre curiosité!»

### **CONTENU DE LA REVUE**

En ce qui concerne Model Aviation Canada, nous recherchons toujours des articles intéressants et l'éditeur Keith Morison les accueille toujours avec intérêt. Écrivez un petit quelque chose sur les activités de votre club et envoyez-lui plusieurs photos à être partagées au sein des membres. ✨

*South-east Ontario (L) from page 25*

competition, but I would probably not ever do the necessary 40 flights a week required to become an expert at Control Line precision aerobatics! I, frankly, leave that level of commitment to others!

"Some people in other interest categories are amazed that we Control Line folks can whirl around for as many as 1,400 laps without falling over. This seems to be a physiological/psychological thing that one gets over in time. If your balance is reasonable, and your general health is also, it is hardly an issue at any time, except maybe on extended flights.

"In Control Line, there will never be a giant scale aerobatics class as we are limited by human strength as to what we can hold to, especially for a long period of time! Stunt models powered by .90 C.I. engines are more than enough, so that is where the limit is drawn in terms of engine capacity. Plus, the heavier the model, the heavier the wire size that will be required on which to fly it, and the corresponding pull test.

"Our scale models are the largest we fly usually, and even there, the expected pull on the wires is something to be considered when contemplating a new design. Seven or eight pounds all up is the usual maximum weight, and we aren't ever going much higher for safety reasons.

"If you are interested to see how the "other half" lives, please go to the Balsa Beavers website ([www.balsabeavers.com](http://www.balsabeavers.com)) for an up-to-date schedule of the contests. We hold a few in the Toronto area, so the travel time to them is the minimum. If you introduce yourself as a fellow model flyer, we will let you in behind the ropes, and you can get a better view of the activity.

"I hope to see at one of our meets if that tickles your fancy!"

### **MAGAZINE CONTENT**

As far as the Model Aviation Canada is concerned, we are always looking for interesting articles and Keith Morison, the Editor & Publisher welcomes them. Write about your club activities and send him lots of pictures that can be shared with the MAAC membership. ✨

*St. Lawrence (J) from page 23*

GENERAL MEETING which will occur Sunday, April 14th, 2019 at the Coast Kamloops Hotel, located at 1250 Rogers Way, Kamloops, B.C. V1S 1N5. The telephone number is 250-828-6660.

This region in British Columbia (Zone C Coastal Region) is absolutely spectacular with special excursions that are being planned by the host and zone director Roly Worsfold, Zd-c@maac.ca. ✨

*Saint-Laurent (J)*

*suite de la page 22*

Je ferai suivre les renseignements aussitôt que le tout deviendra officiel.

Si votre club sera l'hôte d'un évènement en 2019, assurez-vous de m'en avertir le plus tôt possible afin de le parrainer et d'en publier les détails.

### TRANSPORTS CANADA : MISE À JOUR

Nous attendons d'autres nouvelles de la part de Transports Canada relativement aux changements à venir dans sa réglementation. Toutefois, il est plausible que l'exception accordée aux membres du MAAC sera toujours appliquée. Toutefois, cela ne nous libère pas de faire voler vos maquettes de façon sécuritaire. L'ajout de taille, c'est qu'il se peut fort bien que vous deviez apposer une forme d'identification sur toutes vos maquettes.

### APPRENDRE À CONSTRUIRE ET À FAIRE VOLER DES MULTIROTORS

D'après le succès remporté par le passé, le Côte-Saint-Luc Men's Club reprendra ses programmes de pilotage et de construction des maquettes multirotores. Pour de plus amples renseignements, veuillez communiquer avec Mark Fogel (msfogel@gmail.com) ou avec David Haltrecht (davidhaltrecht@bell.net). Le très capable Jean-Claude Guèvremont et moi-même mènerons ces programmes de front. Les plus récents développements du côté du cours sur la construction, c'est l'utilisation du kit de cadre 330 ainsi que l'introduction des caméras et de l'équipement de vol par immersion (First Person View ou FPV en anglais).

### RENSEIGNEMENTS TECHNIQUES

L'introduction de la nouvelle

technologie ou la réinvention/nouvelle introduction de la vieille technologie est toujours un sujet plutôt chaud. Si vous avez des renseignements à partager, n'hésitez pas à les partager avec nous en rédigeant un petit article et en y ajoutant des photos.

### A.G.A. DU MAAC

Tous les membres du MAAC sont invités (et encouragés) à se rendre à l'Assemblée générale annuelle du MAAC, le dimanche 14 avril 2019 au Coast Kamloops Hotel (1250 Rogers Way dans la ville du même nom, V1S 1N5). Tél. : 250.828.6660. Cette région de la Colombie-Britannique (c'est celle de la zone C, région côtière) est absolument spectaculaire. Des excursions spéciales sont en préparation, gracieuseté de l'hôte (et directeur de zone) Roly Worsfold (courriel : Zd-c@maac.ca).. ✈

*Sud Ouest de l'Ontario (M)* *suite de la page 26*

leur aide. Les anciens ont gagné et le futur est arrivé en deuxième place. Et il a plu... beaucoup.

«Notre deuxième concours était le championnat Southern Ontario Control Line Championships. Je ne sais pas trop comment : nous avons eu droit à deux journées parfaites. Les vents étaient légers et il nous fallait de l'écran solaire. Nous avons disputé des épreuves acrobatiques, de combat et de course. Tout comme lors du concours XXX, nous avons eu droit à un barbecue... mais sous de meilleurs cieux.

«Trois semaines plus tard, nous avons offert le Fun-fly de la fête du travail. Bonne participation et la météo y a contribué. Cet évènement demeure humble, du style « faites voler ce que vous avez apporté ». Une fois de plus, nous avons offert un prix de présence, un moteur LA .25, histoire d'inciter les modélistes à assembler un appareil.

«Le dernier évènement de l'année était la fin de semaine Fly-a-Thon des Ringmasters. À chaque fois, la météo était médiocre. N'eut été de la détermination des nouveaux venus, Naomi et Len, je doute que j'aurais été capable de me surpasser.

«En conclusion, je remercie tout le monde qui s'est rendu au Bean Field cette année et j'ai hâte de revoir tout le monde en 2019. Au plaisir de vous voir dans l'aire des puits.» ✈



Sunday May, 5th 2019

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# Getting into FPV

by Jason Uberig

FPV indoor flying can not only happen, but it's really fun!

FPV is not limited to quads, there are micro cameras that will fit on indoor planes. All that matters is that your plane or quad is capable of flying at a suitable speed for your venue and that YOU are capable of flying it at that speed.

## PICKING A MODEL

The first thing you need to do is decide what you want to fly 'under the hood' (using FPV goggles), or or using a screen as a monitor. The choice will be influenced by your venue's size, and the club's rules. Some venues may be fixed-wing only others may be quads only, and still others may allow a mix. Work with your club to see what can work before you start shopping. If you do it the other way around you may spend money on what you won't be able to fly.

## FIXED WING

If your model of choice is going to be a fixed wing and you want to fly in a small gym you might find something like an FPV Vapor from Horizon Hobbies to be a great way to start off. They, like many manufacturers, have great options for getting you started with FPV planes and quads. There are so many companies out there making and selling FPV products... this article would be too big if we tried to talk about them all.

## QUADS

Flying quads indoors can be challenging depending on the quad you choose. The easiest and, probably, best way to get started in FPV quads is to grab yourself a "Tiny Whoop" - a small quad that has a micro FPV camera on it and ducted propeller blades.

I use that name in the generic sense, but there is a name branded Tiny Whoop. You can find many to choose from and they all are easy to fly, don't hurt people, pets, or property if they hit them and can fly through almost any obstacle. You can make an obstacle course for a Tiny Whoop out of anything - chairs, tables, hoops, basketball nets.... You name it. Small, fun, and a real hoot.

These are just a couple examples of what you might start out with. As always, check with your local club to see what others are flying and go with what works and is common. It really is good to have others that fly the same gear for the sake of knowledge transfer, support, and sometimes even borrowing parts in a pinch.

## FPV GEAR

Your model may come with them, but you'll need to ensure your model has an FPV camera and video transmitter (VTx) on it. Many bind and fly or ready to fly FPV models will come with an AIO (All In One) unit already installed that has both camera and VTx combined. If your model doesn't come ready for FPV you can pick up an AIO unit pretty cheaply and just mount it yourself.

Aside from a plane/quad with an FPV camera and transmitter on it you will need a video receiver and display. This is where it gets tough to write about as there is no easy answer. A display that works for one person may not work for another depending on their vision and their personal preferences.

FPV equipment can be expensive. The best thing if you're not sure is to check out some other pilot's equipment - or maybe your local hobby shop has some equipment they will let you try out. If you can't find any way to try before you buy then a good option would be to get something like the Fat Shark Transformers - these can work both as a hand-held FPV screen and as a box goggle. If you get them and find you don't like them you won't be out as much money as you would for the goggle style displays and you'll have a screen available for sharing your fun with friends while you fly.

You should also check out the plethora of YouTube video reviews and tips on choosing a set of goggles. There are many out there and great first timer tips from channels like FliteTest.com and others.

## RETRO TECH SO PLAY NICE!

FPV signals are generally analog - especially for the small indoor equipment - as such there is a limitation on how many FPV VTx's can be powered up at one time. This holds true for both indoor and



outdoor FPV meets. So to avoid collisions, “knock outs”, and otherwise bad things from happening most clubs will make use of methods akin to the old frequency boards / pin system.

Pilots will check in ahead of time with their frequency - or be assigned a frequency - and will set all their equipment to that. So you should learn your equipment well and know how to set what frequency and power output your equipment is broadcasting on. It's not hard and most event organizers will be happy to help you if you need it.

### SAFETY

Follow the guidelines of your local club and MAAC, of course. If the venue you're flying at is well established with FPV flying then approach the organizers and get them to help show you the ropes. Generally speaking, you should have a spotter and be flying from a safe location where neither you nor other pilots will hit you. Range / quality check your video signal at various locations around the flying area if possible.

Do your best to adhere to local frequency check in and usage policies so you don't clobber or get clobbered by someone else's video feed.

### FUN

Flying FPV is fun and rewarding. Once you get all the little details sorted and can just get under the hood and relax flying around the room you will be hooked. It's an aspect of the hobby that's fun for young AND old. If you have any questions ask someone - at your club, on a forum like RCCanada.ca, or contact one of the indoor committee members. We'd all be happy to help however we can.





# Northern Ontario IMAC Challenge



*Clockwise from above:*

*A busy flight line on Saturday. Spectators welcome!*

*Practicing for the unknown round on Sunday. Teamwork!*

*The four Sportsman class pilots practicing together. Makes this contest director proud!*

*Dave Rees and Genevieve make some adjustments to his Carden Pro just in the nick of time!*

*This is how to encourage new youth to the fold! He even matches!*

*Local MCTV news interviewing Timmins pilot Andrew Coholic at the NOIC.*









# Another Twister

By Jack Nagao

What to build next has never been a problem for me as new ideas always pop up to add to my wish list of planes to tackle.

Although having built equal numbers of planes for the 40/46 size engines as well as for the 25 and 15 sizes, I like the slightly small sizes as I can fly both on 60 foot lines and can pack several planes into the truck of my family car without folding down the back seats.

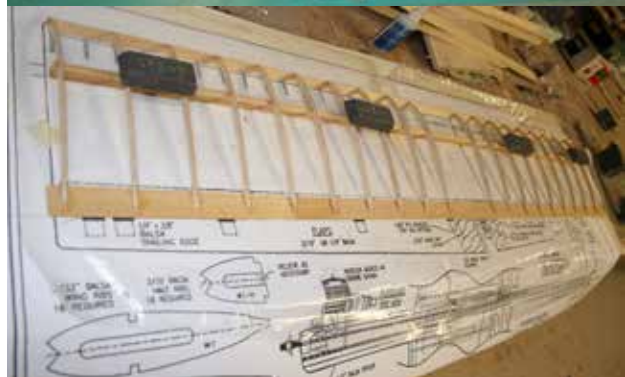
Having read an article about the ability of the OS 25 LA to power quite large stunters, my interest was drawn to the Fancherized Twister (drawn by Bob Kruger in 2002), a 490 square inch stunter suitable for a wide range of fliers with recommendation of 25-40 engines. This plane flown with a Merco 40 weighed in at 38 ounces.

I like bodies on my planes. I also wanted to try a different way to construct the wing. So, even before I started, I had added some elements that were likely to add weight, therefore a 420 sq. in version was planned. My 45 inch WS plane with a heavier, stronger OS 25SF engine came in at 44.2 ounces.

The wing construction employs stripped ribs which I have used on about eight previous planes. My building board is a flat tempered glass on plywood surface, so I wanted to build flat on the building board by constructing only the top half of the wing first, then the bottom half separately.

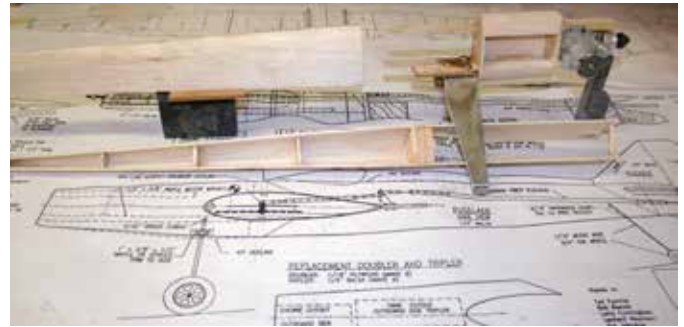
Triangular  $\frac{1}{2}$ "x  $\frac{1}{2}$ " LE,  $\frac{1}{2}$  depth spar and a  $\frac{1}{16}$ " sub TE was laid out and the ribs strip were CA'ed in place omitting the 4 center ribs. A  $\frac{3}{32}$ "x 1" trailing edge was glued on the upper surface of the ribs which was notched for this

The same process was repeated to build the lower half of the wing so that I had a top half and a bottom half for the wings. The bellcrank was installed before the two halves were glued together.



Double control horns were used at the flaps with a sprocket end of a bicycle spoke, which makes for a very secure compact end, used at the flap end of the elevator pushrod.

The LE is now a 1/2 inch square and the TE will consist of the upper and lower 3/32" plus the two 1/16" strip that was used as gluing platforms for the ribs. The TE is therefore 5/16" thick next to the 1/4" thick flaps. The TE around the hinge areas were left unglued in order to make the hinge slotting easier.



gluing platform for the 3/32" center section sheeting. This creates a very strong wing to fuselage connection.

The rest of the assembly was completed along with a 1/2" addition to the stabilizer with a corresponding reduction in the elevator chord by a 1/2".

The open wing along with the stab/elevator was masked off and the body/rudder assembly was treated with a couple coats of water based polyurethane, which makes the balsa more dent resistant, followed by primer and a coat of Rustoleum spray colour. Sanding as usual. For spot filling, I use LePages tinted wood filler which comes in a 90 ml tube as it dries very fast and sands easily unlike light spackle.

The shrunken pop bottle method was used to make my favourite green coloured canopy. For the wings, I found that Econocote made a nice transparent red.

I had a good first flight with the balance point at 1/2 inch ahead of



The total wing assembly with bellcrank, flaps and its linkages weighed in at 10.3 oz. Heavy but quite robust.

I still went for the side mounted engine and built the engine mounts, tank box and the landing gear into one solid separate unit.

The fuselage is a moulded 3/32" sheet formed over a 1 inch pipe backed up by 1 inch wood so that the fuselage side will stay flat. To get a tighter radius for the rear of the fuselage, rewet the formed balsa and this time use a 1/2" pipe with 1/2" wood support. The fuselage was formed this way for a one piece bottom and for the two section top. The engine thrust line and wing center line was used as the separation line for the lower and upper fuselage. This made the aligning of the wing quite simple. Formers were glued in for support.



The engine/landing gear unit was fitted to the lower shell then cutouts were made for the LE, TE, main beam and control wires leaving most of the fuselage within the wing area intact for added stiffness.

To complete the sheeted wing midsection, two sets of sliced ribs were reduced by 3/32" in depth. These ribs were glued against both sides of the fuselage and in the space one over from it to form the



the CG and approximately 3 degrees engine offset.

The article by Ted Fancher can be found in Model Aviation August 1987, July 1988, and other information on Stunt Hanger discussion groups.





*This page, from top:  
A Timber drags a wingtip along the water.  
A member recovers a pair of planes from the lake.  
A Protégé is beautifully reflected in the smooth water.  
From left: Ben Overmars, Bill English, Andrew  
Prodaniuk and Gerry Gerow watch Rob Dover and  
Roy Williamson fly R.C. Floatplanes.*

*Opposite page, from top.  
A Timber taxis past a lineup in the pits  
KMAS member hang out as they get ready to fly.  
An E-flite Beaver looks majestic on floats!*



# KMAS Inks Lake Float Flying

By Mark Betuzzi



The Kamloops Model Airplane Society (KMAS) was formed in 1993 by a hard-working group of committed R.C. Flyers. Please refer to the article in the October 2017 for more details on the formation of this fine R.C. Flying club.

Over the last few years, the members under the leadership of former KMAS president and MAAC Zone C Assistant Zone director, Rob Dover - MAAC 10135L, searched the local area to find a place to fly Float planes. After clearing several government agencies, INKS lake was determined to be a suitable lake to fly R.C. Float planes. This lake is a short 10 -15 minutes' drive south from Kamloops with an easy access for all vehicles. The lake is devoid of any fish, so R.C. flyers do not have to worry about boaters on the lake when flying R.C. Float planes.

The club has hosted two events since receiving the MAAC Sanction approval, one on a cold October day in 2016 and then on a very hot day in June of 2017.

In 2018, the access road was flooded for a considerable length of time, so we did not fly in 2018. More float fly events are planned for 2019 at Inks Lake.







*This page, from top:*

*From left, Rob Dover, Ben Overmars, Bob Scheer, Bill English, Andrew Prodaniuk, Gerry Gerow, and Roy Williamson enjoy a day at the lake.*

*An ICON scoots through the air.*

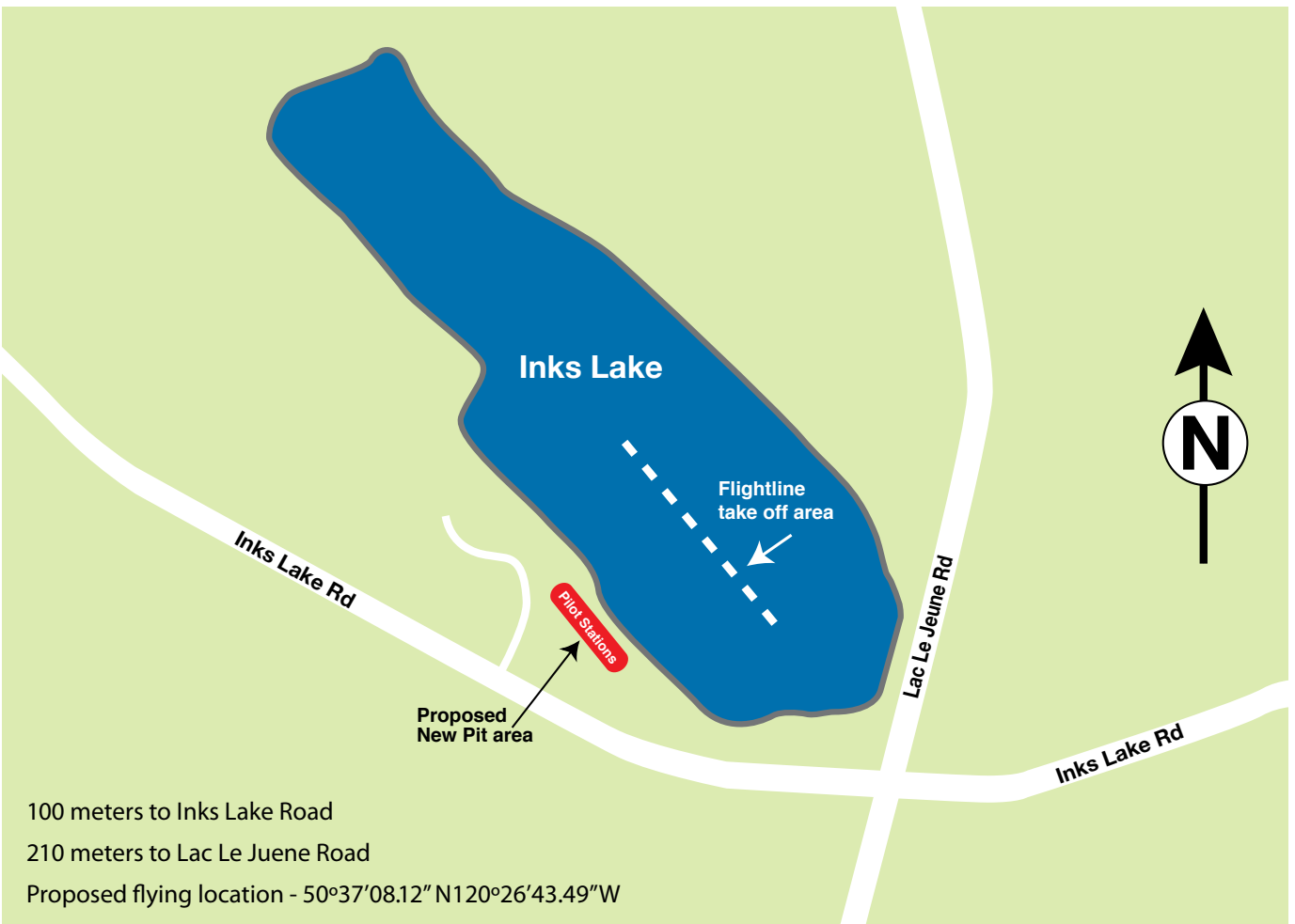
*A Protégé kicks up some water as it taxis.*

*Opposite page, from top:*

*An Eflite Fun Cub, looks great on a set of floats.*

*The Ink Lakes float site diagram.*









# KeilKraft Spitfire

By Kevin Blaine

As a boy growing up in the U.K., my aeromodelling experience was born and grew with the start and completion of my first ever kit, a North America Mustang, or P51 if you will. It was kitted as a 'Flying Scale' rubber model by the renowned manufacturer KeilKraft out of Wickford.

Suffice it to say that Wickford, Essex, England shortly thereafter became my 'Mecca' after my first P51 was built and has remained so ever since, even though KeilKraft is now defunct. You can, maybe, get your hands on Replikit versions of the original KK Kits if you look hard enough, but they aren't the originals.

I recently built a KeilKraft Spitfire, with a completed span of 18 inches, from the same Flying Scale Rubber Series. The build started out of a desire to create a flying model of the first prototype machine, K5054 so minor adjustments were incorporated along the way.

K5054 had no undercarriage spats and minor tail section variances from the production ships. Most of all, it had a non-bubbled canopy and tailskid instead of a wheel.

I've attached the plan and scan of the necessary printed sheets of the build. A nice touch: the KK Prop looks almost scale to the Prototype.

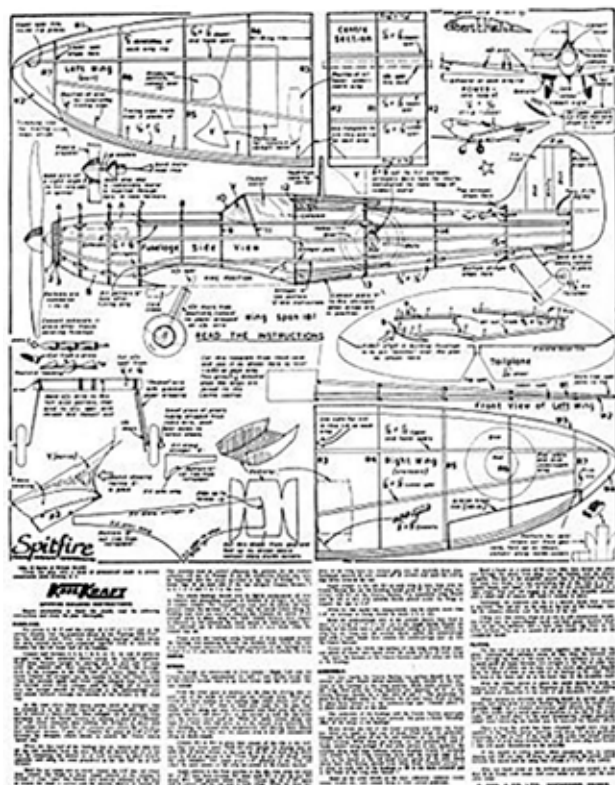
Transforming a MkII Spit back to the Prototype is therefore easy peasey. All straightforward enough if you are an old-schooled modeller. If not, trace out the parts on paper, overlay the tracing onto 1/32 balsa sheet then outline the individual part on the balsa sheet by pinpricking the shape through the tracing paper. When done, play 'join the dots' on the balsa sheet with a sharp #11 blade, et voila.

I felt no need to revert to Balsa Glue these days. Thin CA does the job well, and quicklt. I used original lightweight tissue as supplied by KeilKraft and doped it on. Risking the paint potentially loosening tissue, two different dopes were used to mitigate risk.

My dope experiment used SIG Nitrate Clear on the wings and SIG Butyrate Clear on the fuse. I will say that my preference is Nitrate by far. Some kits advocate a light grey finish overall. This is incorrect. The correct colour is light blue overall.

FF Flyers take note! I made a discovery, an epiphany if you will, during the construction. The plan calls for 18 inches of 1/30 x 1/4 rubber for power so I substituted cut down medical tourniquet latex strapping. It cuts, ties and winds easily and the target 250 turns (per the plan) is easily reached.

It won't dry out, spray castor oil or snap on you either.



## Model Aviation CANADA magazine

### 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

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### Racontez-nous une histoire!

Nous recherchons quelques bonnes idées et des histoires sensationnelles. Les articles proprement dit devraient

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# 120% Mooney

By Randy Curts



My story starts back to 2017, when I returned to the build table after many years of being away. Now retired I find it a pleasant past time over our winter months to continue with a model build as I used to do so many years ago. I recently wrote a story (July-Aug, 2017, MAC Mag) about my previous Classic Mooney model, which was built from a set of plans dating back to 1967 designed by Jerry Nelson.

During the build I had a chance to contact Jerry and made a new friendship having many discussions about his classic model. Upon completing the classic Mooney I was so impressed with the model design and performance that I decided to build a 120% version of the Mooney over the winter. The Mooney 120 was designed as a semi-scale sport aerobatic model. My method of enlarging was initially to increase the size of the original plan.

Due to the wingspan of approximately 87" I wanted a take apart wing for storage and transportation. This proved a little challenging due to the wing dihedral and the initial round wing spar tube not being long enough for sufficient support.

During the development stages I had chatted with Jerry to discussed minor design changes, wood selection, and finishing options. (It's nice to have a partner to sort out the issues during the development stages)

The plans, wing ribs, fuselage sides and bulkheads were created by Jerry on the computer and transferred to a DWG file to allow for laser cutting.

I found from my previous builds that balsa wood was not as readily available as it was years ago and the cost had increased significantly.

The wood selection for the 120 was a combination of 1/8" lite plywood, 1/64", 1/32" plywood and 3/32" balsa sheeting.

All lite plywood pieces were laser cut from Martin Rousseau of Mr. Aerodesign in Quebec. A building jig was made and a rod assembly method used to build and sheet the wings.

Due to the 4 degree dihedral on each wing the aluminum wings spar attachments were designed similar to full scale aircraft. The aluminum wings spars were water-jet cut and bolted fore and aft on a fuselage bulkhead to allow for removable wing panels.

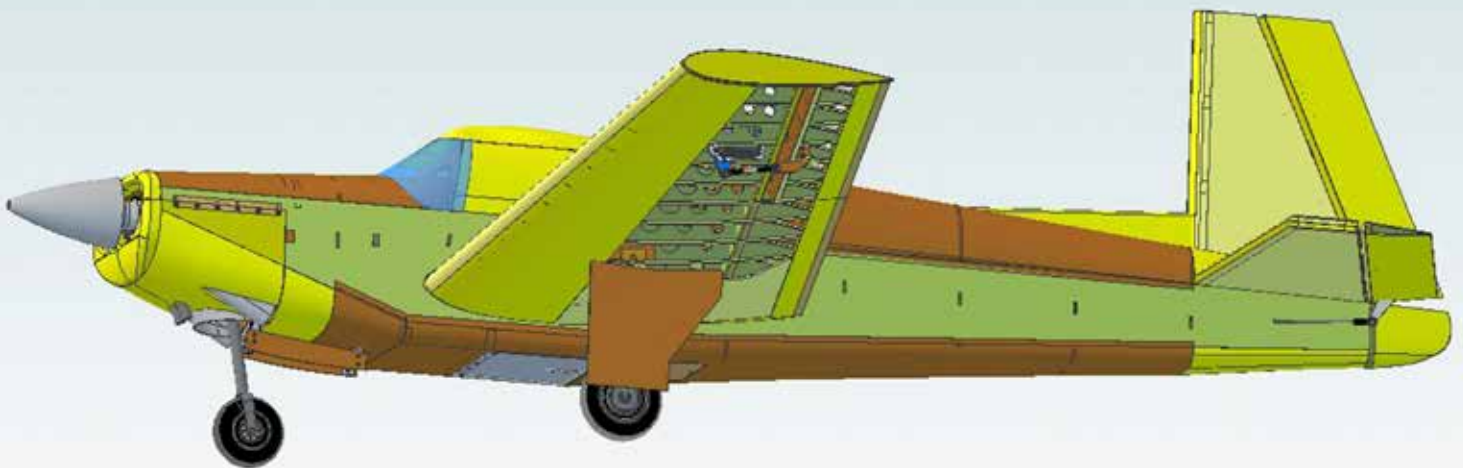
The remainder of the build was a straight forward assembly process.

My original plan was to use a OS 120 AX engine, however a more suitable engine proved to be a VVRC/RCGF 30 cc twin cylinder gasoline engine. The engine is a little power house for the Mooney 120.

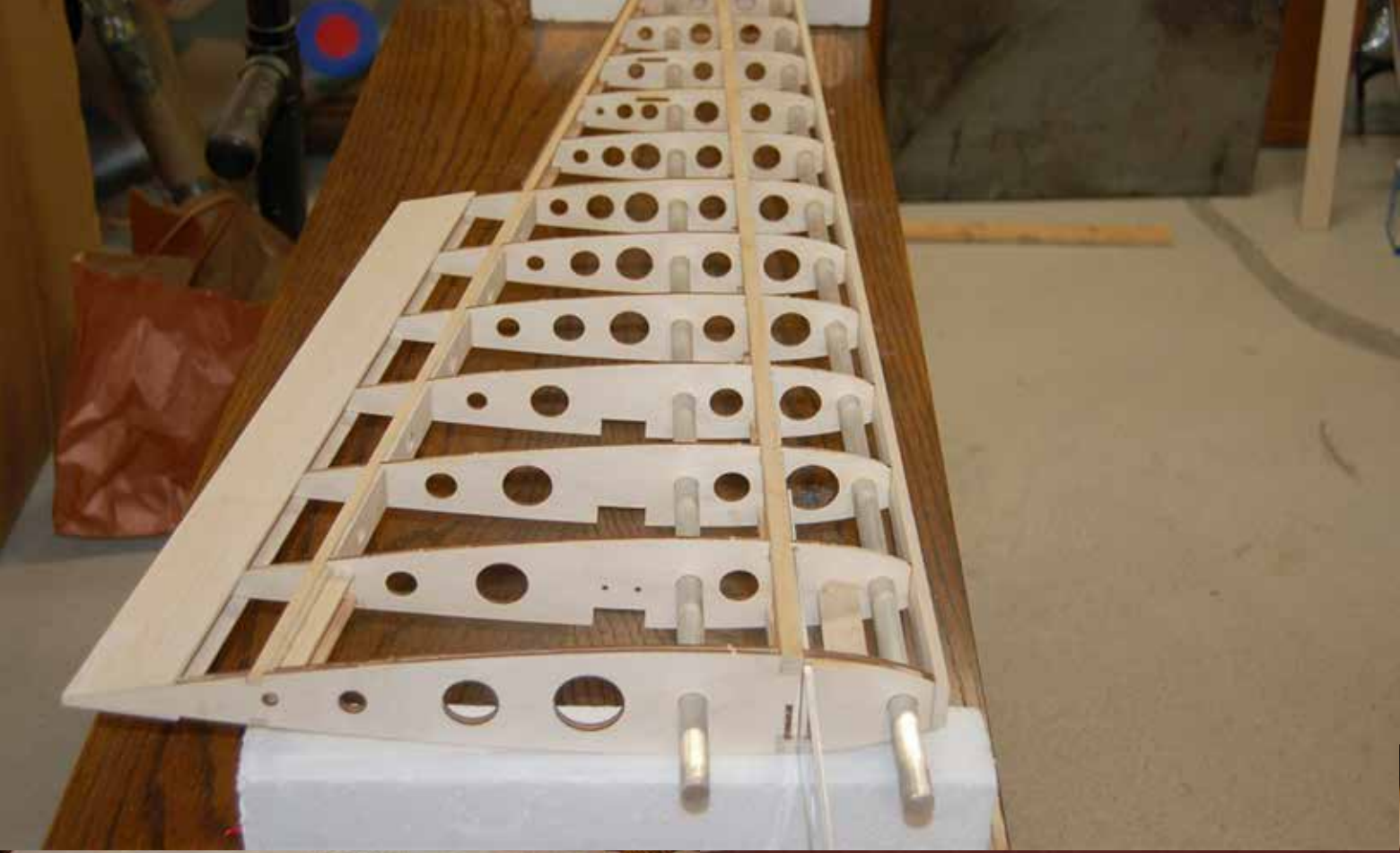
The model was covered and finished with a combination of nitrate dope, Sig Koverall, silkspan, primer, base coat paint, graphics and polyurethane clear coat.

The Mooney 120 flies as just as the smaller version does. It is an excellent performer with no bad tendencies. It handles the windy weather exceptionally well and very stable on final approach and landings.

The Mooney 120 has proven to be a great project that presents well on the ground and in the air. It was a lot of fun returning to the design and build table.















# F3D TEAM TRIALS

by Roy Andrassy #10064  
royandrassy@shaw.ca

The FAI has formally approved the combined F3D/F5D Pylon World Championships in Maryborough, Queensland, Australia Aug 6-12 / 2019.



The Canadian F3D team trial was held on Sunday September 16th at the Calgary Miniature Pylon Racing Association field in Indus, Alberta. The weather was cloudy, cool at around 5C, moist (light rain and mist in the air), density altitude reading measured at 2750 feet, and very mild to no winds.

I got to the field early to remeasure the course, starting area, and standing area. Thank goodness we had propane heaters in the club house.

I extended the exhaust pipe by placing a 2 mm pipe shim into the header. As it turns out, this worked very well to aid in the engine performance for the highly humid conditions. In hind sight, I wish I would have done that in Sweden (2017) to battle the high humidity there. Oh well, live and learn.

I did an engine run up and all was well. The motor piped up easily and sounded very good on the ground. After a cool down



Roy Andrassy with his F3D Pylon plane, Redonkulous, manufactured by Adam Argus in Australia. Engine is MB from Holland with a full wave Paolo Pampana pipe. The propeller is a fully moulded carbon prop from Adam Argus, Radio is JR/DFA with a 28X transmitter. On board glow from Sweden.

period, I inspected the glow plug and all was well. It was now time for some flights.

I completed four flights and all went very well. The initial three flights had a diagonal take off direction to launch into the wind. On the fourth flight, we took off straight to pylon #1. All landings were without incident.

The times were as follows: 62.95 secs, 58.45 secs, 58.31 secs, and 59.67 seconds.

All went very well. Thanks Hank for calling, pitting, and timing. The digital count down clock worked very well indeed. Australia here we come.



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# GROUPE CONSULTATIF TRANSPORT CANADA

Rodger Williams - 9587L

Chef de Comité

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Au nom du groupe consultatif pour Transports Canada nous tenons à vous informer que la nouvelle réglementation prévue pour les systèmes d'aéronefs télépilotes (SATP) a maintenant été publiée. Cependant, il faut bien comprendre que rien n'a changé pour les membres du MAAC et que, même si les règlements sont maintenant publiés, ils ne prennent effet que le 1er juin 2019. Jusqu'à cette date, l'arrêté d'urgence numéro 9 visant l'opérations des modèles réduits d'aéronefs reste en vigueur, et comme cet ordre ne s'applique pas aux opérations de MAAC, les membres de MAAC peuvent continuer à opérer comme nous l'avons toujours fait.

Une fois le nouveau règlement en vigueur, il s'appliquera à tous les aéronefs sans pilote à bord, que ce soit à des fins récréatives ou non. Toutefois, soyez assuré que MAAC continue de travailler avec Transports Canada pour garantir la protection de nos privilèges actuels. Comme nous vous l'avons indiqué dans le dernier courrier électronique, MAAC collabore avec Transports Canada pour obtenir une exemption au nouveau règlement. Avec cette exemption, lorsque la nouvelle réglementation entrera en vigueur, les membres de MAAC bénéficieront des mêmes libertés qu'ils ont toujours eues. L'exemption pour les membres de MAAC devrait être approuvée bien avant l'entrée en vigueur du nouveau règlement le 1er juin prochain. Entre-temps, veuillez-vous en reporter à la lettre ci-jointe de Transports Canada, s'engageant à poursuivre ces efforts et à préserver nos privilèges.

La direction de MAAC continue de travailler pour ses membres et de veiller

## Transports Canada

Groupe de travail pour les systèmes d'aéronefs télépilotes  
Tour C  
330 Rue Sparks  
Ottawa, Ontario K1A 0N5  
Canada

2019-01-09

Rodger Williams,  
Modélistes aéronautiques associés du Canada (MAAC)  
Unité 9, 5100 South Service Road  
Burlington Ontario L7L 6A5

Cher M. Williams

Les règlements régissant l'exploitation des systèmes d'aéronefs télépilotes (SATP) ont été publiés dans la Gazette II du Canada en tant que partie IX du Règlement de l'aviation canadien. Ce règlement entrera en vigueur le 1er juin 2019. Jusqu'à cette date, les membres de Modélistes aéronautiques associés du Canada (MAAC) peuvent continuer à opérer leurs modèles conformément aux dispositions du Règlement de l'aviation canadien 602.45 et des directives de la MAAC.

Après le 1er juin 2019, la partie IX du Règlement de l'aviation canadien s'appliquera à tous les aéronefs télépilotes exploités au Canada, y compris ce qui est actuellement considéré comme un modèle d'aéronef. Reconnaisant l'excellent bilan de MAAC en matière de sécurité, nous travaillons avec votre association pour développer une exemption à la partie IX. L'exemption entrera en vigueur le 1er juin 2019 afin que les membres de MAAC puissent exercer leur loisir soit en se conformant à la partie IX, soit en respectant les termes de l'exemption à venir.

Nous continuons à communiquer régulièrement avec tous les intervenants concernés, y compris NAV CANADA, les forces de l'ordre et les municipalités, afin de nous assurer qu'ils disposent des informations les plus pertinentes et les plus récentes en ce qui concerne les règles de sécurité des drones. De plus, nous lançons une campagne de sensibilisation et d'éducation pour informer le public canadien et le secteur des drones de l'évolution de la réglementation. Ces efforts de communication continueront à souligner que, jusqu'au 1er juin, les pilotes de drones doivent respecter les règles en vigueur.

Nous continuons de travailler avec vous et vos membres pour assurer l'opération sécuritaire des aéronefs télépilotes.

Meilleures salutations,

Justin Mille

Directeur adjoint, Systèmes d'aéronefs télépilotes (SATP)

Transport Canada

à ce que nous puissions tous profiter de notre passion pour l'opération de nos maquettes. Nous vous communiquerons toutes les mises-à-jour pertinentes dès que l'exemption nous sera accordée. En

attendant, laissez-moi vous répéter que rien n'a changé pour les membres du MAAC et que vous pouvez continuer à opérer comme vous l'avez toujours fait. ✈

Référence

RDIMS 14866211

# TRANSPORT CANADA ADVISORY GROUP

Rodger Williams - 9587L

Committee Chair

418-650-3150 | rawilliams@videotron.ca

On behalf of the MAAC transport Canada Advisory Group we would like to advise you that the anticipated new regulations for Remotely Piloted Aircraft System (RPAS) have now been published. However, it should be clearly understood that nothing has changed for MAAC members and even though the regulations have now been published, they do not take effect until 1st June 2019. Until that date the Interim Order Respecting the use of Model Aircraft remains in effect, and as this order does not apply to MAAC operations, MAAC members can continue to operate as we always have.

Once the new regulations do come into effect, they will apply to all aircraft without a pilot onboard, whether for recreational or non-recreational purposes. However, be assured that MAAC continues to working with Transport Canada to ensure your current privileges are protected. As we advised you in the last email update, MAAC is working with Transport Canada on an exemption from the new regulations. With this exemption, once the new regulations do come into effect, MAAC members will enjoy the same freedoms they always have. It is expected that the MAAC exemption will be approved well before the new regulations come into effect on 1st June 2019. In the meantime please see the attached letter from Transport Canada, Letter – AARV – MAAC 2019 – 01-09 showing their commitment to these ongoing efforts and the preservation of our privileges.

MAAC leadership continues to work for its members and to ensure that we can all enjoy our passion of operating model aircraft. We will provide additional updates, once we have secured the exemption. Until then, please let me repeat that nothing has changed for MAAC members and you can continue to operate as you always have. ✨



Remotely Piloted Aircraft Systems Task Force  
Tower C,  
330 Sparks Street,  
Ottawa, Ontario K1A 0N5  
Canada

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RDIMS 14868211

2019-01-09

Rodger Williams  
Model Aeronautics Association of Canada (MAAC)  
Unit 9, 5100 South Service Road  
Burlington Ontario L7L 6A5  
Canada

Dear Mr. Williams,

Regulations governing the operation of remotely piloted aircraft have been published in *Canada Gazette II* as Part IX of the *Canadian Aviation Regulations*. These regulations will come into force June 1 2019. Until that time members of the Model Aeronautics Association of Canada (MAAC) may continue to operate their model aircraft in accordance with Canadian Aviation Regulation 602.45 and MAAC's guidelines.

After June 1 2019, Part IX of the *Canadian Aviation Regulations* will apply to all remotely piloted aircraft operated in Canada including what is currently considered a model aircraft. Recognizing MAAC's aviation safety history, we are working with the association to develop an exemption to Part IX. The exemption will be in force by June 1 2019 so that MAAC members may enjoy their hobby either by complying with Part IX or under the terms of the future exemption.

We continue to communicate regularly with stakeholders, including NAV CANADA, law enforcement agencies, and municipalities, to ensure that they have the most relevant and up-to-date information with respect to drone safety regulations. Further, we are launching an outreach and education campaign to communicate the changing regulations to the Canadian public and the drone sector. These communication efforts will continue to emphasize that, until June 1, drone pilots must fly under the current rules.

We look forward to working with you and your members to ensure the safe operation of remotely piloted aircraft in Canada.

Regards,

Justin Miller  
A/Director, Remotely Piloted Aircraft Systems (RPAS) Task Force  
Transport Canada

Canada

1/1



Calvin Martini - 40498

Chef de Comité

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## STANDING WAVE RATIO (SWR)

En votre qualité de pilote en vol par immersion (First Person View ou FPV, en anglais), vous avez probablement déjà vécu des problèmes vidéo. Un mauvais signal vidéo peut vous coûter un championnat. Peut-être avez-vous changé d'antenne et avez-vous réussi à effectuer vos vols cette journée-là, mais ne serait-ce pas plus utile de savoir exactement comment se comporte votre équipement?

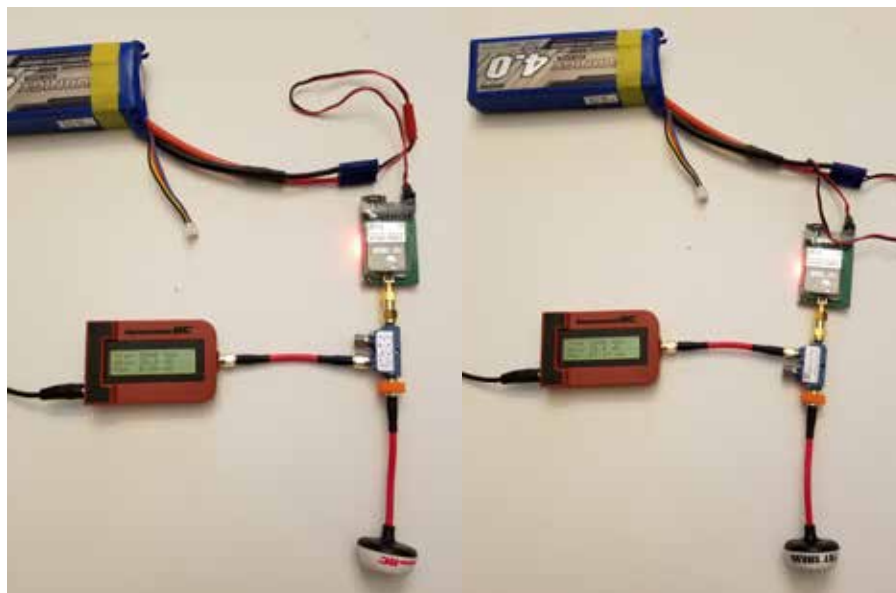
Un problème commun, c'est une antenne mal agencée qui reflète une part de puissance dans l'émetteur vidéo, ce qui pourrait endommager ce dernier.

Le Voltage Standing Wave Ratio (VSWR) ou SWR en raccourci, c'est une valeur qui montre de degré de puissance qui retourne à l'émetteur par le biais de l'antenne. Une valeur affichant 1.0 indique qu'aucune puissance n'est réfléchiée et c'est l'idéal. Si la valeur est élevée, vous avez décelé un problème.

Il se peut que vous ayez lu des spécifications d'antenne qui incluaient une cote SWR. C'est un indicateur que le fabricant a recours à des normes de qualité de façon à assurer un rendement uniforme de ses produits. Même si vous achetez une antenne de qualité, ce genre de composante est délicat et peut s'user ou se faire endommager lors d'un écrasement ou si elle a été manipulée plutôt rudement.

Grâce à des composantes relativement peu dispendieuses, vous pouvez aisément faire une lecture de la puissance réfléchiée et calculer le SWR.

Vous aurez besoin d'un outil afin de mesurer ces niveaux de puissance. L'ImmersionRC Power Meter est de ceux-là. Un plus récent modèle est plus petit, alimenté par piles et dispose d'atténuation de 30 dB. Ces données sont très pratiques



afin de mesurer la sortie (output) de la puissance de votre émetteur vidéo, ce qui est essentiel lorsqu'on pilote en compagnie d'autres modélistes.

Vous aurez aussi besoin d'un coupleur directionnel (directional coupler) qui effectue son travail dans la bonne gamme de fréquence. Ce coupleur divise (passivement) la puissance mais seulement dans une direction. Le type dont vous aurez besoin possède une entrée (input), une sortie (output) ainsi qu'une sortie couplée.

Parmi l'autre équipement dont vous aurez besoin : un émetteur vidéo, l'antenne que vous voulez tester, des connecteurs et des sources d'alimentation. Il se pourrait aussi que vous ayez besoin d'un atténuateur afin de limiter l'alimentation qui se rend au capteur de puissance (power meter).

Pour déterminer le SWR :

Comme l'illustre la photo, branchez l'émetteur au port « IN » du coupleur directionnel, branchez l'antenne au port « OUT » et le capteur de puissance au port « COUPLED ». Lorsque requis, ajoutez un atténuateur entre le coupleur et le capteur de puissance; ajustez les réglages au besoin.

Mon coupleur directionnel de 4-8 GHz affiche une atténuation de 30 dB sur son port couplé.

Mettez en tension (à « on ») le capteur de puissance ainsi que l'émetteur vidéo et notez la puissance affichée.

Retirez la tension (mettez à « off ») l'émetteur. Changez l'émetteur et l'antenne. Rallumez l'émetteur et notez la lecture de puissance.

Entrez ces deux valeurs dans un calculateur SWR en ligne, comme celui-ci : <http://ac6v.com/swrmeter.html>.

Dans mon exemple, ma première lecture était de 0.38 mW et ma deuxième était de 57.17 mW. D'après le calcul, le SWR était de 1.18, ce qui est très bon. À titre de comparaison, à 1.5, 4 % de la puissance est réfléchiée. À 2.0, 11 % de la puissance est réfléchiée. À 3.0, 25 % de la puissance est réfléchiée.

Si vous vous servez de cette méthode, vous pouvez mesurer l'efficacité de votre antenne à la maison et améliorer vos séances au terrain de vol. ✨

# FIRST PERSON VIEW

**Calvin Martini | 40498**  
 Committee Chair  
 506-386-5247 | rotary65@gmail.com

## STANDING WAVE RATIO (SWR)

As an FPV pilot, you've probably experienced video issues. A poor video signal can cost you a championship. Perhaps you swapped out an antenna and were able to fly that day, but wouldn't it be nice to know exactly how your equipment is performing?

A common issue is a poorly matched antenna that reflects power back into the video transmitter, which can damage the transmitter.

Voltage Standing Wave Ratio (VSWR), or SWR, is a value showing the degree to which power is reflected back into the transmitter by the antenna. A value of 1.0 indicates that there is no reflected power and this is ideal. A high value indicates an issue.

You may have seen antenna specifications that included an SWR rating. This is an indicator that the manufacturer has quality standards to ensure consistent performance for their products. Even if you buy quality antennae, these components are delicate and can wear or be damaged in crashes and rough handling.

With some relatively inexpensive components, it is possible to easily measure reflected power and calculate SWR.

You will need a tool to measure power levels. The ImmersionRC Power Meter is an inexpensive example. There is a newer model that is smaller, battery-powered and has 30 dB attenuation built-in. These are extremely handy for measuring video transmitter power output, a capability that is essential when flying with others.



You will also need a directional coupler in the correct frequency range. A directional coupler passively splits power, but only flowing in one direction. The type you will need has one input, one outputs and one coupled output.

Other equipment you will need includes: a video transmitter, the antenna that you want to test, connectors, and power sources. You may also need an attenuator to limit the power flowing into the power meter.

To determine SWR:

1) As shown in the photo, connect the transmitter to the directional coupler's IN port, connect the antenna to the OUT port, and the power meter to the COUPLED port. If required, add an attenuator between the coupler and the power meter and adjust settings as required.

My 4-8 GHz directional coupler has 30 dB of attenuation on its coupled port.

2) Turn on the power meter and video transmitter and note the power reading.

3) Power off the transmitter. Switch the transmitter and antenna. Power on the transmitter and note the power reading.

4) Enter the two values into an online SWR calculator such as <http://ac6v.com/swrmeter.html>

In my example, my first reading was 0.38 mW and my second was 57.17 mW. The SWR from the calculation is 1.18 which is quite good. For comparison, at 1.5, 4% of the power is reflected. At 2.0, 11% is reflected. At 3.0, 25% is reflected.

Using this method, you can measure your antenna at home and improve your experience at the field. ✨

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## RADIO SPECTRUM

**Mark Betuzzi - 26605L**

Committee Chair

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Please refer to the July 2018 Model Aviation Canada article in the Radio Spectrum column on Wireless buddy box radios; I am including updated information. Back issues are available as PDFs at MAAC.ca under the 'Resources>Model Aviation Canada' tabs.

In June of this year, I wanted to do some training using my new Spektrum DX9 radio in the wired Trainer mode. I had the proper Spektrum trainer cord with the DX9 as the Master and an older DX7 as the slave.

As I soon I plugged both radios in, my DX9 failed and I had to send it into Horizon for servicing. I was advised by the Service

technician at Horizon Hobbies that the voltages used in each radio were different. They were not compatible in the Wired mode for buddy box training.

Once I got this repaired radio back from the service center, I decided it will only be used in a WIRELESS Mode when used for training. Please check with Horizon Hobbies on which of their Spektrum radios are compatible with each other when used in the Wired Buddy Box mode for training purposes.

### SAFE FLYING

With most MAAC members advancing in age, health and vision issues may compromise your radio-controlled flying abilities. Spektrum radio-controlled products will assist your flying abilities with their AS3X line of SAFE receivers. If you lose

orientation, simply let go of the sticks and your plane will then fly straight and level. Check the Horizon Hobbies or Spektrum websites for more information on their innovative products for SAFE flying.

There are other manufacturers of aftermarket items that will also stabilize your model, should you lose orientation when flying. Check the October 2016 edition of Model Airplane News for a complete review of innovative on-board stabilization systems. The article is only two years old and already, the Alpha-6™ Stability System by Spektrum is no longer available. With Hobby People closing, the Bigaole 3G-A stabilizer is now available from Aloft hobbies.

All the other stabilizers reviewed in this article appear to be still available with some being updated with newer revised versions.



## SPECTRE RADIO

**Mark Betuzzi - 26605L**

Chef de Comité

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Veillez vous référer au numéro de juillet 2018 de l'article dans les pages de Model Aviation Canada afin d'en lire davantage sur les boîtes-écoles (buddy boxes) sans fil; j'insère des renseignements que j'ai mis à jour. Des numéros sont disponibles à titre de PDFs au MAAC.ca sous l'onglet «resources» de Model Aviation Canada.

En juin dernier, je voulais offrir de la formation à l'aide de mon nouvel émetteur Spektrum DX9 en mode « branché » pour les avions de formation. Je disposais du bon câble Spektrum, le DX9 servant à titre d'émetteur principal et un émetteur DX7 plus vieux à titre d'émetteur secondaire.

Aussitôt que j'ai branché les deux émetteurs, mon DX9 a fait défaut et j'ai dû l'envoyer chez Horizon Hobbies afin de faire une remise en état. Le technicien de

service m'a avisé que le voltage est différent dans ces deux appareils. Ils ne sont pas compatibles en mode branché pour la formation en jumelé.

Une fois que j'ai fait réparer mon émetteur, j'ai décidé que je ne l'utiliserais qu'en mode sans fil aux fins de formation. Vérifiez auprès de Horizon Hobbies quant aux émetteurs Spektrum qui sont compatibles entre eux lorsqu'en configuration Wired Buddy Box.

### BONS VOLS EN TOUTE SÉCURITÉ

Puisque la plupart des membres du MAAC vieillissent, des problématiques liées à la santé et à la vision peuvent compromettre l'aptitude au pilotage de maquettes. Les produits de Spektrum vous aideront à piloter grâce à la gamme AS3X de récepteurs SAFE. Si vous perdez votre sens de l'orientation, libérez les manettes et votre avion reprendra un vol rectiligne. Consultez Horizon Hobbies ou les sites

Web de Spektrum pour de plus amples renseignements quant à leurs produits innovateurs menant au vol en mode SAFE.

D'autres fabricants de produits « aftermarket » stabiliseront aussi votre maquette, si jamais vous perdez votre orientation pendant un vol. Consultez le numéro d'octobre 2016 de Model Airplane News afin d'y lire un compte-rendu complet de systèmes innovateurs embarqués de stabilisation. L'article n'a que deux ans et déjà, le système Alpha-6™ (de Spektrum) n'est plus disponible. Maintenant que la chaîne Hobby People met fin à ses opérations, le stabilisateur Bigaole 3G-A est maintenant disponible auprès de Aloft Hobbies.

Tous les autres stabilisateurs comparés dans cet article semblent encore être disponibles, certains ayant d'ailleurs été améliorés (nouvelles versions). ✈

*suite à la page 59*





Paul Emmerson readies his electric powered Ringmaster for flight – nice flying airplane with pretty see-through covering showing some nice structure! / Paul Emmerson prépare son Ringmaster électrique – l'avion vole bien et son recouvrement transparent exhibe la gracieuse structure!

## Paul Gibeault

Chef de Comité  
pgibeault@shaw.ca

Votre nouveau président du Comité de vol circulaire vous souhaite la bienvenue et vous souhaite une Nouvelle année prospère! Vous remarquerez peut-être que je suis marié à Dianne qui, elle aussi, est une concurrente de calibre international.

(Je suis béni en ce qu'elle m'encourage au sein de mon passe-temps!)

Mais compte tenu de l'espace limité de la dernière chronique de Chris (Brownhill), je voulais tout simplement vous dire allô et j'espère communiquer avec plusieurs d'entre vous dans un avenir rapproché.

Ce que j'ai en tête pour cette chronique, c'est de vous parler de maquettes de vitesse, de course et tout simplement sportives ainsi que la construction à l'aide de matériaux composite (c'est-à-dire les techniques de peintures invisibles) et tous les produits neufs qui nous arrivent de l'Europe et des États-Unis.

Aussi, vous pouvez consulter la nouvelle page Facebook MAAC de vol circulaire que j'ai lancée ainsi que la page MAAC du Comité de vol circulaire, que j'ai actualisée. Ce ne sont là que deux initiatives parmi plusieurs.

Je termine en remerciant Chris des efforts qu'il a déployés au cours des années!

## UNE DERNIÈRE CHRONIQUE

par Chris Brownhill

«Une autre saison de vol vient de se terminer et, au moins, la météo a surtout collaboré pendant nos événements en Ontario. L'année 2019 sera celle des épreuves de qualification chez le vol circulaire et le vol circulaire acrobatique. Conséquemment, certains de nos efforts porteront sur la sélection d'équipe en prévision du Championnat mondial qui aura lieu à Wloclawek (Pologne), en 2020.

## FILINS DE MARQUE SPECTRA

«On m'a récemment demandé si je connaissais un produit appelé Spectra et que l'AMA américaine autorise maintenant à titre de filins pour ses concours de combat ainsi que pour les autres disciplines de vol sportif.

«Le Comité de vol circulaire n'a pas évalué ce produit, si bien qu'à l'heure actuelle, il n'est pas autorisé à titre de substitut des filins d'acier inoxydable pour le vol circulaire. S'il y a de l'intérêt à l'utiliser, nous pourrions approcher le Comité de sécurité afin de l'autoriser et nous aurions probablement alors à nous fier aux règlements de l'AMA là-dessus.

«Nous recherchons donc vos commentaires afin de savoir s'il vaut la peine de lancer l'idée au Canada.

## ÉPREUVES DE QUALIFICATION DE COMBAT (F2D)

«Nous organiserons des Épreuves FAI de qualification de combat l'été prochain afin de sélectionner une équipe F2D qui représentera le Canada au cours du Championnat mondial 2020 de vol circulaire. Le format ressemblera à ce que nous avons fait précédemment en accumulant des points de la série CANAM des épreuves de combat F2D qui sont disputés dans le Sud ontarien au cours de l'été.

«Brad Lapointe a gracieusement offert d'agir à titre de coordonnateur d'épreuve et pour de plus amples renseignements, vous pouvez vous tourner vers le site Web des Balsa Beavers ([www.balsabeavers.com](http://www.balsabeavers.com)) ou vous pouvez communiquer directement avec Brad par courriel ([bradlf2d@kent.net](mailto:bradlf2d@kent.net)).

## IDENTIFICATION DES MAQUETTES

«Le MAAC a publié une nouvelle politique intitulée MPPD 10 – Owner Contact Information on Model Aircraft qu'on lire au site Web du MAAC.

«Je sais que nous pilotons des maquettes reliées à des filins métalliques mais nous devons nous plier à cette politique et ainsi éviter une quelconque action pas trop plaisante avec Transports Canada, si et lorsque cette entité appliquera à la lettre cette directive aérienne.

«C'est simple à faire. En fait, il serait plus simple d'aller de l'avant que de s'en plaindre.

«Les renseignements requis qui doivent être  
*suite à la page 78*

# CONTROL LINE

**Paul Gibeault**  
Committee Chair  
pgibeault@shaw.ca

Your new C/L Chairman welcomes you and wishes that you all have a prosperous New Year! You may notice that I'm married to my wife Dianne who is also an accomplished international flier.

(I am indeed blessed that she goes along with my hobby!)

But, given the limited space of Chris's last C/L report, I just wanted to say hello to you all, and I hope to be in touch with more of you C/L enthusiasts in the near future.

My thoughts for a C/L column range from showing speed, racing and sport models, to composite building (i.e. invisible hinge techniques) and anything new that comes out of Europe and the USA.

Also, you can look to the new MAAC C/L model group Facebook page that I started and to the upgraded MAAC C/L Committee page. Just two new initiatives of many.

I'll sign off by thanking Chris for his previous efforts!

## FINAL COLUMN

by Chris Brownhill

*"Another flying season has come to a close, and, at least, the weather in Ontario was fairly decent for all of our events. Next year is a trials year for Control Line and Control Line Precision Aerobatics. Therefore, some of our efforts will be focused on team selection for the Control Line World Championships to be held in Wloclawek, Poland in 2020.*

## SPECTRA LINES

*"I have been asked recently about a product called Spectra which the AMA is allowing for use as control lines in their Combat competitions, and for all other sport flying applications.*

*"The Control Line Committee has not evaluated the Spectra product, and so currently, it is not allowed as a substitute for stainless steel wire for any Control Line activity. If there is any interest in using it, we could approach the Safety Committee about allowing it, and we would probably fall back on the AMA's rules regarding its use.*

*"So, your feedback is required by the Control Line Committee to know if it is worthwhile pursuing this in Canada.*

## FAI COMBAT TRIALS (F2D)

*"We will be holding FAI trials next summer to select a F2D team which will compete for Canada in the 2020 Control Line World Championships. The format would be the same as we have done before using accumulated points from the CANAM series of F2D combat events which are held in Southern Ontario over the summer.*

*"Brad Lapointe has kindly offered to be the coordinator for these trials, and for further information on them, you can either reference the Balsa Beavers website ([www.balsabeavers.com](http://www.balsabeavers.com)), or contact Brad directly by e-mail. ([bradlf2d@kent.net](mailto:bradlf2d@kent.net))*

## MODEL IDENTIFICATION

*"MAAC has published a new policy titled MPPD 10 – Owner Contact Information on Model Aircraft, which can be reviewed on the MAAC website.*

*"I know we are flying models on wires, but we are required to comply*



Paul Gibeault (8478L) and his wife Dianne (82638) holding her burgundy Canadian-designed "Streaker" racer. / Paul Gibeault (MAAC 8478L) et sa femme Dianne (MAAC 82638) tiennent leur courseur bourgogne Streaker (de conception canadienne).

*with this policy, and, thus, avoid any unpleasant involvement with Transport Canada, if and when they ever decide to enforce this air regulation.*

*"It is simple enough to do. In fact, complying will be far simpler than complaining about the inconvenience of same.*

*"The required information to be recorded on your models can be found on the new policy document, and a label template is provided as well. With the use of the ubiquitous inkjet printer, the label can be transferred to whatever material you choose to make a sticker from.*

*"Then, just fuel proof the labels according to need and taste. (The sticker can be installed inside a take-apart airplane, so in that case, fuel proofing would be entirely unnecessary.)*

## INVERTED FLIGHT

*"Being able to fly inverted is the key to flying all the advanced manoeuvres required in Control Line competition. It is hard to say what is the best way to learn how to do this, and much of it depends on the confidence, and courage, of the individual flyer.*

*"The first thing to accept is that you may break some airplanes while learning how to do this. So, the use of ARFs, or other expendable aircraft might be a good idea.*

*"However, you need a model that is at least capable of stable inverted flight, so it might be also a good idea to engage the help of an experienced flyer, and have him test fly your practice model to be certain that it will fly inverted properly.*

*continued on page 71*



# VOL CIRCULAIRE ACROBATIQUE



## John McFayden - 14681L

Chef de Comité

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Ce mois-ci, j'attire votre attention sur la nouvelle politique du MAAC sur les renseignements à apposer sur les maquettes d'avion. Je crois que tous les membres du MAAC ont reçu un courriel du président Peter Schaffer le 17 septembre dernier qui en donnait les grandes lignes. Tous les présidents de comités ont été chargés de le rappeler à leurs membres et aux membres du MAAC. Cette politique est maintenant en vigueur.

Vous pouvez consulter le document au [https://secure.maac.ca/get\\_document.php?document\\_id=396](https://secure.maac.ca/get_document.php?document_id=396).

En gros, cette politique se résume de la façon suivante :

4.3 Le MAAC se conformera aux nouvelles exigences en ramenant la pratique voulant que les membres appliquent une étiquette; ou une copie de la carte électronique de membre; ou une copie de leur carte sur chacune de leur maquette.

Les renseignements suivants devront apparaître : a. numéro de membre MAAC (exigé); b. l'adresse Web du MAAC (exigé); le numéro de téléphone du MAAC ou celui (domicile ou cellulaire) du membre (exigé); ainsi que d. le nom du membre (optionnel).

Cette politique s'applique aux maquettes pesant plus de 8 onces.

Veillez noter qu'un collant peut être appliqué à l'extérieur de la maquette ou, si celle-ci se démonte, à l'intérieur.

Il y a quelques brèves années, j'avais entendu parler du retour de cette identification, si bien que j'ai mené des tests afin de vérifier ce qui fonctionnerait bien pour moi. J'ai réussi à imprimer les renseignements sur une étiquette Avery 22822 (fini glacé) – je me suis procuré les miennes chez Staples, Bureau en gros – et ensuite, dans mon cas, je l'ai appliqué sur le dessous de mon stabilisateur de mon avion profil acrobatique ou encore sur l'intrados (dessous) de l'aile de mon Ringmaster. Vous devez appliquer une deuxième étiquette afin d'empêcher le carburant ou votre savon nettoyant d'effacer les caractères.

Ces étiquettes sont très minces et ne pèsent presque rien. Après plusieurs vols, les étiquettes ne se sont pas encore décollées. J'ai inclus quelques photos de ma maquette Miss D en vol afin de vous montrer les numéros MAAC et l'étiquette.

## CHAMPIONNAT MONDIAL DE F2D

Ensuite, le Championnat mondial 2020 de F2D sera disputé à Wloclawek (Pologne) entre les 20 et 31 juillet. Une épreuve de qualification d'équipe sera organisée les 27 et 28 juillet au parc Centennial; la date de remise en cas de pluie a été fixé à Dresden lors du Championnat sud-ontarien de vol circulaire, plus tard en août. Tous les membres en règle du MAAC sont admissibles.

Finalement, cette chronique de vol circulaire acrobatique a offert plusieurs bons articles en 2018. Merci à tous ceux qui ont contribué du matériel pour inclusion dans les pages de Model Aviation Canada. Continuez de m'envoyer du texte et des photos en haute définition en 2019. ✈

# CONTROL LINE PRECISION AEROBATICS



## John McFayden - 14681L

Committee Chair

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This month, I wish to highlight the new MAAC policy regarding “Owner Contact Information on Model Aircraft”. I believe that every MAAC member received in September 17th an e-mail from MAAC President Peter Schaffer outlining several new policies including this particular policy. All committee chairmen have been asked to remind their committee members and MAAC members at large of the new policy which is now in force.

See the document at [https://secure.maac.ca/get\\_document.php?document\\_id=396](https://secure.maac.ca/get_document.php?document_id=396).

Essentially, this policy boils down to:  
4.3 MAAC will comply with the new requirement by reinstating the practice of having all members apply an owner’s identification tag/label; or a copy of the member’s electronic membership card; or a copy of the member’s MAAC card to their model aircraft containing the members

contact identification listed below: a. Member’s MAAC number (required); b. MAAC, website address (required); c. MAAC office phone number “or” member’s home/cell phone number (required); and d. Member’s name (optional).

The policy is for all models weighing more than 8 oz.

Please note that a sticker can be applied to the outside of the model or in the case of a take-apart model, the information can be attached inside the model.

I had heard a couple of years ago that this type of model identification was coming so I did some testing to see what would work. FWIW I found that the information can be printed on to Avery #22822 Glossy Clear labels (I got mine at Staples) and then, in my case, I applied it to the underside inboard stab on my profile stunter or the underside inboard wingtip of my Ringmaster. A second label needs to be applied over that to prevent fuel residue or cleaning solution from removing the ink. The labels are virtually weightless and extremely thin. After many, many flights, the labels have shown

no sign of lifting. I have included a couple of in-flight photos of my profile Miss D which show the use of MAAC numbers and the identification tag.

## F2 WORLDS

Next, the 2020 F2 World Championships will be held in Wloclawek, Poland July 20 – 31. An F2B Team Trials is scheduled to be flown July 27 – 28, 2019 at Centennial Park with a wind/rain back-up at the Southern Ontario Control Line Championships in Dresden later in August. All active MAAC members are eligible to try out for the team.

Finally, in 2018 the Control Line Precision Aerobatics column has featured many excellent articles. Thank you to all those who made the effort to submit material for Model Aviation Canada. Please continue to send text and high-definition photos for inclusion in the CLPA column for 2019. ✨



## FREE FLIGHT INDOOR

**Dmytro "Bill" Silin – 86654**

Committee Chair

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The year 2018 saw a resurgence in free flight at the Ottawa Indoor Model Flyers Club, where frequently the number of free flight modellers outnumbered the R/C flyers. With this new interest and Brian Wattie's generous donation of some Minnow R.O.G. kits, it was decided to have a fun and impromptu competition for the last session of the year.

The rules were simple, the model needed to be completed from the kit or plans of the Minnow and the tissue had to be light blue! The simple approach of the contest saw seven contestants, all of whom built well-trimmed models. The competition took a basic mass launch elimination approach. This made the judging simple.

In multiple rounds, all planes were launched at the same time and the first to land (or crash) was eliminated. Brian Wattie's consistently well flying Minnow took first place with a time of 54 seconds.

These are the results:

1st Brian Wattie 5089L



From left, Mark Winstanley, Brian Wattie and Martin Passfield with their Minnows. Photo: John Cooper. / De g. à dr. : Mark Winstanley, Brian Wattie et Martin Passfield et leurs maquettes du Minnow. Photo: John Cooper

2nd Mark Winstanley 24925

3rd Martin Passfield 33937

The Peterborough Club flew its annual competition with an ROG model called the Blatter 40 in May, and Markham did the same in December.

The Oakville Milton Club flew a successful MAAC Cub event early in the year and has again asked John Marett to visit with some

A6 kits to promote a possible Indoor contest at its limited, yet adequate, meeting hall in the new year.

Please get in touch with me for contact info on each of the mentioned event. As usual, everybody interested is invited to join our group on Facebook @IndoorFreeFlight.



## VOL LIBRE INTÉRIEUR

**Dmytro "Bill" Silin – 86654**

Chef de Comité

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En 2018, nous avons assisté à un regain d'intérêt pour le vol libre à l'Ottawa Indoor Model Flyers Club, là même où le nombre d'adeptes du vol libre dépassait celui des pilotes de maquettes télécommandées. Grâce à cette nouvelle vague de popularité et au don très généreux de Brian Wattie de quelques maquettes Minnow (capables de décoller depuis le sol), des organisateurs ont décidé de disputer un concours impromptu à l'occasion de la dernière séance de vol de l'année.

Les règlements étaient simples : la maquette devait être construite à partir du kit ou de plans et le recouvrement

devait être bleu pâle! Cette approche toute simple a attiré sept concurrents et ceux-ci ont assemblé des maquettes en règle. Le concours a fait appel à une élimination par lancer de masse. Il devenait facile de juger le tout.

Lors de rondes multiples, tous les avions ont été lancés simultanément et le premier à atterrir (ou à s'écraser) était éliminé. Le Minnow très bien réglé de Brian Wattie a obtenu la première place avec un chrono de 54 secondes.

Les résultats :

(1ère place) Brian Wattie 5089L

(2e place) Mark Winstanley 24925

(3e place) Martin Passfield 33937

Le Club de Peterborough a disputé son concours annuel grâce à une autre maquette à décollage depuis le sol, le Blatter 40 en mai 2018 et les modélistes

de Markham en ont fait de même en décembre.

Le Club d'Oakville Milton a offert avec succès un événement mettant en vedette les MAAC Cubs plus tôt en cours d'année et les organisateurs avaient demandé une fois de plus à John Marett de leur rendre visite avec des kits de maquette A6 afin de faire la promotion d'un possible concours de vol intérieur dans sa salle de réunion... petite mais qui saurait faire l'affaire au cours du Nouvel an.

Veillez communiquer avec moi afin de récolter des renseignements à propos de l'un ou l'autre des événements mentionnés plus haut. Comme d'habitude, tous les intéressés peuvent aussi se joindre à notre groupe Facebook, au IndoorFreeFlight. ✨

## R/C FLOATPLANES



Paul Neely - 73841

Committee Chair

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Happy New Year everyone! I hope that everyone had a good Christmas.

I said in my last column that the Floatplane Committee was going to get an article out on types of floatplanes and how to set them up... and this article should be ready by the next issue.

With that said, we know that there are two basic types of floatplanes: the typical plane with floats added, and the flying boat. If you go to most Float Fly events, that's what you are going to see.

A good friend of mine goes to Arizona for the winter. Now, we all know the Americans do things a little differently. Check out this picture of a jet, yes I said a jet, on floats. This plane has a speed of over a 100 mph and a landing speed of somewhere around 25 to

30 mph... assuming you don't skip it across the pond.

I have been to a number of Float Flies and I had never seen a jet on floats. I have joked with a good friend, Blair, about putting his jet on floats, so you see Blair: it can be done!

O.K., now I have to confess: after talking to my friend in Arizona, he said it was a complete failure. The jet never got off the water. Some planes are just not designed for float flying. So stay tuned to see what does work, and how to set it up. ✈

## HYDRAVIONS RC

Paul Neely - 73841

Chef de Comité

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Bonne année, tout le monde! J'espère que tout le monde a passé un merveilleux Noël.

Dans ma dernière chronique, j'avais dit que le Comité des hydravions allait préparer un texte sur les types d'hydravion et comment les préparer pour la mise à l'eau... et celui-ci devrait être prêt d'ici le prochain numéro de la revue.

Ceci dit, nous savons qu'on retrouve

essentiellement deux types d'hydravion : celui typique auquel on ajoute des flotteurs et l'autre, l'hydravion à coque (flying boat). Si vous vous rendez à un rassemblement Float-fly, c'est ce que vous allez voir.

Un bon ami se rend en Arizona pour y passer l'hiver. Nous savons que les Américains aiment faire les choses différemment. Regardez cette photo d'un jet sur flotteurs; oui, c'est ce que j'ai dit. Cette maquette atteint une vitesse de plus de 100 milles à l'heure et atterrit à entre 25 et 30 milles à l'heure... en autant qu'elle ne sautille pas sur le plan d'eau.

Je me suis rendu à bon nombre de rassemblements Float-fly et je n'en avais jamais vu. Je blaguais avec un bon ami, Blair, qu'il devrait installer des flotteurs sur son jet. Vous voyez, cher ami : c'est possible!

Bon, je me confesse : après avoir parlé à mon ami en Arizona, il m'a révélé que l'expérience a été un échec sur toute la ligne. Le jet n'a jamais pu quitter la surface de l'eau. Certains aéronefs ne sont tout simplement pas conçus pour le vol sur flotteurs. Alors demeurez à l'écoute; vous apprendrez ce qui fonctionne et comment configurer ces appareils. ✈



# HÉLICOPTÈRES RC



Darren Wiens' Logo 690 with his TRex 800 and my new VControl touch transmitter in between them at the Mission Wings Model Flying Club Field. / Le Logo 690 de Darren Wiens et son TRex 800 et mon nouvel émetteur VControl à touche manuelle au terrain du Mission Wings Model Flying Club.

## Darren Wiens - 79825

Chef de Comité

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Eh bien, nous voilà rendus en 2019... Nous ressentons probablement les bleus de l'hiver et nous serions prêts à faire voler nos machines, mais la météo ne va tout simplement pas coopérer. Que faire pendant ces mois d'hiver?

Je crois qu'il importe d'utiliser l'hiver pour effectuer de l'entretien. Oui, c'est une consigne de sécurité importante et ça va plus loin que ça. C'est une bonne façon d'occuper notre cerveau à faire quelque chose de constructif et cela nous aidera à

mieux comprendre ce qui se passe lorsque nos hélicoptères volent.

Puisque les hélicoptères prêts à voler deviennent de plus en plus communs, nous n'apprenons plus souvent comment nos machines fonctionnent. Nous ne comprenons pas ce qui se passe, en vol. Conséquemment, nous ne savons pas toujours comment les réparer ou comment diagnostiquer les problèmes.

Je jaisais récemment avec un ami pilote qui nettoie presque toujours ses hélicoptères lorsqu'il revient d'une séance de vol. Il a déclaré qu'il a maintes fois décelé un problème avant qu'il ne cause un accident. Il ne recherche pas spécifiquement

un point de défaillance; il ne fait que nettoyer ses machines mais ce faisant, il inspecte toutes les composantes et trouve les petits bobos qui pourraient mener très vite à de gros bobos. Ce faisant, il minimise les possibilités de défaillances mécaniques ou électriques.

Et vous, que faites-vous? Examinez-vous vos hélicoptères à chaque hiver ou à chaque semaine? Observez-vous un horaire d'entretien régulier? J'aimerais bien en entendre parler. Si vous avez des suggestions, envoyez-les moi. Je les compilerai sous forme de liste et j'insérerai le tout dans une chronique ici de façon à en faire bénéficier les autres. ✈

## R/C HELICOPTER



Darren Wiens' brand new Mikado Logo 690. / Le Logo 690 (Mikado) tout neuf de Darren Wiens.

### Darren Wiens - 79825

Committee Chair

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Well it's 2019... We're probably all in the middle of the winter doldrums and ready to be flying again, but the weather just isn't going to cooperate. What do we do during these months of the year?

One thing that I think is important is to use the winter time as a time for maintenance. Yes, it's an important safety thing to do but I think there's more to it than just that. It can also be a good way to keep our minds occupied with something a bit

more constructive and it helps us to better understand just what is happening with our helicopters.

With RTF (ready to fly) helicopters becoming more and more common in our world, many times, we really don't learn just how our helicopters work. We don't understand what it really going on when we fly them. Consequently, we also don't always properly know how to fix them or troubleshoot them properly then, either.

I had a conversation with a pilot friend of mine recently who cleans his helicopters pretty much every time he comes home from flying. He stated that he has found many a problem before they caused a crash

thanks to that. He may not be specifically looking for anything wrong; he just wants to clean it, but in doing so, he's going over everything and finds small issues that could lead to big issues quickly. This way, he is able to minimize the mechanical or electrical failures.

What do you do? Do you go over your helis every winter or every week? Do you have a regular maintenance schedule? I'd love to hear what you do. If you have any suggestions, send them to me. I'll compile them into a list and put them in a column here so others can benefit as well. ✨



# VOL INTÉRIEUR RC

Jason Uberig - 32586

Chef de Comité

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La saison bat son plein. Il se passe bien des choses ici à London (Ontario) et partout au pays. Je sais que quelques irréductibles aiment encore affronter les éléments à l'extérieur mais pour ma part, je suis reconnaissant de pouvoir me servir d'un gymnase bien au chaud et de pouvoir jaser avec des camarades de vol entre les vols.

Ce mois-ci, nous offrons le lutrin à un couple d'adeptes du vol intérieur, Sandy et Xavier.

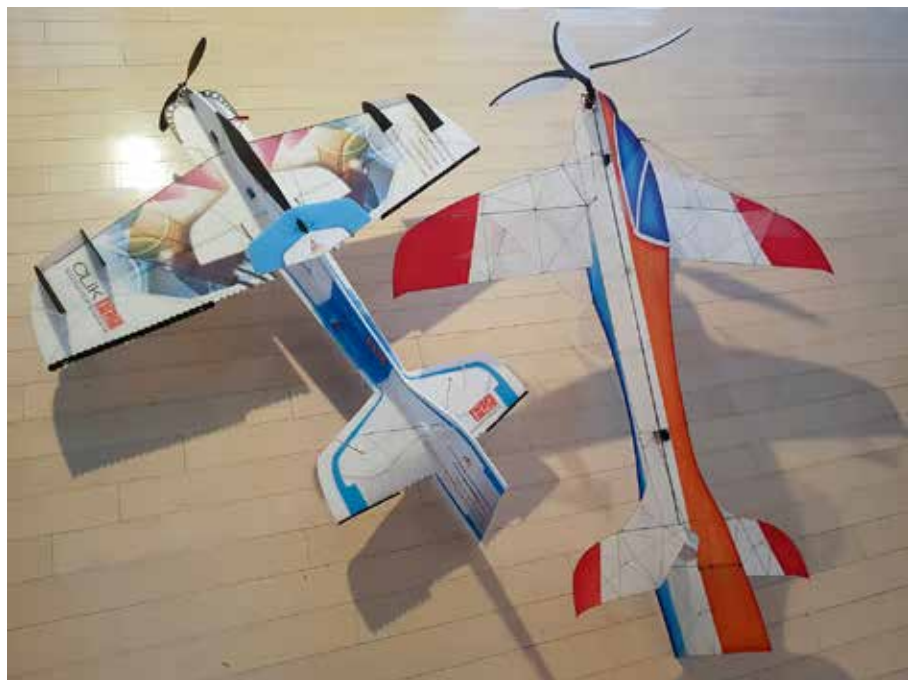
## SANDY MCINNIS

« Ici dans la vallée de l'Annapolis (Nouvelle-Écosse), le vol intérieur se poursuit depuis un mois maintenant. Le dôme de soccer de Kentville jouit de nouveaux commanditaires cette année : Credit Union Atlantic! Ses dirigeants ont accompli de bien belles choses jusqu'à maintenant : nouveau système de circulation d'air, nouvelle surface, peut-être un peu de chaleur en hiver... leur intérêt pour la communauté est très apprécié.

« Nous accueillons habituellement jusqu'à 15 pilotes le mercredi après-midi entre 13 et 16 heures. Ces gars-là n'hésitent pas à rouler sur des centaines de kilomètres afin de profiter d'un peu de temps de pilotage à l'intérieur. Comme d'habitude, la plupart des maquettes sont des variations des foamies à surfaces plates : rapides, manoeuvrables et presque indestructibles. Ces derniers sont idéaux pour un emplacement de vol entouré de filets, de poutres métalliques et de poteaux des buts. Les séances deviennent stressantes lorsque quatre maquettes Wings (de RC Factory) essaient de voler en formation. Ça nous rappelle l'époque des bons vieux Strykers.

« Lorsque l'espace aérien se dégage un peu, les petits chasseurs copies volantes et les Cubs s'avèrent encore populaires, mais pas aussi durables. Au fil des années, nous ne nous sommes pas développés à titre de pilotes de compétition dans le sens le plus pur, bien que trois ou quatre maquettes de quel genre que ce soit, ça peut engendrer des scénarios plutôt intéressants.

« Parfois, nous sommes chanceux et nous pouvons encourager la prochaine génération au sein de ce passe-temps. Steve



Wiper a offert à Landon, âgé de cinq ans, de piloter son Yak (de Twisted Hobbies); le garçonnet s'est bien débrouillé. Plus tard, il a passé beaucoup de temps à piloter un quadricoptère... Je crois qu'il est intéressé pour de bon!»

## AVIONS ACROBATIQUES D'INTÉRIEUR

par Xavier Mouraux

« Il n'y a que deux concours F3P officiels au Canada chaque année, mais il pourrait y en avoir beaucoup d'autres, non officiels. Cela n'a pas besoin d'être compliqué. Même les événements officiels sont très décontractés. Si votre club organise déjà des sessions de vol intérieur, vous pouvez facilement organiser un mini-concours dans les 10 à 15 dernières minutes une fois par mois, par exemple. Pendant qu'un pilote effectue son vol, deux autres sont les juges. La séquence Sportsman utilise les manoeuvres de base telles que boucle (loop), tonneaux (roll) et virage décrochés (stall turns). Cela prend environ 1-2 minutes à compléter. S'il a plusieurs avions de type Vapor dans votre club, vous pouvez créer une séquence de manoeuvres que ces avions pourraient effectuer. L'idée des petits concours de ce genre est que cela donne un objectif aux pilotes. Ils seront motivés à apprendre et à améliorer leur pilotage. Cela est également plus intéressant de faire voler

l'avion avec un objectif.

« Le 7e concours de vol acrobatique intérieur de l'Est du Canada a eu lieu à Cobourg (Ontario) le 24 novembre dernier. Les pilotes les plus expérimentés utilisent des avions ultralégers à hélices contrarotatives dans la classe FAI. Sportsman est la classe la plus accessible pour les avions en styromousse (foamies) classiques avec un poids minimum de 100 grammes et dotés d'une seule hélice. Un avion populaire dans cette classe est le Clik de RC Factory. J'ai eu mon premier Clik en 2007. C'était un très bon avion en Depron à l'époque et la dernière version en EPP est encore meilleure puisqu'il résiste beaucoup mieux aux incidents. Mon ami Alex s'est bien débrouillé avec le mien au concours.

« Quelques photos des avions du concours : <http://xavier.mouraux.com/indoor/eastern-canada-f3p.html>.

« J'ai reçu mon nouvel avion une semaine seulement avant l'événement et je jouais encore avec les ajustements pendant le concours. Ce n'est pas la meilleure chose pour de bons scores, mais il y a eu de l'amélioration toute la journée. Cet avion est incroyable. J'avais l'habitude de construire à partir de kits ou de concevoir mes propres avions de compétition intérieure, mais je ne peux pas faire aussi bien que celui-là. Je n'ai plus d'excuses

*suite à la page 71*

## R/C INDOOR

**Jason Uberig - 32586**

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The season is in full swing. Lots going on here in London (Ontario) and across the country. I know there are some hearty guys who still like to brave the elements and fly outside, but I, for one, am thankful to have a nice, warm gym to fly and enjoy some downtime with flying buddies.

This month we'll jump in and hear from a couple of our indoor folks, Sandy and Xavier.

### **SANDY MCINNIS**

"Here in the Annapolis Valley of Nova Scotia, indoor has been going for a month now. The Kentville soccer dome has new sponsors this year -- Credit Union Atlantic! They have stepped up and are doing great things with the dome. New air system, new turf, perhaps some heat in the winter... their community interest is appreciated.

"We usually get up to 15 fliers on any Wednesday afternoon from 1 – 4 p.m.

Guys will travel hundreds of kilometres just to get some stick time indoors. As usual, most planes are variations on the flat foamies: fast, maneuverable, and virtually indestructible. These are ideal for a site surrounded by wall netting, steel girders and goal posts. It gets a bit stressful when there are four of the RC Factory Wings trying to fly in formation. Great shades of the ol' Stryker days.

"When the sky clears just a bit, little ultra-scale fighters and Cubs are still very popular, though not as durable. Over the years, we have proven to be not competitive fliers in the pure sense, although three or four of anything in the air can create some interesting scenarios.

"Sometimes we get lucky, and there's a chance to start the next generation in the hobby. Steve Wiper gave five-year old Landon a chance to fly his Twisted Hobbies Yak; Landon did well. Later, the child spent quite a while flying a tiny quad around....The hook is set!"

### **INDOOR AEROBATIC AIRPLANES**

by Xavier Mouraux

"There are only two official F3P contests in Canada each year but there could be



*Steve Wiper gave five-year old Landon a chance to fly his Twisted Hobbies Yak; Landon did well. / Steve Wiper a offert à Landon, âgé de cinq ans, de piloter son Yak (de Twisted Hobbies); le garçonnet s'est bien débrouillé.*

many more unofficial ones. It doesn't need to be complicated, even the official events are very laid back.

"If your club already has indoor sessions, you could easily organize a mini-contest in the last 10-15 minutes, once a month for example. One pilot flies and two others could be the judges. The Sportsman sequence uses basic manoeuvres like loops, rolls and stall turns and takes about 1-2 minutes to complete. If there are many Vapor-type planes in your club, you could create a sequence of manoeuvres that these planes could perform.

"The idea of having little contests like this is that it gives people a goal to strive for. They will be motivated to learn and improve their flying. It also makes it more interesting when you have a goal.

"The Seventh Eastern Canada Contest for indoor aerobatics was held in Cobourg (Ontario) on November 24th. The most experienced pilots use super-light airplanes with contra-rotating propellers in the FAI class. Sportsman is the most accessible class for regular foamies with a minimum weight of 100 grams and only one propeller.

"A popular plane in that class is the Klik from RC Factory. I got my first Klik in 2007.

It was a great plane then and the latest version is even better... plus it's made of EPP, so it usually lasts a long time. My friend Alex did well with mine at the contest.

"Some pictures of the planes at the contest are available at <http://xavier.mouraux.com/indoor/eastern-canada-f3p.html>.

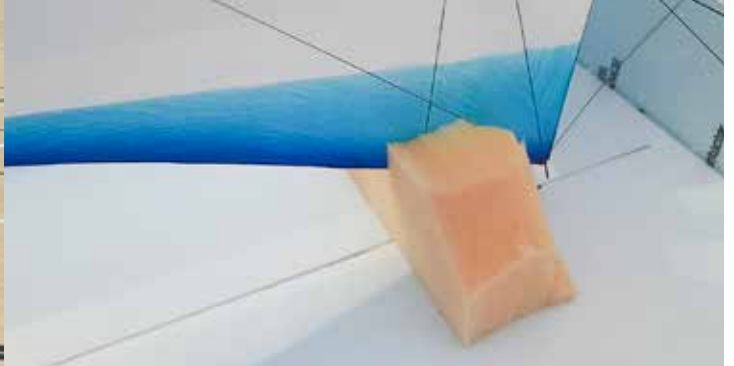
"I received my new plane just a week before the event and I was still playing with settings during the contest. It's not the best for good scores but by the end of the day, it was getting better. That plane is amazing. I had previously built from kits or designed my own competition planes, but I can't do as well as that one. I have no more excuses now!

"Donatas Pauzuolis from Lithuania and Alexei Lantsov from Russia designed the Victory. They both used this model at contests and shows in Europe during the last few years. It is now a well sorted-out design. Many other pilots use this model to win trophies at F3P contests. It's available in kit form or fully assembled by Alexei, like mine.

"The structure is made of carbon rods and tubes from 0.3mm to 1.0mm. It is covered with Mylar about 3 micron thick. The motor is also made by Alexei and turns two 16-inch

*continued on page 71*





maintenant...

«Donatas Pauzuolis (de Lituanie) et Alexei Lantsov (de Russie) ont conçu le Victory. Ils ont utilisé ce modèle lors de concours et de spectacles en Europe ces dernières années. C'est maintenant un design bien développé. De nombreux autres pilotes utilisent ce modèle pour remporter des trophées aux concours F3P. Il est disponible en kit ou entièrement assemblé par Alexei, comme le mien. La structure est composée de tiges et de tubes de carbone de 0,3 à 1,0 mm. Il est recouvert de Mylar d'environ 3 microns d'épaisseur. Le moteur est également fabriqué par Alexei et fait tourner deux hélices de 16 pouces dans des directions opposées avec une cellule LiPo 1S100 @ 1S140. Les servos sont des Spektrum et Emax modifiés et allégés. Le poids en vol avec la 140 mAh est de 44 grammes. L'envergure fait 34 pouces et les ailes sont démontables pour faciliter le transport. La vitesse de vol est à peine plus que la marche. C'est une vraie œuvre d'art. Si vous avez la chance de voir l'un de ces avions par vous-même, vous serez sûrement d'accord avec moi. Les images ne lui rendent pas justice. Voici un vidéo de Donatas avec le Victory: <https://youtu.be/BzqoXOT8jFk>.

«Le système contrarotatif élimine presque tout transfert de couple (torque) à l'avion. Cela se remarque surtout pendant les 'torque-rolls'. Ce ne sont pas des 'torque-rolls' ! Ce sont vraiment des tonneaux (rolls) sans mouvement de l'avion vers l'avant. Ailerons à droite et l'avion tourne à droite. Ailerons à gauche et l'avion tourne à gauche. Juste comme un tonneau normal. Les grosses hélices freinent tellement en descente qu'il faut garder un peu de puissance, sans quoi l'avion est instable.

«La Victory était évidemment expédiée dans une boîte, mais je ne la sortirais jamais dehors sans une boîte. Pour les sessions de vol locales, j'ai fabriqué une boîte en styromousse isolante (foam) dans laquelle il entre tout assemblé. C'est léger et économique. Du carton, du bois ou du plastique ondulées (Coroplast) peut aussi être utilisé. J'ai utilisé du silicone et des vis à bois de deux pouces de long pour assembler la boîte. Le couvercle est attaché avec quelques vis aussi. Le train d'atterrissage est positionné par des blocs de mousse et des élastiques. L'arrière du fuselage est tenu dans un petit bloc de mousse souple. Pour le voyage en Europe, j'utiliserai une caisse en bois suffisamment solide pour pouvoir être manipulée à l'aéroport. Elle sera également plus petite grâce aux ailes démontable. Les modèles en EPP sont moins vulnérables aux conditions extérieures, mais une boîte est une bonne idée pour les avions plus fragiles en Depron. J'ai vu plusieurs ailes plier comme celles d'un papillon en marchant entre la voiture et l'entrée du gymnase. Les vents hivernaux canadiens sont comme des ouragans pour les avions de vol intérieur.

«J'utiliserai cet avion lors du prochain concours à Cobourg le 2 mars 2019 et deux semaines plus tard en Grèce, lors du Championnat mondial. Je vais aussi souvent faire voler mon Klik pour le plaisir. Je les aime tous les deux pour des raisons différentes. Essayez le vol acrobatique intérieur. Vous découvrirez un nouvel aspect du vol intérieur et vous pourriez même devenir accro.» ✨

propellers in opposite directions on 1 LiPo cell 100-140 mAh.

"The servos are modified and lightened Spektrum and Emax. The takeoff weight with the 140mAh is 44 grams. The wingspan is 34 inches and the wings are removable for easier transportation.

The flying speed is barely above walking pace. It is a work of art. If you have a chance to see one of these planes by yourself, I am sure you'll agree. The pictures don't do it justice.

"Here is a video of Donatas and the Victory: <https://youtu.be/BzqoXOT8jFk>.

"The contra-rotating system almost eliminates any torque to be transferred to the plane. It is most noticeable on torque rolls. They are not torque rolls! They really are rolls with no forward movement of the plane. Apply aileron and the plane rotates. Apply the ailerons the other way and the plane rotates the other way. Just like a normal roll.

"The big propellers give so much braking on downlines that you keep a bit of power or the plane looks too slow and unstable.

"The Victory was obviously shipped in a box, but I would also never take it outside without its box. For local flying sessions, I made a box from insulating foam where the plane fits all assembled. It's cheap and light. I used silicone and 2-inch long wood screws to assemble the box. The cover is attached with a few screws. Coroplast, wood or corrugated plastic (Coroplast) could also be used. On the inside, the landing gear is secure with foam blocks and small rubber bands. The tail is gently squeezed in a soft foam pad.

"For the trip to Europe, I will use a wood box that is strong enough to be handled at the airport. It will also be smaller thanks to the removable wings. The EPP designs are less vulnerable to outdoor weather but a box is a good idea for the more fragile Depron indoor airplanes. I have seen wings folding during the walk between the car and the gym entrance. Canadian winter winds are like tornados for indoor airplanes.

"I will use the new plane at the next contest in Cobourg on March 2nd of this year and two weeks later in Greece at the World Championship. I will still also fly my Klik often for fun. I like them both for different reasons. Give indoor aerobatics a try. You'll discover a new side of flying and you may get addicted." ✨

"Also, tank location will be more critical, so you want to be able to adjust its height in relation to the engine's venturi so that you get a consistent run both in upright flight, and when upside down.

"The tendency is for many engines to run richer inverted, and 90% of the time, you will be raising the tank about 1/8 inch higher than the centre of the venturi.

"Try first doing lazy eights by doing a half-inside loop, and then neutralizing the elevator. To recover, use down elevator, and the model should recover from the inverted attitude.

"So, your lazy eight is going to look more like an elongated "S", with a minimum of nose down attitude so that you don't cause yourself to panic, and hit up elevator by instinct.

Once you have mastered the lazy eight, then you can then try extending the inverted portion of it until you can do a lap or so inverted..." ✨





*Clockwise from Top. / Dans le sens des aiguilles d'une horloge, depuis le haut :  
Princeton Pit area./ L'aire des puits à Princeton.*

*Rob getting ready for another flight / Rob prépare sa maquette pour un prochain vol.*

*Bob Wonitoy's MiG 15 starting the next mission. / Le MiG 15 de Bob Wonitoy entame sa prochaine mission.*

*Dean Wichmann's T1 / Le T1 de Dean Wichmann.*

*Bob White's very visible Bobcat. / Le très visible Bobcat de Bob White.*



## R/C JETS

**Alan Blore - 21353**

Committee Chair

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Well, we're into new building year and I hope everyone has got their projects close to the final stages.

Last fall, the Princeton Club held the Gerard McHale Memorial Jet Rally. Unfortunately, Jean and I were unable to attend with the passing of one of our close friends. I do believe from all the feedback that I received from friends that this was a successful event, as usual. I was e-mailed some pictures that I will pass along in this article. The photographers were Walter Zarecki and Paul Dries. Thanks, guys for this.

### Duties of a Spotter

If you missed a posting on the subject of spotters on RC Canada, I will give a little bit of summary of what was said. The original poster copied and pasted the guidelines

that we have listed in the MAAC documents of the RC Jet section. He particularly highlighted item 13 which reads, "I shall have a spotter/assistant when operating a turbine model aircraft." His comment was that at some of the rallies, a spotter might be required to land a pilot's jet that he is assisting.

The topic was brought up for your Committee representatives for discussion. Discussion was centered pretty much on the presumed duties that a spotter could help out the pilot with such as holding the pilot's aircraft on the ground during start-up, pointing out or confirming possible missing or overlooked items to the pilot, traffic on the runway or taxiways, in-flight communication with other pilots and spotters, and helping to aid the pilot with ensuring in-flight separation of aircraft.

As far as a spotter having a requirement to land a pilot's aircraft for some reason, there was no consensus on this as the variables

could be as wide to the many aircraft types we fly. It was discussed differences in radio, radio set-ups, aircraft set-ups, flying experience, etc., could all add into the mix for someone stepping in and landing an aircraft.

If a spotter can aid in the case of such occurrences as a bee sting, or sunscreen in the eyes or some other distraction, for a temporary time where the pilot can adjust his situation and get back in control, this was agreed upon as workable scenario that could and has worked for some of us in the past.

For now, the Committee feels that the guidelines adequately serve the needs of the turbine pilot for today, but this issue can be revisited again, if the need arises. If this becomes a common requirement of pilots attending rallies, then we will gladly have another look at it. ✈

## JETS RC

**Alan Blore - 21353**

Chef de Comité

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Eh bien, nous entamons une nouvelle année de construction et j'espère que tout monde est à compléter son nouvel appareil.

L'automne dernier, le Club de Pinceton (Colombie-Britannique) a présenté le Gerard McHale Memorial Jet Rally. Malheureusement, ma femme Jean et moi n'avons pu être de la partie en raison du décès d'un ami proche. D'après les commentaires que j'ai reçus de la part d'amis, le succès était au rendez-vous, comme d'habitude. On m'a envoyé des photos par courriel et elles accompagnent cette chronique. Les photographes étaient Walter Zarecki et Paul Dries. Merci de votre contribution, les gars.

### Les tâches d'un observateur (spotter)

Si vous avez manqué un fil de discussion sur le site RC Canada, je vais résumer ce qui a été dit. Le blogueur initial a copié et publié les lignes directrices que nous avons édictées dans les documents du MAAC, section des jets. Il a attiré l'attention des lecteurs sur le point 13 qui lit : «Je disposerai

d'un observateur (spotter)/assistant lorsque j'opère une maquette d'aéronef à turbine.» (traduction littérale) Son commentaire, c'était qu'à quelques rassemblements de jet, il se pourrait qu'un tel observateur doive faire atterrir le jet du pilote qu'il aide.

Le sujet a été soulevé auprès des représentants de votre comité. La discussion a surtout porté sur les présumées tâches de l'observateur (tenir l'aéronef du pilote au sol pendant le démarrage, l'alerter ou confirmer des étapes de vérification qu'il aurait omises, quel est le mouvement d'autres maquettes sur la piste ou l'aire de taxi, assurer la communication avec d'autres pilotes et observateur pendant que la maquette de son partenaire vole, donner un coup de main à son protégé afin de s'assurer que l'écart aérien est suffisant entre appareils.

Quant à l'exigence que l'observateur doive faire atterrir l'appareil de son pilote pour une raison quelconque, personne n'a atteint un consensus là-dessus puisque les variables sont aussi multiples que les types d'appareils que les modélistes pilotent. Les différences existent sur les plans suivants : émetteur, configuration d'émetteur,

configurations des aéronefs, expérience de pilotage, etc. Tout cela ne ferait que compliquer la tâche de l'observateur qui serait soudainement appelé à faire atterrir une maquette.

Si un observateur peut aider en des cas particuliers comme un piqure d'abeille ou de la crème solaire dans les yeux ou quelque autre distraction, cela se ferait pour un laps de temps tout de même très court jusqu'à ce que le pilote ait réglé son problème et qu'il reprenne les commandes. Toutes les personnes consultées ont consenti à ce scénario de travail, une solution de rechange qui a d'ailleurs bien fonctionné pour quelques-uns d'entre nous, par le passé.

Pour l'instant, le Comité est d'avis que les lignes directrices servent adéquatement les besoins des pilotes de maquette à turbine, mais nous pourrions examiner cette problématique une fois de plus, si le besoin se faisait sentir. Si cela devient une exigence répandue lors des rassemblements de jets, nous y jeterons un nouveau coup d'œil avec plaisir. ✈



## R/C PRECISION AEROBATICS

### Harry Ells

Committee Chair

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Welcome to the New Year. I hope that all of you had a great holiday and received all the new toys that you asked for.

The CIAM plenary meeting will be coming up soon, unfortunately it is the same weekend as Toledo this year. I think that in the last 40 years, I have missed one Toledo because of doctor/wife orders.

At this point in time, the F3 Aerobatics subcommittee has voted in favour of several new rules and schedules. Please be aware that any proposal by the subcommittee will have to be voted on at a CIAM plenary meeting. They will be looked at and voted on in the F3 Aerobatics technical meeting and then, the results of voting in the technical meeting and from the Subcommittee voting will then be presented to the delegates to be voted on again before they may become official.

The F3A working group, a subgroup of the F3 Aerobatics subcommittee, has designed new schedules for both A-23, P-23 and F23. There are a few other rule changes as well. The F3A working group has proposed that we reduce the finals to three flights, One F and two Unknowns. All three flights will count for the competitors' final score.

After the last World Championships in Argentina, there was much discussion about Zero Judges. What the F3A working group came up with are special judging assistants. They do not have the authority of Zero

judges but will inform the judging panel if a wrong manoeuvre has been flown.

These proposals have all come from within the subcommittee. Proposals from individual countries will be looked at by the subcommittee and will follow the same voting procedures. I expect that by the time you read this, the initial voting by the subcommittee will be completed and they will then be ready to move on to the F3 Aerobatic technical meeting.

There are still many issues to tackle as we need to look at the rules on maximum amount of wind and how to measure it and the effect that wind has on noise measurement.

I do not know if you were aware or not, but there was some social media accusations about the European Championships in 2018. They were in regards to gyro/stabilization devices. Manufacturers are trying to provide modelers with the best radio equipment they can. In doing so, we are seeing receivers that have built-in stabilization components.

The problem created is how to check if they are active. One way is to have a deterrent strong enough for competitors not wanting to take a risk. The deterrent could possibly be withdrawal of a competitor, possibly up to his whole team. At the European Championships, all competitors were asked to sign a declaration which amounted to, that they would adhere to the rules.

Many of you may already know that Jim Eichenberg passed away last year. Jim was a great friend and great resource and advisor for me. Jim held many positions in



Harry Ells (right) is presented the Zone FAI F3A trophy by Jim Eichenberg. / Harry Ells (à dr.) reçoit son trophée FAI 3A de zone des mains de Jim Eichenberg.

the Oakville club; it seems he was contest director at Oakville forever. Jim held Team Trials, attended to judge in eastern and western Canada, and was also a jury member at the 2011 World Championships. Jim's sense of humour was always present and no one was ever spared. Jim will leave a giant void not only with his family but in our modeling and pattern community. ✈

## ACROBATIE DE PRÉCISION RC

### Harry Ells

Chef de Comité

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Bienvenue, 2019. J'espère que vous avez passé de bonnes vacances et que vous avez reçu tous les jouets que vous aviez demandés.

Le comité plénier de l'organisme CIAM s'en vient et malheureusement, ce sera la même fin de semaine que l'exposition de Toledo, cette année. Je crois qu'en 40 ans, je

n'ai raté qu'une édition en raison de l'ordre du médecin et de ma femme.

À ce moment-ci, le sous-comité d'acrobatie F3 a voté en faveur de plusieurs nouveaux règlements et séquences. Sachez que toute proposition du sous-comité devra être soumise à un vote lors d'une réunion du comité plénier du CIAM.

Ces modifications proposées seront examinées lors de la réunion technique du F3 et ensuite, les résultats du vote de cette réunion technique et du vote du sous-comité seront présentés aux délégués pour

que ces derniers votent une fois de plus avant que ces modifications deviennent officielles.

Le groupe de travail de F3A – un sous-groupe du sous-comité de F3 Acrobatie – a conçu de nouvelles séquences pour A-23, P-23 et F23. On retrouve aussi quelques autres modifications des règlements. Le groupe de travail F3A a proposé que l'on réduise les finales à trois vols, un F et trois séquences inconnues. Tous ces vols seront comptabilisés en prévision du score final

*suite à la page 78*

## R/C SCALE

**Scott Crosby - 23964**

Committee Chair

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Happy 2019!

I hope that your holidays were filled with family, friends and happiness!

In my previous column, I indicated that I had stepped down as Scale Committee Chair. I have since reprioritized my commitments and will remain on as the Chair for 2019.

I am looking forward to a busy 2019 scale flying season! I see that some events are listed but no real dates have been established. Check the events section for your zone at [maac.ca](http://maac.ca) for dates etc.

The Edmonton Radio Control Society (ERCS) will be holding a Scale FunFly/Competition July 26-28, 2019 at their Bremner Field location. I am always interested to see your scale aircraft pictures, so if you have an event, please e-mail me a few.

If you are interested in hosting a Scale Fun Fly or competition, both MAAC ([maac.ca](http://maac.ca)) and the NWSAM ([www.NWSAM.org](http://www.NWSAM.org)) have informative information on setting up and running scale events. You can also get in touch with me ([crosby.scott@rocketmail.com](mailto:crosby.scott@rocketmail.com)) and I will help you out the best I can.

See you in the spring! ✈



*Ron Weiss' 1/3 Fokker D-VIII Jasta 6. 120" wingspan FPE 4.2 (70cc) / Le Fokker D-VIII Jasta 6 à l'échelle un tiers de Ron Weiss. Envergure de 120 pouces, moteur FPE 4.2 (70 cc).*

## COPIES VOLANTES RC

**Scott Crosby - 23964**

Chef de Comité

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Bonne et heureuse année 2019!

J'espère que votre saison des fêtes a été agrémentée de retrouvailles avec la famille, des amis et que ces moments étaient heureux!

Dans ma chronique précédente, j'avais indiqué que j'avais tiré ma révérence de la présidence du Comité des copies volantes.

Depuis, j'ai fait le ménage des priorités et je demeurerai en poste en 2019.

J'ai hâte de vivre une saison 2019 achalandée! J'ai déjà constaté que certains événements sont répertoriés mais aucune véritable date n'a encore été établie. Vérifiez la section des événements à venir au sein de votre zone par l'entremise du site Web [maac.ca](http://maac.ca).

Le Fun-fly/concours de copies volantes de l'Edmonton Radio Control Society (ERCS) aura lieu du 26 au 28 juillet 2019 au terrain Bremner. Ça m'intéresse toujours

de voir vos photos de copies volantes, alors si vous avez prises lors d'un rassemblement, envoyez-moi en quelques-unes par courriel.

Si l'organisation d'un Fun-fly ou d'une compétition vous intéresse, le MAAC ([maac.ca](http://maac.ca)) et la NWSAM ([www.NWSAM.org](http://www.NWSAM.org)) offrent des renseignements sur la façon de vous y prendre. Vous pouvez communiquer avec moi ([crosby.scott@rocketmail.com](mailto:crosby.scott@rocketmail.com)) et je vous aiderai du mieux que je peux.

Au plaisir de vous voir ce printemps! ✈



# COPIES VOLANTES ACROBATIQUES RC

Lee Prevost - 9551L

Chef de Comité

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## BONNE ET HEUREUSE ANNÉE!

Je rédige ceci tout juste avant les vacances de Noël et j'espère que vous aurez tous passé un excellent congé! Pour ma part, nous recevrons la famille, des amis chez nous tout au long de la semaine et je sais que ce sera mémorable, d'autant plus que les petits-enfants, chiens et chats seront de la partie! La vie est belle!

## PRÉSIDENCE DU GROUPE

Merci une fois de plus d'avoir voté de sorte à ce que je devienne le président du Comité d'acrobatie de copies volantes. Je tenterai de faire la promotion de tout ce qui est IMAC au cours de la prochaine année.

Bien que nous ayons perdu des pilotes et des terrains de vol partout au pays, un nœud de pilotes enthousiastes demeure. Je crois fermement que la pratique et le vol de compétition fait de vous de meilleurs pilotes! Les pilotes d'IMAC (et j'insère ceux qui s'adonnent à la voltige) sont parmi les leaders, innovateurs et les meneurs de l'innovation au sein du passe-temps et je suis très fier de qualifier d'ami.e.s des pilotes de partout dans le monde.

J'espère que nous continuerons de faire la promotion ce calibre d'aéromodélisme auprès de notre jeunesse et auprès de quiconque est intéressé; cela solidifie notre positionnement et montre au public que notre sport et passe-temps est merveilleux et qu'il diffère d'à peu près tout ce qui est offert ailleurs!

## LES NATS CANADIENS S'EN VIENNENT!

Oui, vous avez bien lu : la planification va bon train afin d'offrir des NATS d'acrobatie qui seront les meilleurs.

Les Épreuves nationales (NATS) auront encore lieu à Sudbury, au terrain du Sudbury Model Aircraft Club; en plus d'être les NATS canadiens d'acrobatie de copies volantes, nous célébrerons aussi les 15 ans du NOIC! Si vous ne vous êtes jamais déplacé à l'un de nos concours, n'attendez plus!

Les dates ont été fixées du 26 au 28 juillet. Nous présenterons deux séquences



*Winter will soon be over! and it will once again be time for shorts. / L'hiver achève et tout le monde pourra porter des pantalons courts à nouveau!*

inconnues et deux jours de séquences de style libre (freestyle) pour agrémenter les choses. Les concurrents voleront sur deux lignes de vol, compte tenu du nombre de pilotes que nous comptons accueillir et les séquences de vol débiteront dès 8h30.

Le vendredi soir, nous offrirons un souper et un banquet en bonne et due forme suivra le lendemain soir. Nous espérons distribuer bon nombre de prix,

partager bien des rires et se raconter un tas d'histoires de guerre en compagnie de nos confrères et consœurs IMAC.

Il y a beaucoup d'espace pour le camping sur place, mais aucun service. Aussi, le terrain sera ouvert aux fins de pratique à compter du mercredi 24 juillet; bienvenue à tous les pilotes.

Nous vérifierons les adhésions au

*suite à la page 78*

## R/C SCALE AEROBATICS



*Dave Rees and Genevieve showing the rapport between caller and pilot! / Dave Rees et Geneviève exhibent les liens entre observatrice et pilote!*

**Lee Prevost - 9551L**  
Committee Chair  
leeprevost97@yahoo.ca

### HAPPY NEW YEAR!

I'm typing this just before the Christmas holidays and I hope that you all had a wonderful holiday! We are having a very full week of family and friends celebrating at our home and I know it will be memorable with grandkids and dogs and cats added to the mix! Life is good!

### SA CHAIRMANSHIP

Thanks once again for voting for me as your Scale Aerobatics Chairman. I will endeavour to promote this and anything IMAC in the coming year.

Even though we have lost numbers and flying sites throughout the country, there is still a strong core of SA pilots out there. I firmly believe that practicing and flying in competitions makes you among the best pilots out there! IMAC pilots (and I place pattern pilots in here, too) are among the

top leaders, innovators and drivers of model aviation advancement and I am proud to call people from all over the world my flying brothers and sisters.

It is my hope that we keep promoting this level of model aviation to our youth and to all who show interest as it solidifies our position and shows the general public that this is a wonderful sport and hobby that is different from almost anything out there!

### CANADIAN SCALE AEROBATIC NATIONALS ARE COMING!

Yes, you read that right and plans are fully underway to make this the best one ever.

The Nationals will be held once again in Sudbury, at the lovely Sudbury Model Aircraft Club site, and in addition to it being the Canadian SA NATS, we will also be celebrating 15 continuous years of the NOIC! If you've never been to one of our contests, wait no longer!

The dates for this three-day event are July 26-27-28 and we will have two sets of unknowns and two days of freestyle added to the mix. We will be flying two flight lines

due to the anticipated numbers, and flying will start promptly at 8:30 a.m.

There will be a dinner gathering on Friday and a full banquet on Saturday where we hope to give out lots of prizes, have lots of laughs and swap war stories with all our IMAC brethren.

There is lots of room for on-site camping but no RV hookups. Also, the field will be open for practice from Wednesday July 24, and all pilots are welcome.

We will be checking for MAAC or AMA memberships and there will be discounts for IMAC members so join, if you haven't already, at [www.mini-iac.org](http://www.mini-iac.org).

There is a lot of planning going into this special event and while details aren't worked out as of this article, I am hoping to have special swag available for purchase such as tee shirts, hats, decals and the like.

There will be lots more info about this event on many social media platforms including the MAAC website, Facebook, RCCanada, etc. Let's hope that we have a terrific turnout and see the return of those who have been offline the last few years! ✈



### *Acrobatie de précision RC suite de la page 74*

des concurrents.

Après le dernier Championnat mondial d'Argentine, beaucoup de discussion a porté sur les juges Zéro. Solution du groupe de travail F3A : des assistants spéciaux auprès des juges. Ces derniers n'ont pas l'autorité des juges Zéro mais ils devront informer le panel de juges si une mauvaise manœuvre a été effectuée.

Ces propositions proviennent toutes du sous-comité. Celles des divers pays seront examinées au sous-comité et les mêmes procédures de vote s'appliqueront. Je m'attends à ce que d'ici à ce que vous lisiez ceci, le sous-comité aura franchi l'étape du vote initial et ensuite, ils pourront passer à celle de la réunion technique du F3 Acrobatique.

Il y a encore plusieurs problématiques à explorer puisque nous devons examiner les règlements sur le vent maximal – et

comment le mesurer – et sur l'effet qu'a le vent sur la mesure du bruit.

Je ne sais pas si vous êtes au courant mais des accusations ont été lancées dans les médias sociaux au sujet du Championnat mondial en 2018. Le sujet : les dispositifs de gyroscope/stabilisation. Les fabricants tentent d'offrir le meilleur équipement radio qui soit aux modélistes. Ce faisant, nous voyons apparaître des récepteurs dotés de composantes intégrées de stabilisation.

Le problème qui a été créé, c'est de comment vérifier si ces dispositifs sont en fonction. L'une de ces façons, c'est d'instituer une pénalité suffisamment salée pour que les concurrents ne veuillent pas tenter leur chance. Cette pénalité pourrait prendre la forme d'un retrait du concurrent et même de l'équipe entière. Lors du Championnat européen,

tous les concurrents doivent signer une déclaration voulant qu'ils observent les règlements.

Plusieurs d'entre vous ont déjà appris que Jim Eichengerg s'est éteint, l'année dernière. Celui-ci était un grand ami ainsi qu'une précieuse ressource et un consultant à mon endroit. Jim a occupé plusieurs postes au sein du club d'Oakville; il nous semblerait qu'il en était le directeur de concours depuis toujours. Jim organisait les épreuves de qualification, se rendait dans l'est et l'ouest du pays afin d'agir à titre de juge, en plus d'avoir été membre du jury lors du Championnat mondial de 2011. Le sens de l'humour de Jim ne faisait jamais défaut et il n'épargnait personne. Jim laisse ce grand vide non seulement auprès de sa famille mais aussi au sein de notre communauté de modélisme et de voltige. ✈

### *Copies volantes acrobatiques RC*

*suite de la page 76*

MAAC et à l'AMA américaine et nous offrirons des escomptes aux membres du mouvement IMAC. Si vous ne l'avez pas encore fait, inscrivez-vous au [www.mini-iac.org](http://www.mini-iac.org).

Beaucoup de planification a été consacrée à cet événement spécial et bien que les détails n'aient pas encore été élaborés au moment où je rédigeais cette chronique, j'espère pouvoir vendre des objets promotionnels (t-shirts, chapeaux, décalques et autres).

Vous retrouverez de plus amples renseignements sur plusieurs plateformes de médias sociaux, y compris le site Web du MAAC, Facebook, RCCanada, etc. Espérons que nous aurons une participation du tonnerre et que nous verrons aussi revenir au bercail certains pilotes qui étaient absents, ces dernières années! ✈

### *Vol circulaire*

*suite de la page 60*

*inscrits sur vos maquettes se trouvent dans le document de la politique et on vous fournit même un gabarit d'étiquette à utiliser. À l'aide des imprimantes à jet d'encre qu'on retrouve couramment, on peut transférer l'étiquette à n'importe quel matériau que vous voulez utiliser.*

*«Vous n'avez alors qu'à protéger les étiquettes contre le carburant. (Le collant peut être installé à l'intérieur d'une maquette démontable; en ce cas, nul besoin de protéger l'étiquette contre le carburant.)*

### **VOL INVERSE**

*«L'aptitude d'effectuer du vol inversé, c'est la clé afin d'exécuter toutes les manœuvres avancées que requiert le vol circulaire acrobatique. Difficile de dire quelle est la meilleure façon d'apprendre et le gros de ces leçons dépend de la confiance et du courage qu'affiche le pilote.*

*«Premier constat qu'on doit d'ailleurs accepter : il se peut que vous endommagiez des maquettes en apprenant. Ce serait peut-être une bonne idée d'avoir recours à des maquettes presque prêtes à voler (les ARFs) ou une autre maquette qu'on n'hésiterait pas à sacrifier.*

*«Toutefois, vous avez besoin d'une maquette qui puisse au moins effectuer du vol inversé stable; ce serait une bonne idée d'aussi demander à un pilote expérimenté d'effectuer les vols d'essai sur votre maquette de pratique afin d'avoir la certitude qu'elle volera correctement inversée.*

*«Aussi, le positionnement du réservoir de carburant sera plus critique; vous voudrez être en mesure d'en ajuster la hauteur par rapport au venturi du moteur de sorte à ce que le moteur roule de façon fiable tant en vol normal qu'en vol inversé.*

*«Plusieurs moteurs ont tendance à tourner un peu plus riche lorsque la maquette vole à l'envers et dans 90 % des cas, vous aurez à élever le réservoir d'un huitième de pouce par rapport au centre du venturi.*

*«Essayez d'abord des lazy eights en effectuant un demi-looping intérieur, pour ensuite neutraliser la gouverne de profondeur. Pour replacer la maquette, utilisez de la profondeur vers le bas et l'avion devrait se rétablir du vol inversé.*

*«Votre manœuvre lazy eight ressemblera davantage à un 'S' allongé, avec un minimum d'assiette nez vers le bas de sorte à ne pas céder à la panique... ce qui vous ferait appliquer par instinct de la gouverne vers le haut. Une fois que vous aurez maîtrisé le lazy eight, vous pourrez alors allonger la portion inversée jusqu'à ce que vous puissiez faire environ un tour en mode inversé.» ✈*

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

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**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:** Topflite Kwikfli III kit. Call Warren at 403 527 0569 or email wsmguitars@shaw.ca (01/19)

**FOR SALE:** Webra SP .20 N.I.B. \$20.00 Bisson pitts muffler \$15.00, Webra Silverline .61 N.I.B \$60.00, Webra Longstroke .61 N.I.B. \$125.00, Webra Speed 1.20 N.I.B. \$150.00, 1.20 header New \$15.00, 1.20 Tuned pipe New \$25.00. e-mail: Flitesup@Island.net ph: 250-337-5320 (01/19)

**FOR SALE:** Top Flight Kit Elder-40 Gas Model. Ben Buckle Kit - Record Breaker (Old Timer) 96" span, for .45 to .62 motors. The Model Craft 1/2 A Texaco size Wasp gas model. 45" span for .049 motor. All above are unbuilt balsa kits. Colibri ARF high wing trainer, 55" span, ORA covered, gas. unassembled kit only. text or call Ken at 807-

252-5580 (Thunder Bay, ON) (11/18)

**FOR SALE:** Sea Commander 44" F/G Float set for 15-18 lbs model with aluminum fairings/fittings etc \$250; Sea Commander 36" F/G Float set for 8-12 lbs model \$100. ph. 250-337-5320 - I can mail you info. (11/18)

**FOR SALE:** Hangar 9 Taylorcraft. As-new condition. \$1150 includes Saito 125 4-stroke, digital servos. Plane alone \$450. Phone 519-869-4773, raandruchow@gmail.com (11/18)

**FOR SALE:** 3D hobbies 44% Slick 540 DLE 222; Aero Plus 42% Yak 55 DLE 170; Arrow Works 35% Extra 260 DLE !; Loaded, Mint, Ready to fly. 647 343 1981 murraychousky@hotmail.com (11/18)

**FOR SALE:** Fokker DVII 1/4 scale, power 150 Saito 4 stroke . Open to offers.



L19 Bird Dog , power 75 AX 2 Stroke, Open to offers.



Contact Ron 604-524-8383 home and leave a message. or 778-897-8896 Cell, however a message can not be taken on this phone. (New Westminster, BC) (07/18)

**FOR SALE:** Guillow's B24 kit NIB \$60. Wing Mfg F4U Corsair kit NIB \$60. Contact langissimon@globetrotter.net (07/18)

**FOR SALE:** 61 O.S. Engine, never used: \$200, 40 O.S. Engine, slightly used (2 hours) \$100. Contact Paul prossmross@gmail.com 236-420-2199. (Kelowna, BC)(07/18)

**FOR SALE:** Top Flite P51D ARF fully finished. Ready to fly. Digital servos, motor driven retract, O.S. .91. All New. Never flown/Started. Will Ship. Coquitlam B.C. Internet photos/Details \$1400 invested, sell \$1000. airfid@telus.net (05/18)

**WANTED:** kyosho PBY Catalina flying boat,new or used. alfdi@shaw.ca, 604 596 7246 (03/18)

**FOR SALE:** Top Flite P51D Mustang. OS 91 four stroke. Motor driven retract. Sullivan onboard glow ignition. Digital Servos. All new. Never flown. Engine never started. Ready to fly. Cost\$1400 Sell \$1000. Photos available. airfid@telus.net (03/18)

**FOR SALE:** Assorted kits, NIB, for sale. Proctor Mini Antic Bipe 54" \$175; Proctor Antic Bipe with centre section 72" \$250; 1/4 scale Proctor Nieuport 28, 80", \$650; Phaeton 90 70: \$200; Ikon N'West 1/4 scale D145 Monocoupe 96" \$300; Ikon N'West 1/4 scale GeeBee Y 91" \$325; Sig Citabria 69" \$95; Garry Allen 1/4 scale Fokker DVII 88"; 1/4 Scale Fun Arrow 80" SE5A \$400; \$400; Fuji BT-64ei Gas engine, never run, \$500; Fuji BT-32b \$175; Fuji 50-sa never run \$250; Four Zenoah G23 used but in perfect shape \$150 each; Zenoah G26 (magneto) \$250. Shipping Negotiable; Phone Bill at 1-604-859-5943, Abbotsford, BC (01/18)

**WANTED:** 4 cycle radial engine, 7 cylinder preferred but other configurations and all conditions considered. Contact Tom at flp@sasktel.net (03/17)

**WANTED:** Great Planes PT17, even if it is damaged but reparable. Specifically, I require a fuselage. bonamimurray@gmail.com (03/17)

**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 (03/17)

**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 (03/17)

**WANTED:** Airtronics Aquila Sailplane kit, or original plans, or Fiberglass fuselage, or built aircraft. Please contact Dave at Fowlowd@yahoo.com. (03/17)

**WANTED:** OS 60 long stroke engine in working condition. flyboyqopus@gmail.com (Toronto area) (01/17)





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# COMING EVENTS

## ALBERTA - A

**APRIL 06, 2019 - SATURDAY** | Fun Fly | 1 Day | 5th Annual Indoor Fun Fly | ROCKY BARNSTORMERS R/C CLUB | West Central High School, Rocky Mountain House | April 6/ Sat/ 1 day/Fifth Annual Indoor Fun Fly/ Rocky Barnstormers R/C Club at West Central High Gym, 5505 - 50th St., Rocky Mountain House, AB. Parking and entry in the rear of the Complex, \$15.00 pilot entry fee includes a free lunch. This is a MAAC Sanctioned event and MAAC rules apply. Contact Bill Kronen 403-844-4203 or Peter Dyck 403-845-6271 | 2019-1032

**MAY 25, 2019 - SATURDAY** | Competition | 1 Day | Stampede IOPENER | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRCMC | This is a single day event with no rain day and no freestyle but we offer all IMAC competition levels. All first time Basic Level pilots fly fee. Hope to see you on May 25th. | 2019-1009 | <http://www.scrmc.ca>

**MAY 25, 2019 - SATURDAY** | Fun Fly | 2 Days | CARFF Sailplane & Aerotow Weekend | CENTRAL ALBERTA RADIO FUN FLYERS (RED DEER) | 7.5 KMS E OF HWY 2 ON TOWNSHIP ROAD 374 | Enjoy a weekend of thermal soaring: aerotow (tugs provided), electric assist, discus etc. Free dry camping at the field. No entry fee. More info: [pomare@telusplanet.net](mailto:pomare@telusplanet.net) | 2019-1027 | <http://www.carff.ca>

**MAY 25, 2019 - SATURDAY** | Fun Fly | 2 Days | Classic Ice breaker Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ICE BREAKER FLOAT FLY & FALL FLOAT FLY | May 25/ Saturday/ 2 days/ Classic Ice Breaker Water Fun Fly/ Rocky Barnstormers R/C Club at Perry Pond located 5 miles north on Hwy 22 from Hwy 11 junction. Turn West onto TWP RD 405 for 1 mile, turn rt. onto RR 74 for 1/2 mile and turn left into Pond site. Self contained camping \$25 for the weekend. Non camping flyers \$5.00 for the weekend. Concession with burgers, hot dogs, and pop. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-845-6271 | 2019-1028

**JUNE 10, 2019 - MONDAY** | Fun Fly | 7 Days | Valley of hope Fun Fly | ROCKY BARNSTORMERS R/C CLUB | VALLEY OF HOPE FUN FLY | Valley of Hope Fun Fly and Potluck Supper, June 10-16. Travelling from east or west on Hwy 54, turn north on RR 45 (Harriman Lumber Sign) for 3.2 km, turn rt. and follow signs into site. Potluck supper

Sat. -\$5/ person with funds going to STARS. Concession on site Fri-Sunday with burgers, pop, and hot dogs. Self contained camping NC. proof of valid MAAC membership required. MAAC rules apply. Contact Wil Vohs 403-588-8026, or Peter 403-845-6271 | 2019-1031

**JULY 11, 2019 - THURSDAY** | Fun Fly | 4 Days | Tofield Funfly | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | TOFEILD AIRPORT | Come join us at the Tofield fun fly. All fixed wing aircraft are welcome to use our 3000' X 75' paved runway. Great place to fly turbine as well as EDF jets. Saturday night get together at the pub in Tofield (5 min from the airfield). | 2019-850

**AUGUST 02, 2019 - FRIDAY** | Fun Fly | 2 Days | FREESTYLE | WINDY WEST R.C. CLUB | Paskuski R/C Field | Welcome back to our annual Free Style fun fly. Enjoy the barefoot comfort of our 700 Ft. irrigated grass field. Full BBQ meal on site at nominal cost. Get your free 2019 FreeStyle plane stickers. Join in the full throttle Group Huck. Check out Videos of past events at [www.windywest.weebly.com](http://www.windywest.weebly.com) Free dry camping at East end of the field, all parking inside the gate please. | 2019-1017 | <http://windywest.weebly.com>

**AUGUST 24, 2019 - SATURDAY** | Fun Fly | 2 Days | Fall Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ICE BREAKER FLOAT FLY & FALL FLOAT FLY | Aug 24/ Saturday/2 days/ Fall Water Fun Fly/Rocky Barnstormers R/C Club at Perry Pond located 5 miles north on Hwy 22 from Hwy 11 junction. Turn west onto TWP RD 405 for 1 mile, Turn rt. onto RR 74 for 1/2 mile and turn left into Pond site. Self contained camping \$25.00 for the weekend. Non camping fliers \$5.00 for the weekend. Concession with burgers, hot dogs, and pop. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-845-6271 | 2019-1029

**OCTOBER 05, 2019 - SATURDAY** | Fun Fly | 2 Days | October Fall Fun Fly and Potluck | ROCKY BARNSTORMERS R/C CLUB | MAIN FIELD | Oct 5/Sat/October Fall Fun Fly/2 days/ Rocky Barnstormers RC Club at the Club Main Field. Free Flying and self contained camping. Concession both days. Pot Luck on Sat night. Bring salads, vegetables, or deserts. Meat is supplied. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-845-6271 | 2019-1030

**JANUARY 01, 2020 - WEDNESDAY** | Fun Fly | 1 Day | Polar Fun Fly | ROCKY

BARNSTORMERS R/C CLUB | MAIN FIELD | Jan 1, 2020/ 1 day/ Annual Polar Fun Fly/ Rocky Barnstormers RC Club/ Main Field/ Noon to 4 pm regardless of weather. Field is cleared of snow. Heated Club house. Coffee and sweets provided. Proof of valid MAAC membership is required. MAAC rules apply. Contact Peter 403-845-6271 | 2020-01

## ATLANTIC - B

**JUNE 01, 2019 - SATURDAY** | Fun Fly | 1 Day | Float fly | South Shore Radio Control Flying Club | Hyson Lake HWY 12 | Annual Float fly at Hyson Lake. BBQ available, bring your own food and snacks. | 2019-1053 | <http://www.ssrcfc.ca>

**JULY 13, 2019 - SATURDAY** | Fun Fly | 1 Day | Annual Fun Fly | South Shore Radio Control Flying Club | Lynwood Joudrey Memoreal RC flying Field | Annual Fun Fly, BBQ Lunch available at nominal prices. Every one welcome fly Electric, Gas, Nitro and Helis and have a good time. | 2019-1056 | <http://www.ssrcfc.ca>

**JULY 14, 2019 - SUNDAY** | Competition | 1 Day | Imac | South Shore Radio Control Flying Club | Lynwood Joudrey Memoreal RC flying Field | Imac competition. Entry fee to cover lunch for participants. | 2019-1055 | <http://www.ssrcfc.ca>

**SEPTEMBER 12, 2019 - THURSDAY** | Fun Fly | 4 Days | Greenfield Fallbash | South Shore Radio Control Flying Club | Greenfield Airport Liverpool | 4 Day Fun Fly, Thursday, Friday, Saturday and Sunday. Landing fee to help the Airport. BBQ available on a cash basis. Water, Power and washrooms on site. Bring anything that is safe to fly and have a great time for four days. | 2019-1054 | <http://www.ssrcfc.ca>

## BRITISH COLUMBIA - C

**MARCH 29, 2019 - FRIDAY** | Display | 3 Days | KMAS Mall Show | KAMLOOPS MODEL AIRPLANE SOCIETY | Aberdeen Mall, 1320 Trans-Canada Highway West | Come and visit us at the Mall. No flying as this is a display show. There will be lots of great conversation. | 2019-1050 | <http://www.kmasrc.ca/>

**APRIL 11, 2019 - THURSDAY** | Display | 4 Days | SLAM Mall Show | SHUSWAP LAKE AERO MODELERS | The Mall at Piccadilly | This will be the 2019 Edition of our Mall Show.



Great site, great display, well worth the visit. | 2019-16 | <http://www.slams.ca>

**APRIL 27, 2019 - SATURDAY** | Air Show/ Demo | 1 Day | Juvenile Diabetes Research Foundation - Meet a Machine | HIGH COUNTRY FLYERS | Kamloops Indian Band - Pow Wow Grounds | The Juvenile Diabetes Research Foundation is hosting a 'Meet a Machine' event for kids on April 27. Location is at the Kamloops Indian Band Pow Wow grounds off Hwy #5 just north of Hwy #1. There will be a Static display and a 'Park Flyer' demonstration to promote the hobby and MAAC flying clubs in the area. MAAC members are welcome to come and fly their Park Flyers - 1kg - 2 pounds and under. Come and help promote the hobby with the public at the Meet a Machine event. | 2019-645 | <http://www.highcountryflyers.org>

**MAY 04, 2019 - SATURDAY** | Fun Fly | 1 Day | Spring Season Kick-off - 2019 | KELOWNA OGOPOGO RADIO CONTROLLERS | KORC MAIN FIELD - 10410 LODGE RD KELOWNA | KORC's flying season kick-off event - May 4 (if rain -alternate day May 5). A fun-filled day of flying, eating, more flying & great socializing. Re-ignite with old friends, and maybe meet some new ones. Bring along your winter project & show it off. Hamburgers & hot dogs available for lunch. Event starts at 9:00 AM. There will be a \$10 landing fee for all this fun. So start the season off right and come on down. The festivities are open to everyone, but you must have your current MAAC if you wish to fly. Please note that unfortunately we are not allowed to have any camping at the field, but campgrounds are nearby. | 2019-1025 | <http://www.korc.ca>

**MAY 17, 2019 - FRIDAY** | Fun Fly | 4 Days | PG Aeromodelers Fun Fly | PRINCE GEORGE AEROMODELERS | Giesbrecht Field | PG Fun Fly May 17-20 at Giesbrecht Field. Entrance at 15960 Blackwater Rd, 1km east then 700 meters north to field. Limited dry camping. Saturday burgers/salads beverages. | 2019-1067 | <http://www.pgam.club>

**MAY 24, 2019 - FRIDAY** | Fun Fly | 3 Days | Spring Fun Fly | KAMLOOPS MODEL AIRPLANE SOCIETY | Tolko Airfield | Come out and join us for 3 days of fun flying. Meet pilots from clubs throughout BC. Enjoy our 600 foot paved runway and 600 foot grass runway. Five flying stations, lots of charging stations, lots of seating, clubhouse and more. Swap meet on Saturday May 25th - free set up, bring your own table. Then continue on to the Float Fly Event at Sandy Point on beautiful Shuswap Lake. | 2019-856 | <http://www.kmasrc.ca/>

**MAY 27, 2019 - MONDAY** | Fun Fly | 7 Days | SHUSWAP SPRING FLOAT FLY |

GRINDROD AIR FORCE | SANDY POINT CAMPGROUND | Come May 27th to June 2nd for 7 DAYS OF FLOAT FLYING on B.C.'s SHUSWAP LAKE. This is the 43rd year for this event, so come and join all your fellow pilots in 7 days of float flying fun on the water, and sitting around campfires at night. 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. A pilot fee of \$10 will apply. AFTER APRIL 23rd,,for reservations contact the campground direct at 250-832-3793 [leave a message and they will call you back] or contact [www.sandypointcampground.ca](http://www.sandypointcampground.ca) Grindrod contacts are; Trevor----norsworthy@telus.net Jack-----jbflyer@gmail.com DON'T FORGET YOUR "MAAC OR AMA" CARDS "REMEMBER the Campground DOES NOT ALLOW DOGS" sorry. | 2019-1013

**JUNE 07, 2019 - FRIDAY** | Fun Fly | 3 Days | B.C. Scale - Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | MAAC Ad 2019 B.C. Scale Fun Fly June 7 - 9th, 2019. Bring your 'Fun Scale' 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 RV parking fee; \$16.50 for the event Event Flying Fee: \$20.00 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. Contacts: Roly (250) 374-4405 or Mike (250) 558-0758 | 2019-843 | <http://www.highcountryflyers.org>

**JUNE 15, 2019 - SATURDAY** | Fun Fly | 1 Day | Family & Friends Fun Fly - 2019 | KELOWNA OGOPOGO RADIO CONTROLLERS | KORC MAIN FIELD - 10410 LODGE RD KELOWNA | Kelowna Ogo-pogo Radio Controllers would like to invite everyone to this one day get-together event. Event starts at 9:00 am and runs to 3:00 pm. So come out to do some flying, meet some friends, and enjoy an awesome day. This is a Fun Day so there will be no pilot's fees. Bring your best planes and put on a show. Concession will be opened around 11:30 am and we will have Hamburgers & Hot Dogs as well as chips, water and soft drinks. Hope to see you all there - Thanks for

participating. | 2019-1026 | <http://www.korc.ca>

**JUNE 28, 2019 - FRIDAY** | Competition | 3 Days | 2019 Kamloops Pattern Challenge | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | 2019 Kamloops Pattern Challenge Mark your calendars for June 29th and June 30th for the return of the Kamloops Pattern Challenge. The contest will again be held at the Kamloops Tournament grounds north of Kamloops (5375 Yellowhead Highway, Kamloops, BC). More information, including a video of the flight area, is available at <http://highcountryflyers.homestead.com/index.html>. There is a \$16.00 fee to camp at the grounds for the weekend, payable to the City at the entrance pay station. The \$35.00 contest entry fee includes your flying, trophies, coffee and muffins in the morning and lunch. First time pilots fly free so I hope to see a lot of first-time pilots. Where else can you go for a good time for free. Pilots will be able to arrive on Thursday night and practice Friday. Pilots' meeting will be 9:00 am on both Saturday and Sunday morning. Campers can stay until Monday morning. We will be flying the new MAAC Precision Aerobatics schedules found here, <http://f3acanada.org/canadian-precision-aerobatics-schedules/> FAI pilots will decide at the pilots meeting if they will only fly P or both P and F. If you have any questions, please email me at [hughsonh@gmail.com](mailto:hughsonh@gmail.com) or give Roly Worsfold a call at 250-374-4405. | 2019-902 | <http://www.highcountryflyers.org>

**JULY 05, 2019 - FRIDAY** | Fun Fly | 3 Days | MAAC - Zone-C Summer Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | MAAC-Zone-C Summer Fun Fly - July 5, 6, & 7. 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: \$20.00 Contact Person: Roly Worsfold Contact Number: 250-374-4405 Contact Email: [rolydd@telus.net](mailto:rolydd@telus.net) Event Website: <http://highcountryflyers.homestead.com> | 2019-844 | <http://www.highcountryflyers.org>

**JULY 12, 2019 - FRIDAY** | Competition | 3 Days | 2019 BC Scale Classic | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A

CROSS RD VERNON BC | 2019 - 15th. Annual British Columbia Scale Classic - Vernon R/C Aeromodelers Society. The event will be held July 12th., 13th. & 14th., 2019. Friday night pizza "Hangar Party" and Saturday "Pot Luck" Supper" with provided Beef Dip on a bun - both included in registration fees for contestants; costs for guests T.B.A. Dry camping at the VRCAS field 10kms north of Vernon on L&A Cross Rd. off Hwy 97 or 97A (North of Swan Lake). You can't miss it! GPS +50° 20' 47.08", -119° 15' 8.07" This event is low key fun for beginners through to expert. Static Judging and Safety Inspections start Friday 12:30pm to 5:30pm. Saturday and Sunday Pilots meetings - 8:30am with gear up at 9:00am. 4 - 6 rounds of flying planned. \$40.00 entry fee per model; \$10.00 off for NorthWest Scale Aero-Modellers Membership or US Scale Masters Association Membership. Pre-registration encouraged to aid food planning and camping requirements! USSMA Rules format - The Categories are: Pro/Am-Sportsman (Fun Scale/Novice), Pro/Am-Pro (Experienced), Advanced (ARF's allowed in the first 3 classes), Team and Expert. Five mandatory manoeuvres; Take-Off, Straight Flight Through, Figure Eight, Landing & Realism of Flight - plus 5 optional manoeuvres that YOU pick that would be typical of your model. Awards for the top 3 in each category, plus Highest Static & Flight Scores. As well, scores count toward "Canadian World Championship Team Selection," North West Scale Championships and US Scale Masters qualification. Pilot's Choice Award, raffle & daily 50/50 draws. Note: A No Smoking field. More information: Roly Worsfold Ph: 250-371-2873 or e-mail: rolydd@telus.net Mike Allman Ph: 250-558-0758 or e-mail: mike.rc.allman@gmail.com Website: <http://www.vrcas.org> For rules information: [www.usscalemasters.org](http://www.usscalemasters.org) | 2019-22 | <http://vrcas.org>

**AUGUST 02, 2019 - FRIDAY** | Fun Fly | 4 Days | Wester Canada Heli Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | Event will be held at the Tournament Capital Ranch 15 min north of Kamloops BC. Camping \$16 for the event. Contact Barry Forsyth for more info E-Mail [bares@telus.net](mailto:bares@telus.net) 250-376-4603. Helis only no airplanes please. Pilot prizes. Hot food on site. Hotels 15 min away. Should be a big event this year. Huge flying field. Night flying | 2019-456 | <http://www.highcountryflyers.org>

**AUGUST 11, 2019 - SUNDAY** | Fun Fly | 1 Day | All Club Invitational | SHUSWAP LAKE AERO MODELERS | SHUSWAP LAKE AERO MODELERS FIELD | Please come and join members of other clubs in our area for a great day of relaxed flying and comradery.

OPEN FIXED WING FLYING. We plan to have a small mid-day "Airshow" while you enjoy our famous "SLAM DUNK LUNCH" of hamburgers & tube steaks. Suggest bringing 2 planes "just in case". | 2019-1015 | <http://www.slams.ca>

**AUGUST 16, 2019 - FRIDAY** | Fun Fly | 3 Days | Western Canada Large Model Fly-In | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | Western Canada Large Model Fly-In Hosted by: High Country Flyers & Fraser Valley Big Birds - British Columbia August 16th, 17th and 18th 2019 - Wed. Early Flyers Welcome Warbird - Classic - Sport MAAC Large Model Rules 80 inches+ Wing Span or ° Scale - Bi-Planes 60 inch Come and enjoy a relaxing FUN weekend. 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" Landing Fees: \$25.00 Dry Camping: \$16.50 for event, Concession Available 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 Chris sparkyjones@shaw.ca - Ph: 604-597-4111 Website: [www.highcountryflyers.homestead.com](http://www.highcountryflyers.homestead.com) | 2019-845 | <http://www.highcountryflyers.org>

**SEPTEMBER 03, 2019 - TUESDAY** | Fun Fly | 6 Days | SLAM FALL CLASSIC | SHUSWAP LAKE AERO MODELERS | Sandy Point Resort Float Flying Site | Please join us and other Pacific Northwest float plane flyers and share this pristine flying site - Sandy Point Resort. This is the largest float event in the region. Registration begins Tuesday Sept. 3rd through Sunday Sept. 8th when awards & raffle prizes will be presented. A retrieval boat is available during the event. Your \$15 "Splashdown Fee" includes unlimited flying, pilot's prizes and a cornroast. We will have a raffle with super prizes, pie & ice cream, 50/50s and more. Sandy Point is located 5 km west of Salmon Arm, BC and you can reserve @ 250-832-3793. Regrettably DOGS ARE NOT ALLOWED. | 2019-1016 | <http://www.slams.ca>

**SEPTEMBER 13, 2019 - FRIDAY** | Fun Fly | 3 Days | Western Canada-Kamloops Aero-Tow & Glider Gathering | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | Come and join us for the 2019 Western Canada-Kamloops Aero-Tow & Glider Gathering (and more!), September 13-15. Although aerotow-centric, this will be a multi-disciplinary fun fly as we have a great field and lots of wide open spaces, so electric sailplanes/winch/high-start/DLG will all be

welcome. This will be a great opportunity for all brands of the sailplane hobby to get together and share fun and experiences. - Dry Camping available \$16.50 for the event. - Landing Fee: \$20.00 - On-Site Concession. - Power for Charging available. | 2019-1008 | <http://www.highcountryflyers.org>

**OCTOBER 11, 2019 - 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 11 to 13, 2019. An ALL BIRD Fly-In 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. Landing Fee: \$20.00. Contact Barry or Judy [bares@telus.net](mailto:bares@telus.net) 250-376-4603 Check out website:<http://www.highcountryflyers.org/> | 2019-847 | <http://www.highcountryflyers.org>

**OCTOBER 19, 2019 - 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 21, 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 \$12 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 1PM - 3:30PM Indoor Flying available after the tables are cleared off the floor. | 2019-846 | <http://www.highcountryflyers.org>



## MANITOBA - D

**MARCH 02, 2019 - SATURDAY** | Fun Fly | 1 Day | Indoor Fun Fly | PATRICIA REGION AEROMODELERS INC | DRYDEN HIGH SCHOOL - BIG GYM | Hello all, Once again Pram will be hosting our indoor fun fly at the big gym in Dryden High School. it will be held on sat March 2nd at 12 noon until 4 pm. bring out your indoor foamies and come out for some flying fun and Chili. we might even have time for a little chatting. all are welcome, look forward to seeing everyone | 2019-1048

**JUNE 15, 2019 - SATURDAY** | Fun Fly | 2 Days | Rugby Lake Float Fly | PATRICIA REGION AEROMODELERS INC | Rugby Lake Lodge | After the resounding success of the first Rugby lake float fly last year, Jacqui and Dave have graciously agreed to host our float fly again this year. book early for a campsite at: <https://www.rugbylakelodge.com/ontariodrivetohousekeepingfishinglodge.htm>. We are making this our annual float fly event. We will have bbq burgers and smokeys for a nominal fee, for lunch and possibly another Saturday dinner hosted by the ladies at the Oxdrift hall, for a fee. Come out for a great weekend of camping and flying or come out and visit for the day. See you all there!! | 2019-11

**JULY 06, 2019 - SATURDAY** | Fun Fly | 2 Days | Pram Fun Fly | PATRICIA REGION AEROMODELERS INC | PATRICIA REGION AERO MODELLERS | The Patricia Region Aero Modelers invites you to come fly with us at our field on Johnston Rd just west of Dryden. There is lots of room for (unserved) camping on site, long smooth runways and lots of sky to fill with planes! Come and join the fun, to watch or participate. There will be burgers and drinks available, and plenty of parking, so grab some planes, your MAAC card and come fly with us! | 2019-10

## MIDDLE - E

**MARCH 02, 2019 - SATURDAY** | Display | 1 Day | FAIRVIEW MALL - Display/Show | NIAGARA REGION MODEL FLYING CLUB | Fairview Mall - St. Catharines | Come visit the members of the Niagara Region Model Flying Club and see some incredible Radio Controlled airplanes, helicopters and UAVs. Scale and sport airplanes, turbine jets, indoor flyers, large and small. Get a chance to talk to the pilots who have built and fly these amazing airplanes. Test your own flying skills on a computer flight simulator! Find out how easy it is for you to get involved in this exciting hobby | 2019-1068 | <http://www.nrmfc.ca>

## NORTHERN ONTARIO - F

**JUNE 22, 2019 - SATURDAY** | Competition | 1 Day | Fun Scale Competition | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | In conjunction with the annual fun fly, the Sault will be holding the first Fun Scale competition in many years. Additional details will be available on the club website. | 2019-19

**JUNE 22, 2019 - SATURDAY** | Fun Fly | 2 Days | Upper Great Lakes | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | The annual Upper Great Lakes Yearly Fun Fly will be held at the club's Leigh's Bay site. The venue is suitable for all models including float planes and seaplanes. Contact Rino or Craig for additional information | 2019-17

**JULY 13, 2019 - SATURDAY** | Fun Fly | 1 Day | Northern Ontario Zone Funfly | TIMMINS GOLDEN HAWKS | GOLD CORP CANADA LTD. | The Northern Ontario Annual Zone Fun Fly will be hosted this year by the Timmins Golden Hawks. It will be held on July the 13th, 2019, at our excellent field at 2321 goldmine road. The event will include the awarding of the Zone trophy for the best of show aircraft. Pilots are encouraged to register early and enjoy the day with fellow MAAC members. This event is always open to the public, food and drinks are available. Registered pilots will also receive a small token of our appreciation, so please come join us for a safe day of flying and entertainment, we welcome all types of aircraft, from drones to large scale models. This is your Zone, so lets make it a Great Day to remember. | 2019-08 | <http://www.timminsgoldenhawks.ca>

**JULY 26, 2019 - FRIDAY** | Competition | 3 Days | Canadian IMAC Nationals | SUDBURY MODEL AIRCRAFT CLUB | GARSON/ CONISTON ROAD SUDBURY | TBA | 2019-1019 | <http://smac.vianet.ca>

**AUGUST 03, 2019 - SATURDAY** | Fun Fly | 1 Day | Float Fly | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | The Club Float Fly will be held at the club's seaplane site on Leigh's Bays. Lunch included. More details on the club website. | 2019-18

## OTTAWA VALLEY - G

**FEBRUARY 23, 2019 - SATURDAY** | Fun Fly | 1 Day | Chili Fun Fly | OTTAWA R/C CLUB | FIELD - 4550 CAMBRIAN ROAD | Launch your 2019 flying season with a fun-filled day

of winter flying and camaraderie. Don't let cold/inclement weather discourage you, our clubhouse is heated. Lunch (\$10) including delicious chili, chili dogs or hot dogs will be served. Get lucky with our 50/50 draw. You will require your MAAC wings and current MAAC or AMA membership to fly. | 2019-861 | <http://www.ottawarclub.ca/>

**MARCH 02, 2019 - 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! | 2019-820 | <http://www.stetsonflyers.com>

**MAY 11, 2019 - SATURDAY** | Fun Fly | 1 Day | 2019 12th annual Ottawa Valley Giant Scale Warm-up | OTTAWA VALLEY GIANT SCALE | Arnprior RC Club | Time to limber up the thumbs and get ready for another great year of Giant Scale RC modelling. Come on out to the Arnprior RC Club for a relaxed day of flying your new or tried-and-true Giant Scale plane. Our 800 foot grass strip field with the sun at your back and sheltered pilot area is the best way to tune up your flying skills or maybe share some helpful tips with others for their first flights. This is a great way for new GS pilots to get started with plenty of helpful veterans on hand. As always, there will be a BBQ lunch available as well as a few prizes at the end of the day. Spectators are always welcome. (No admission fee for non-pilots) A†Giant Scale Model Aircraft†as defined by†MAAC†as a model aircraft with a total flying weight not-to-exceed 35 Kg (77 lbs) and with: 1. minimum wingspan of 2.0 metres (78") for monoplanes; 2. minimum wingspan of 1.5 metres (59") for Biplanes/Multi-wings; 3. 3.5 metres (138") total length plus wingspan for jets; and, 4. all true scale models of 25% scale or larger. Also check out [www.GiantScaleCanada.org](http://www.GiantScaleCanada.org) for more information. | 2019-1041 | <http://www.GiantScaleCanada.com>

**MAY 18, 2019 - SATURDAY** | Fun Fly | 1 Day | 2019 Phelan RC Open House | PHELAN RC FLYING CLUB | FIELD - 1675 PHELAN RD. OTTAWA | Once again the Phelan RC Flying Club is open to all model aircraft flyers for a no-pressure casual fly-in on the long weekend. If it flies, it's welcome and there's no pilot entry fee. Spectators are always welcome and can expect to see a wide range of aircraft types, just bring a comfy chair and some sun block. 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 day with fellow flyers. See [www.phelanflyers.com](http://www.phelanflyers.com) for flying field directions and other information. | 2019-1046 | <http://www.phelanflyers.com>

**JUNE 01, 2019 - SATURDAY** | Fun Fly | 1 Day | 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. | 2019-821 | <http://www.stetsonflyers.com>

**JUNE 15, 2019 - 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. FPV Racing will also be included in the day's events, so be sure to come and participate! Rain Date is Sunday 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/June 15, 2019 9am-4pm. Where 5800 Frontier Road, Ottawa, ON, Canada | 2019-822 | <http://www.stetsonflyers.com>

**JUNE 22, 2019 - SATURDAY** | Fun Fly | 1 Day | 2019 Jet Day | 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 2019 Jet Day. This event will be great opportunity to get in some Jet practice before the Ottawa Valley Jets event on Saturday June 29 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. No charge for spectators, but bring a comfy chair and sunblock. Proof of MAAC or AMA membership is required to fly. Limited camping is available (no hook-ups). See [www.phelanflyers.com](http://www.phelanflyers.com)

for flying field directions and other information. | 2019-1042 | <http://www.phelanflyers.com>

**JULY 13, 2019 - 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 year. See and be a part of some of the very best precision flying you will ever encounter, as IMAC pilots from across Ontario and Quebec fly their very best and compete for honours in all five classes! FREE basic camping, a great Stetson Field to fly from, the Stetson Canteen and our always warm Stetson Hospitality to welcome you to Ottawa. Only \$10 for BASIC class. \$30 for other classes to IMAC members. Fly any prop-driven aircraft in Basic and just have fun! Lots of help available! Full IMAC event for all classes, plus a Sunday Freestyle if time and interest allows. Saturday Evening Pilots and Crew Dinner to be scheduled. Friday is practice day. Please share the skies. SEE YOU THERE! | 2019-823 | <http://www.stetsonflyers.com>

**JULY 13, 2019 - SATURDAY** | Fun Fly | 1 Day | Sailplane/Glider Day | PHELAN RC FLYING CLUB | FIELD - 1675 PHELAN RD. OTTAWA | Please join us for a no-pressure casual fly-in for all sailplane pilots who want to do some thermal hunting. All types are welcome, from fast to slow, gentle or aerobatic, electric, winch, aero tow or hand-launch. We'll organise some fun events, like spot-landings or all up, last down depending on conditions and what aircraft types we have on hand. Come out and experience our 600 x 60 ft grass field and enjoy the day with fellow sailplane flyers. Current MAAC or AMA membership is required for all pilots. Spectators are always welcome to chat, take some pictures or just hang out - just bring a comfy chair and some sun block. See [www.phelanflyers.com](http://www.phelanflyers.com) for flying field directions and other information. | 2019-1063 | <http://www.phelanflyers.com>

**AUGUST 17, 2019 - SATURDAY** | Fun Fly | 2 Days | 32nd Annual Ottawa Valley Giant Scale Rally in Kingston | OTTAWA VALLEY GIANT SCALE | Kingston RC Modellers | The Ottawa Valley Giant Scale Event in Kingston, Ontario has been running for 31 years now, and has become the largest Giant Scale event in Canada and one of the largest in North America, drawing pilots from Ontario, Quebec and the Northern United States. Last year we had 100 pilots in attendance with well over 200 planes of all types. Sponsors recognize that this event is a great opportunity to show their products and

love to show their support for the Giant Scale Community. This event has been growing every year, and we fully expect to expect over 100 pilots again for the 32nd rally. | 2019-1043 | <http://www.GiantScaleCanada.com>

**AUGUST 17, 2019 - SATURDAY** | Fun Fly | 1 Day | Phelan Aero-Tow | PHELAN RC FLYING CLUB | FIELD - 1675 PHELAN RD. OTTAWA | Please join us for a no-pressure casual fly-in for all aero-tow tug and sailplane pilots who want to do some thermal hunting and talk about aero-towing, rain or shine. (Self-powered sailplanes are welcome) Come out and experience our 600 x 60 ft grass field with plenty of surrounding bailout area. The field and the local tugs easily handle 5-6m sailplanes. Current MAAC or AMA membership is required for all pilots. Spectators are always welcome to chat, take some pictures or just hang out - just bring a comfy chair and some sun block. See [www.phelanflyers.com](http://www.phelanflyers.com) for flying field directions and other information. | 2019-1064 | <http://www.phelanflyers.com>

**AUGUST 24, 2019 - SATURDAY** | Fun Fly | 1 Day | Stetson Giant Scale and Pig Roast | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | The BIG Stetsons Giant Scale Weekend is ON! Make your plans to attend this exciting and friendly weekend of BIG fun! Bring your BIG appetites as well, for the special Saturday Field Dinner. Gerry and the boys will repeat the magic of the Pig Roast once more! All types of Giant Scale aircraft are welcome. Bring 'em and fly 'em! The famous Stetson Canteen will be open for lunch. This is a great opportunity to fly at one of the nicest fields in the zone. Lots of room to camp for free. (sorry, no hookups) Gerry Nadon and the gang put on a great event every year, so be sure to include this one in your schedule! Saturday is the day! Rain Date is Sunday Aug 25. Please note: For those camping at the field and anyone else wishing to make a weekend of it, you are invited to enjoy the field and sport fly with us on Sunday! | 2019-824 | <http://www.stetsonflyers.com>

## BC COASTAL - H

NO LISTINGS

## QUEBEC - I

**JANUARY 13, 2019 - SUNDAY** | Team Trials | 1 Day | vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour à tous, nous invitons tous les membres des autres club à venir fraterniser avec



nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | 2019-04 | <http://www.clubairmodeliste.com>

**FEBRUARY 10, 2019 - SUNDAY** | Team Trials | 1 Day | vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour | Bonjour à tous, nous invitons tous les membres des autres club à venir fraterniser avec nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | 2019-05 | <http://www.clubairmodeliste.com>

**MARCH 17, 2019 - SUNDAY** | Team Trials | 1 Day | vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour à tous, nous invitons tous les membres des autres club à venir fraterniser avec nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | 2019-02 | <http://www.clubairmodeliste.com>

**MARCH 24, 2019 - SUNDAY** | Team Trials | 1 Day | vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour à tous, nous invitons tous les membres des autres club à venir fraterniser avec nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | 2019-03 | <http://www.clubairmodeliste.com>

**AUGUST 10, 2019 - SATURDAY** | Fun Fly | 2 Days | Fun Fly | CLUB AEROMODELES ASBESTOS | TERRAIN DE VOL - 201 CH. ST-CLAUDE DANVILLE | Le Club Aéromodèles Asbestos organise son "Fun Fly" les 10 et 11 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. | 2019-1045 | <http://www.clubaeromodelesasbestos.com>

**AUGUST 31, 2019 - SATURDAY** | Nationals | 3 Days | Lacolle International 2019 | CLUB R/C LES ARPENTS V'AIR | Gazonnière Lacolle | Register to the Lacolle International Championship, the largest sailplane competition in Canada. F5J and ALES classes. Further info and registration <http://ArpentsVairRC.org/> | 2019-12 | <http://arpentsvairrc.org/>

## ST LAWRENCE - J

**FEBRUARY 02, 2019 - SATURDAY** | Swap Shop | 1 Day | SWAP SHOP | LES MODELISTES ANTI-GRAVITE | ...cole Arc-en-Ciel (sortie 102 aut.20) | Swap shop annuel de la Zone St Laurent et zones voisines le 2 février 2019 organisé par le Club Les Modélistes Anti-Gravité de Ste Julie Pour tous renseignements veuillez consulter le site du club au: <http://www.anti-gravite.com/index.html> SVP réserver vos tables avant le 27 janvier. Annual Swap - zone St Laurent and neighboring zone members February 2nd 2019 organized by Les Modélistes AntiGravité de Ste Julie. For additional information please check our web site at <http://www.anti-gravite.com/index.html>; Please reserve your tables before the 27 January 2019, | 2019-1022 | <http://www.anti-gravite.com>

**MARCH 29, 2019 - FRIDAY** | Display | 3 Days | Expo 2019 | CLUB AEROMODELISTE MASKOUTAIN | CLUB AEROMODELISME MASKOUTAIN | L'évènement aura le 29, 30 et 31 Mars 2019 au centre commercial de Saint-Hyacinthe au heure d'ouverture du centre commercial. L'évènement a pour but de démontrer notre loisir d'aéromodélisme et acquérir des membres. | <http://www.aeromaskou.com>

**AUGUST 03, 2019 - SATURDAY** | Fun Fly | 2 Days | FUN-FLY | CLUB AVION MODELE GRANBY INC | MUNICIPALITE DE GRANBY - 1200 BOUL. INDUSTRIEL | FUN-FLY CLUB AVION MOD»LE DE GRANBY 3-4 août 2019, feu de camp le samedi soir avec vol de nuit, toilettes chimiques sur place, aucune cantine, Nous sommes situés à proximité des restaurants, de la piste cyclable, du zoo de Granby et d'un centre d'achat. personne responsable: Marie Reine Malczewski [sunshine65@hotmail.com](mailto:sunshine65@hotmail.com) | 2019-860

## SASKATCHEAWN - K

**MARCH 23, 2019 - SATURDAY** | Display | 2 Days | Annual Display @ Western Development Museum | MOOSE JAW R/C AIRCRAFT CLUB | Western Development Museum | 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 23 & 24, 2019. 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 24th 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 all the rates (senior discount, Family etc.) Keep posted to our Club Facebook Page at: <https://www.facebook.com/MJRCACircraftClub?ref=hl> OR to the WDM web site at: <http://wdm.ca/mj.htm> Come take in our MJRCAC member models on display as well as spending some air time on simulators again. | 2019-1051

**JUNE 22, 2019 - SATURDAY** | Fun Fly | 2 Days | RWF Annual FunFly | REGINA WINDY FLYERS INC | REGINA WINDY FLYERS | The Regina Windy Flyers welcome all MAAC and AMA certified pilots to our annual FunFly. | 2019-859 | <http://www.reginawindyflyers.ca>

**JULY 13, 2019 - SATURDAY** | Fun Fly | 2 Days | Annual Summer FunFly | K-TOWN SKYSCAPERS RC CLUB | AL GROCHOLSKI MEMORIAL RC FIELD | K-Town SkyScrapers annual summer FunFly & Swap Meet July 13th & 14th at the Al Grocholski memorial RC field in Kindersley Saskatchewan. Limited onsite (no services) and Regional Park located across the street (full services) camping available. Bring your unwanted RC equipment, planes, cars, parts & a table. Swap meet & FunFly are free for any valid MAAC members. Contact Todd Francis at [tfrancis\\_trf@sasktel.net](mailto:tfrancis_trf@sasktel.net) or 306-460-5655 for more details | 2019-13

**JULY 20, 2019 - 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 20, 2019. Open to all Pilots with a 2019 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 Chairman: Justin Heagy (306) 690-3286. For directions, photos and lots more information, hook up to our Club Facebook site: <https://www.facebook.com/MJRCACclub?ref=hl> | 2019-1052

**JULY 27, 2019 - SATURDAY** | Fun Fly | 2 Days | Saskatchewan, Zone K provincial FunFly | K-TOWN SKYSCAPERS RC CLUB | AL GROCHOLSKI MEMORIAL RC FIELD | Annual Saskatchewan, Zone K

provincial FunFly Hosted by the K-Town SkyScrapers RC Club. July 27th & 28th at the Al Grocholski memorial RC field in Kindersley Saskatchewan. Limited onsite (no services) and Regional Park located across the street (full services) camping available. Bring your unwanted RC equipment, planes, cars, parts & a table for the Swap meet. Swap meet & FunFly are free for any valid MAAC members. Contact Todd Francis at tfrancis\_trf@sasktel.net or 306-460-5655 for more details | 2019-15

**SEPTEMBER 21, 2019 - SATURDAY** | Fun Fly | 2 Days | Annual Goose Festival FunFly | K-TOWN SKYSCAPERS RC CLUB | AL GROCHOLSKI MEMORIAL RC FIELD | K-Town SkyScrapers annual Goose Festival FunFly Sept 21st & 22nd 2019 at the Al Grocholski memorial RC field in Kindersley Saskatchewan. Limited onsite (no services) and Regional Park located across the street (full services) camping FunFly is free for any valid MAAC members. Contact Todd Francis at tfrancis\_trf@sasktel.net or 306-460-5655 for more details | 2019-14

## SOUTH EAST - L

**FEBRUARY 03, 2019 - 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 3, 2019 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. | 2019-07 | <http://www.omfc.org>

**MARCH 02, 2019 - SATURDAY** | Competition | 1 Day | 4th Annual Nea F3P contest | NORTHUMBERLAND ELECTRIC AVIATORS | COBOURG COMMUNITY CENTRE | The 4th Annual NEA F3P contest will be held at the Cobourg Community Center on Saturday March 2, 2019. The registration fee is Open \$35.00 Junior \$20.00. Practice will start at 9 am, contest from noon to 6 pm. All 3 MAAC classes will be flown, Intermediate, Advanced and FAI. A sportsman class will be offered flying the Intermediate schedule with the following requirements Min weight 100 grams, one propeller. We are aiming at 6 rounds for everyone. For information on F3P and schedules please refer to <http://xavier.mouraux.com/indoor/sequences.html> | 2019-09

**MAY 05, 2019 - SUNDAY** | Swap Shop | 1 Day | Muskoka R/C Swap Meet | HUNTSVILLE MODEL CLUB | Bracebridge Rotary Centre | Muskoka R/C Swap Meet is Muskoka's new place to buy and sell all kinds of radio controlled models and toys. Open to anything R/C related - Planes, cars and trucks, quadcopters and helicopters, boats too. One day only... Join us: Sunday May, 5th 2018 Bracebridge Rotary Centre 131 Wellington Street P.O. Box 1140 Bracebridge, Ontario P1L1V3 Admission \$5 Table Rental \$15 Kids under 12 free Vendors book early, space is limited. For more info or table booking email: [info.hrcmc@gmail.com](mailto:info.hrcmc@gmail.com) Follow us on Facebook: [www.facebook.com/Huntsville-Radio-Control-Model-Club](http://www.facebook.com/Huntsville-Radio-Control-Model-Club) | 2019-1049

**MAY 26, 2019 - SUNDAY** | Fun Fly | 1 Day | 2nd Annual Buy,Sell or Swap | KESWICK MODEL CLUB INC. | FIELD - 261 VARNEY RD KESWICK | May 26 Sunday 2nd Annual Buy Sell or Swap fun fly. Keswick Model Aircraft main field 561 Varney Road Keswick On Rain date Sunday June 02 Need some extra space in your shop? Bring all those dust collecting items and find them a new home. Anything related to model aviation that may be someone's treasure. Air worthy craft you can fly for potential buyers. Come and enjoy a day of flying. Open to all types of aircraft. Flying from 10:00 AM to 4:00PM Visitors welcome. No fee's for this event. BBQ available. Vendors welcome. Proof of valid MAAC membership required. All MAAC rules apply. Need more information contact Paul at [pauleve1@rogers.com](mailto:pauleve1@rogers.com) | 2019-1035 | <http://www.keswickmac.ca>

**JUNE 01, 2019 - 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 draws) 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 1st, 2019. 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 |

2019-852 | <http://www.omfc.org>

**JUNE 15, 2019 - SATURDAY** | Fun Fly | 1 Day | KAWARTHA LAKES RC FLYERS SCALE RALLY | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | DIANNE & BARRY TRAYNOR | June 15, 2019: Saturday - Scale Rally - The Kawartha Lakes RC Flyers invite you to a Scale RC Rally for a day of relaxing non-competitive flying on our three well-groomed runways located at 571 Pigeon Lake Rd, just east of Lindsay. Entry \$5.00. The event will be held from 10 am to 4 pm with Sunday June 16 as a rain date. Bring your own lunch. Please bring your MAAC membership. All scale RC aircraft are welcome. Come out and enjoy the social interaction and flying at our field. Visit [Kawarthaflyers.com](http://www.kawarthaflyers.com) | 2019-1061 | <http://www.kawarthaflyers.com>

**JUNE 23, 2019 - 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 the week AFTER Father's Day this year on June 23th, 2019. Donations to the Oakville Fareshare Food Bank in the form of non-perishable foodstuffs or cash are requested again in lieu of an admission fee. This year's event will be an even more special one even more 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 Rb 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: Mike McDermott Terry Sears at [airshow@OMFC.org](mailto:airshow@OMFC.org) for more information. | 2019-854 | <http://www.omfc.org>

**JUNE 30, 2019 - SUNDAY** | Fun Fly | 1 Day | War Bird | KESWICK MODEL CLUB INC. | FIELD - 261 VARNEY RD KESWICK | June



30 Sunday War Bird Fun Fly Keswick Model Aircraft Club main field 561 Varney Rd Keswick On. Rain date Sunday July 07 War Birds from WW1 to current military jets welcome. Sport flyer's come out too, enjoy a day of fun flying and fellowship. Open to all types of aircraft. Flying from 10:00 AM to dusk. Visitors welcome. No fee for this event. BBQ available. Proof of valid MAAC membership required. All MAAC rules apply. Need more information contact Paul at [pauleve1@rogers.com](mailto:pauleve1@rogers.com) | 2019-1040 | <http://www.keswickmac.ca>

**JULY 06, 2019 - SATURDAY** | Fun Fly | 1 Day | KAWARTHA LAKES RC FLYERS SUMMER FUN FLY | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | DIANNE & BARRY TRAYNOR | July 6, 2019, Saturday %u05Co Fun Fly %u05Co 1 Day %u05Co Kawartha Lakes Summer Fun Fly %u05Co The Kawartha Lakes RC Flyers invite you to our annual Fun Fly for a day of relaxing flying on our two well-groomed runways located at 571 Pigeon Lake Rd, just east of Lindsay. The event will be held from 10 am Saturday with Sunday July 7 as a rain date. Food and refreshments will be available as will several draw prizes. Please bring your MAAC membership. All RC aircraft and helis are welcomed. Come out and enjoy the social interaction and flying at our field. Visit [Kawarthaflyers.com](http://www.kawarthaflyers.com) | 2019-1058 | <http://www.kawarthaflyers.com>

**JULY 13, 2019 - SATURDAY** | Fun Fly | 1 Day | Swap Meet & Fun Fly | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELLERS | FIELD - 2734 CAMBRIAN RD SEVERN TOWNSHIP | Orillia Aero Modelers Fun Fly and Swap Meet. Date: Saturday July 13th, (Rain date July 14th) Entry: free. No advanced booking required. Setup time: 8am. Swap meet 9am-11am. Flying starting at 11am. Bring your own table and tent. Buy and sell your wares in the morning and enjoy flying in the afternoon all at one venue. Lunch and refreshments will be available. All types of aircraft welcome. Please note Pilots will require current MAAC membership to fly. | 2019-1023 | <http://www.6thdivisionflyers.com/>

**JULY 14, 2019 - SUNDAY** | Fun Fly | 1 Day | Midsummer | KESWICK MODEL CLUB INC. | FIELD - 261 VARNEY RD KESWICK | July 14 Sunday Midsummer Fun Fly Keswick Model Aircraft Club main field 561 Varney Rd. Keswick On. Rain date Sunday July 21. Flyer's come out and enjoy our Midsummer Fun Fly. Open to all types of aircraft. Flying from 10:00 AM to 4:00PM. Visitors welcome No fee for this event. BBQ Available. Proof of valid MAAC membership required. All MAAC Rules apply. Need more information contact Paul

at [pauleve1@rogers.com](mailto:pauleve1@rogers.com) | 2019-1039 | <http://www.keswickmac.ca>

**JULY 27, 2019 - SATURDAY** | Competition | 2 Days | The Jim Eichenberg Memorial 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: The Jim Eichenberg Memorial Precision Aerobatics Contest Hosted by the Oakville Milton Flying Club July 27th and 28th 2019. 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. 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. | 2019-853 | <http://www.omfc.org>

**AUGUST 10, 2019 - SATURDAY** | Fun Fly | 1 Day | KAWARTHA LAKES RC FLYERS ANNUAL CHARITY FUN FLY | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | DIANNE & BARRY TRAYNOR | The Kawartha Lakes RC Flyers will hold their Charity Fun Fly event again in support of The Women's Shelter of Kawartha Lakes. This event will be held at our club field located at 571 Pigeon Lake Rd just east of Lindsay on Saturday August 10, with Sunday August 11 as a rain date. Entry fee of a \$10 donation and proof of MAAC will provide a ticket for a draw prize. Numerous raffle draws and a 50/50 draw will be available with all proceeds going to The Women's Shelter of Kawartha Lakes. Flying will be from 10 am to 4 pm. Food and refreshments will be available. Flying will be open to all RC aircraft and helicopters. Spectators are welcome. Come out and enjoy a relaxing day of non-competitive flying from our three well-groomed runways and help us support a great cause. Visit [Kawarthaflyers.com](http://www.kawarthaflyers.com) | 2019-1059 | <http://www.kawarthaflyers.com>

**AUGUST 11, 2019 - SUNDAY** | Fun Fly | 1 Day | KMAC FUN FLY | KESWICK MODEL CLUB INC. | FIELD - 261 VARNEY RD KESWICK | August 11 Sunday KMAC Fun Fly. Keswick Model Aircraft Club main field 561 Varney Rd. Keswick On. Rain date Sunday August 11. KMAC invites you to our club fun fly Bring your family and friends for a

day of flying. Introduce a person to this fun and exciting sport. Open to all types of aircraft. Flying from 10:00 AM to 4:00 PM. Visitors welcome. No fee for this event. BBQ Available. Proof of valid MAAC membership required. ALL MAAC rules apply. Need more information contact Paul at [pauleve1@rogers.com](mailto:pauleve1@rogers.com) | 2019-1037 | <http://www.keswickmac.ca>

**AUGUST 24, 2019 - 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 24th, 2019 (Rain Day Sunday August 25th, 2019) 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) | 2019-855 | <http://www.omfc.org>

**SEPTEMBER 08, 2019 - SUNDAY** | Fun Fly | 1 Day | Annual Corn Roast | KESWICK MODEL CLUB INC. | FIELD - 261 VARNEY RD KESWICK | September 8 Sunday Annual Corn Roast. Keswick Model Aircraft main field 561 Varney Rd Keswick On. Rain date Sunday 15 September. Fresh local corn is feathered at this event. Come out, enjoy a fall feast and day of flying fun. Open to all types of aircraft. Flying from 10:00 AM to 4:00PM. Visitors welcome. No fee for this event. BBQ Available. Proof of valid MAAC membership required. All MAAC rules apply. Need more information contact Paul at [pauleve1@rogers.com](mailto:pauleve1@rogers.com) | 2019-1036 | <http://www.keswickmac.ca>

**SEPTEMBER 14, 2019 - SATURDAY** | Fun Fly | 1 Day | Scale Rally | LONG SAULT FLYERS | LONG SAULT FLYERS RADIO CONTROL MODEL AIRPLANE CLUB | September 14 / rain date September 15 Scale Rally, Long Sault Flyers are hosting a scale rally for scale and stand off scale aircraft. You are invited to a Scale RC Rally for a day of relaxing non-competitive flying on our well groomed flying field located at Long Sault Conservation Area, 9175 Woodley Road off Regional Road #20 north of Bowmanville. Current MAAC or AMA membership is required to fly. Entry fee is \$10.00 which will include lunch. For more information contact Peter Hill at [prhflyboy@outlook.com](mailto:prhflyboy@outlook.com) or [www.lsflyers.com](http://www.lsflyers.com) or face book page Long

Sault Flyers | 2019-847 | <http://www.lsflyers.com>

## SOUTH WEST - M

**MAY 25, 2019 - SATURDAY** | Fun Fly | 1 Day | Annual Fun Fly | FOREST LAKESIDE FLYERS | Club Field 5801 PROOF LINE LAMBTON SHORES, ON | Saturday May 25, 2019- Forest Lakeside Flyers Annual Fun Fly at their Proof Line Road club field, west off Hwy #21, approx 4 Km north of Forest Ontario. Refreshments and hot dogs available, no events, no entry fee, great flying site. 450 ft x 400 ft grass field. Flying 9 am til 4 pm. no rain date. Contact: Stuart Schroeder 226-402-4527 | 2019-39 | <http://www.forest-lakeside-flyers.com>

**JUNE 15, 2019 - SATURDAY** | Competition | 2 Days | 5th Annual WRCFC IMAC contest | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | June 15-16 2019. Full two day contest. Open to all classes. 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) | 2019-685 | <http://woodstockrc.club>

**JUNE 15, 2019 - SATURDAY** | Fun Fly | 1 Day | SAUGEEN R/C FLYERS FUN FLY | SAUGEEN R/C FLYERS | FIELD - 1164 SIDEROAD #30 SOUTH BRUCE | The SAUGEEN R/C FLYERS are having a FUN FLY at their field on Saturday June 15 2019 at 9.00 am. Refreshments will be provided for a small fee. Ample free parking. No landing fees. Come fly at our beautifully manicured field. See our Facebook page for directions and further information. See you there. <https://www.facebook.com/groups/2020425214941215/> | 2019-858 | <http://www.saugeenrc.ca/>

**JUNE 29, 2019 - SATURDAY** | Fun Fly | 2 Days | Canada Day Open House | BLUEWATER R/C FLYERS | FIELD - 2590 PETROLIA LINE | Sarnia's Bluewater RC Flyers are holding an open house at their Petrolia line field to promote the hobby in the community. It will be a fly what you bring type of week end with fun activities such as Balloon burst, Limbo, Spot Landing etc, a candy drop for the kids, buddy box flying for the public, and flight simulators, some quad

and FPV flying. It is open to all pilots with MAAC/AMA membership and all airplane types and has no landing fee but donations to the club would be greatly appreciated. Dry camping is available free of charge and there will be generators available for electric airplane charging. Come out and have a fun week end at our great flying site. | 2019-1020 | <http://www.bluewaterrcflyers.com/>

**JULY 06, 2019 - SATURDAY** | Fun Fly | 1 Day | Annual Scale Rally | FOREST LAKESIDE FLYERS | Club Field 5801 PROOF LINE LAMBTON SHORES, ON | Saturday July 6, 2019- Forest Lakeside Flyers Annual Scale Rally at their club field, west off Hwy #21, on the Proof Line Road, approx 4 Km north of Forest Ontario. Refreshments and hot dogs available. Great Flying site, no entry fees, lots of visitors. 450ft x 400ft grass flying site. Flying 9 am til 4 pm. No rain date. Contact: Stuart Schroeder 226-402-4527 | 2019-41 | <http://www.forest-lakeside-flyers.com>

**JULY 07, 2019 - 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. | 2019-281 | <http://woodstockrc.club>

**AUGUST 03, 2019 - SATURDAY** | Air Show/Demo | 2 Days | Memorial Scale Rally | BLUEWATER R/C FLYERS | FIELD - 2590 PETROLIA LINE | Bluewater RC Flyers are hosting their 42nd Annual Scale Rally on the August long week end at the club field on Petrolia Line at Plank Rd. We are trying a new format this year and are making it a two day event. Dry camping but a limited number of spots are available so pre registration will be available and recommended, by e.mailing [pchitty@cogeco.ca](mailto:pchitty@cogeco.ca) a donation for camping would be greatly appreciated The event is open to all Scale aircraft including Jets and Heli's. The field offers a 200x450ft grass landing strip. A donation for camping to club funds to help offset expenses would be appreciated. | 2019-857 | <http://www.bluewaterrcflyers.com/>

**AUGUST 10, 2019 - SATURDAY** | Fun Fly | 1 Day | Forest City Fun Fly | FOREST CITY FLYERS INC. | FORD TRI-MOTOR FIELD | Event is free. Open flying for the day. Food and beverages will be available. (Sorry no Jets) | 2019-1066 | <http://www.forestcityflyers.com/>

**SEPTEMBER 18, 2019 - WEDNESDAY** | Fun Fly | 5 Days | ThunderThrust over Chatham Kent Airport | SOUTH WEST ONTARIO

ZONE | C-K MUNICIPAL AIRPORT 8528 FOURTEENTH LINE RR2 MERLIN | Seventh annual ThunderThrust Jet Rally over Chatham Kent Municipal Airport. Camping on site, no hook up. Group dinners every night, award banquet on Saturday. This is the last jet rally in the zone, come out and have a lot of fun. All jet models are welcome (turbines, EDF, turboprops, turbine helicopters) Hope to see you there. | 2019-1021 |

### *Les lignes directrices des histoires* *suite de la page 88*

#### ARTICLES DE CONSTRUCTION

Nous aimerions offrir des articles de construction assez souvent ou des reportages qui traitent de techniques de construction ou de finition. Le même principe s'applique : nous voulons savoir pourquoi quelqu'un veut utiliser une technique ou ce que vous en retirez, personnellement.

Le reportage de Carl Layden sur la façon de personnaliser une maquette presque prête à voler (ARF) (en page 34), voilà un bon exemple de trouver l'inspiration et de partager des façons de s'engager plus résolument au sein de notre passe-temps. Vous noterez que Carl donne le ton immédiatement en déclarant tout haut que les ARF se ressemblent tous. Ce reportage aurait pu devenir un article de construction ou un survol des nombreuses techniques spécialisées en modélisme.

Cette contribution de Carl compte 2 000 mots (et 11 photos), certaines photos servant vraiment à mettre en vedette la présentation. En fait, nous avons demandé à Carl de prendre quelques-unes de ces photos.

#### ÉDITION FINALE

Si vous vous inquiétez de ne pas être un rédacteur ou une rédactrice de talent, n'ayez pas peur. Je suis ici afin de faire de l'édition et il me fera plaisir de transformer une première ébauche en quelque chose de potable pour nos pages. De l'ajout de points en style télégraphique (bullet points) à simplifier du texte un peu trop complexe, vous devriez profiter de mon savoir-faire en édition et vos textes s'en porteront très bien. Personne n'est un bon éditeur de son propre travail. ✈



# LES LIGNES DIRECTRICES DES HISTOIRES

**Keith Morison - 24909L**

Editor

403.510.5689 | editor@modelaviationl.ca

Model Aviation Canada recherchera un nouveau style de contenu à partir de maintenant. Histoire d'aider nos collaborateurs à atteindre cet objectif, nous avons révisé nos lignes directrices pour quiconque veut soumettre du matériel et voici quelques-uns de ces principes. Vous noterez aussi que j'ai inséré le nombre de mots et de photos dans ces descriptions. Ce sont des lignes directrices mais nous dégagerons toujours de l'espace pour les comptes-rendus sensationnels.

## EN GÉNÉRAL

Notre mandat passera des rapports de zone et de comité à plutôt la célébration de notre passe-temps et de nos membres. Ce faisant, nous voulons que nos comptes-rendus reflètent le côté humain des sujets, dans la mesure du possible. Le MAAC, c'est une communauté forte de ses membres et voilà ce que nous voulons partager.

Mais avant de barbouiller le papier ou de faire promener vos doigts sur le clavier, communiquez avec moi à l'adresse editor@modelaviation.ca de sorte à ce que nous nous assurions que l'article cadre dans le projet et que nous nous en servions. Peut-être avons-nous quelque chose de semblable en chantier, si bien qu'il se pourrait que nous combinions ces textes.

## PHOTOS

De bonnes photos font toujours ressortir un bon reportage. La première pour obtenir de bonnes photos, c'est de les planifier et de les préparer avec soin. Il est rare qu'un cliché rapide vous donne de bons résultats. Attention notamment à : les distractions d'arrière-scène, vous pencher vers vos sujets, les visages ou les sujets ombragés, l'affichage de la date dans le coin des photos ainsi que les fichiers de basse résolution.

L'une des meilleures façons d'obtenir de bonnes photos, c'est de dénicher ce membre ou cette membre du club qui raffole de la photographie et de lui demander de croquer les photos. Le deuxième conseil, c'est de ne pas avoir peur de partager davantage de photos que ce que vous croyez avoir besoin. Dans une vie antérieure, j'effectuais l'édition de photos, si bien que je suis très habitué de travailler à partir d'une sélection d'images. Cela nous permettra d'utiliser diverses photos pour les besoins de médias sociaux et des autres types de promotion.

Les fichiers originaux de photos peuvent être volumineux, alors les services de partage de photos comme DropBox pourraient être très utiles.

## LES VIGNETTES

Il n'y a rien de plus frustrant que de visionner une photo absolument magnifique sans pour autant dénicher quoi que ce soit à son sujet. Idéalement, chaque photo que vous soumettez devrait contenir les renseignements de base de vignette, ce que nous appelons communément (dans la tradition anglophone) les « cinq W » (qui, quoi, où, quand et pourquoi).

Selon le contexte, il se peut que nous ne puissions pas utiliser tous les renseignements mais ils sont pratiques à savoir. Plus vous offrez d'information, le mieux c'est.

## PROFILS DE CLUB OU DE MEMBRE

Nous voulons mettre en vedette nos membres et clubs – et ce, régulièrement – puisqu'ils constituent la matière première de nos communautés. Dans leur vie respective, ces gens-là partagent leur passion et l'enthousiasme qui les nourrit; faisons de même dans les pages de Model Aviation Canada.

Bien que les faits de base soient toujours importants, il est bien plus intéressant de traiter des raisons pour lesquelles ces modélistes se sont lancés dans le passe-temps; une fois que nous frôlons ce sujet (ce qu'ils retirent de s'adonner au modélisme), leurs propos deviennent intéressants et souvent contagieux.

L'article de Ken Kalnyuk sur l'anniversaire du WHAM (page 30) compte 712 mots et comporte quatre (4) photos.

## RAPPORTS DE FUN-FLIES ET AUTRES ÉVÈNEMENTS

Le MAAC traite de plusieurs Fun-flies annuellement et ceux-ci peuvent être de simples rassemblements de club ou encore, d'importants évènements de zone. Ce serait facile de tomber dans le piège de la narration «X nombre de personnes se sont présentées; nous avons dégusté un repas-partage au terrain; les conditions étaient trop venteuses pour certains pilotes; nous avons beaucoup ri; certains pilotes ont récupéré leur appareil en pièces détachées; jetez un coup d'œil aux photos.»

Sans l'ombre d'un doute, ces comptes-rendus comporteront beaucoup de photos, mais quelques centaines de mots lui conféreront une saveur particulière. Recherchez le côté spécial du rassemblement. Peut-être s'agissait-il d'une épreuve qui a mis les participants à l'épreuve, un thème pour maquettes comme les coucous de guerre ou des biplans... ou encore, vous pourriez nous parler des meilleures maquettes et des pilotes qui étaient au rendez-vous.

## RAPPORTS DE CONCOURS

Si vous voulez soumettre un rapport de concours, rappelez-vous qu'en général, notre lectorat ne connaîtra pas la différence entre les catégories F3A et F1D sans que les questions fusent.

Le reportage de Peter Cook sur la Coupe Can-Am d'astromodélisme (en page 40) est un superbe exemple d'un compte-rendu de concours qui est accessible auprès du modéliste moyen. Les épreuves sont expliquées en termes simples et il a été franchement question des forces et faiblesses de l'équipe. Ce qu'évite ce compte-rendu, c'est une description – ronde par ronde – des épreuves. Certainement, certains tels reportages vont s'appuyer sur une description chronologique du concours; mais ce reportage de la Can-Am bénéficie de la mise en vedette de plusieurs maquettes et épreuves.

Ce reportage de la Coupe Can-Am compte environ 2 000 mots et comporte sept (7) photos. Une plus grande sélection de photos aurait pu être utilisée.

*suite à la page 89*

# STORY GUIDELINES

**Keith Morison - 24909L**

Editor

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Model Aviation Canada will be looking for a new style of content, moving forward. To help our contributors meet that need, we are revising our submission guidelines but for now, here are some of the principles of what we will be looking for. You'll note some word and photo counts in the descriptions. They are a guideline, but we'll always make room for great stories.

## IN GENERAL

Our mandate is moving from zone and committee reports towards 'celebrating the hobby and our members.' As such, we want our stories to reflect the human side of the subject wherever possible. MAAC is a strong community of modellers, and that is what we want to share.

But, before you put pen to paper, or fingers to keyboard, get in touch with me at editor@modelaviation.ca so we can make sure the article will work and when we will use it. We might already have something similar in the works, so we might end up running them together.

## PHOTOS

Good pictures can really set a story apart. The first step to getting good pictures is to plan them out, and be deliberate in setting them up. Grabbing a 'quick snap' rarely brings great results. Things to be careful of include: distractions in the background, looking down on the subject, faces or subjects in the shadows, date stamps on the photos, and low resolution files.

One of the best ways to get great photos is to find that club member who is an avid photographer and have him or her take the photos. The second tip is to not be afraid of sharing more pictures than you think will be needed. I have a background in photo editing, so working with a selection of images is second nature to me. This will also allow us to use different photos in social media and other promotions.

Original files from the camera can be large, so file sharing services like DropBox can be a huge help.

## CAPTIONS

Nothing is more frustrating than seeing a great photo and not being able to find anything out about it. Ideally, every photo you send in should have the basic caption information, known as 'the five Ws.' Who What Where When and Why.

Depending on the context, we might not use all of the information, but it is great to have. The more information the better.

## CLUB OR MEMBER FEATURES

We do want to feature our members, and clubs, on a regular basis as well, as they are the 'meat' of our communities. Sharing the passion and enthusiasm that makes them 'tick' is what they tend to do in real life, so let's do the same in Model Aviation Canada.

While the basic 'facts' are always important, it is far more interesting to talk about why people are in the hobby and once we

get into what they get from being involved, it gets interesting and often infectious.

Ken Kalnyuk's WHAM Anniversary article on page 30 is 712 words with four (4) photos.

## FUN-FLY OR OTHER EVENT REPORTS

MAAC has a lot of Fun-Flys each year, and they range from club gatherings to major zone events. It would be easy to fall into a rut with these reports. 'X many people showed up; pot luck dinner at the field; too windy for some; laughs were had; pieces were picked up; see the photos.'

Without a doubt, these features will be photo-heavy, but a few hundred words to set the scene are well worth it. Try and find something special about the event. Maybe it is a flying task that challenges the participants, a model theme such as warbirds or biplanes, or maybe talk about the best and brightest models and pilots who were there.

## CONTEST REPORTS

If you want to send in a competition report, remember that the majority of our audience won't know F3A from F1D without asking a whole bunch of questions.

Peter Cook's Space Modelling Can-Am Cup story on page 40 is a great example of a contest story that is accessible to the average modeller. The tasks are explained in simple terms and the team's strengths and weaknesses are discussed openly. What the story avoids is a 'round by round' detailed description of the events. Certainly, some competition stories will rely on the progression through the event, and the Can-Am Cup story benefits from featuring several different models and tasks.

The Can-Am cup story is about 2,000 words, with seven (7) photos. A wider range of photos could have been used.

## BUILDING ARTICLES

We want to regularly look at build articles, or features that look at building or finishing techniques. The same principle applies in that we want to know a bit more about why someone would want to use a technique or what you get from it, personally.

Carl Layden's story about personalizing an ARF on page 34 is a good example of finding inspiration and sharing some ways to make the hobby more engaging. You'll note that he opens with a personal observation about ARFs being all the same. This could have been a build article from the ground up, or a look at any number of specialty techniques in the hobby.

This story comes in at 2,000 words, with 11 photos, with a couple of photos used to make the layout really stand apart. In fact, some of these photos were shot by Carl at our request.

## FINAL EDITING

If you're worried about needing to be a top notch writer, then fear not. I'm here to edit stories for print and am happy to take a rough draft and make it work on the pages.

From padding out bullet points to trimming down heavily padded language, you should take advantage of our editing skills to make your submissions the best they can be. Nobody is a good editor of their own work.



## George Parry #1873L Past President

George was born in Toronto, Ontario, on Aug. 28/22, the third child to Lambert and Jessie Parry.

He began modeling around age eight, taught by his older brother, and his first model was an ROG. He continued building until around the age of 15 ... all rubber powered models, and one called Wakefield Winner which disappeared under hand winds to a Winter thermal. He was never able to compete in contests because he spent every Summer at the family cottage at the Severn River, where his love of fishing and boating began.

When he was 19 he enlisted in the Canadian Navy, and was sent to England for training in Landing Craft. He took part in landings in Sicily, Italy and Normandy, receiving five different medals for his service. He came home on leave in Dec. 1944 at which time he married Audrey. He returned to service again in Jan. 1945 and was stationed on a corvette in Liverpool, NS until August.

He began modeling again and joined the Canadian Gashoppers Modeling Club and began competing at sites like Gananoque, Mountain View and many contests in the United States. This club was the source for many of the really good modellers, such as Jack McGillivray, Bob Gordon, Mike Thomas, John Scott, Ed Flangan, and Bill Penny.

The need to compete eventually took most of these fliers to the mega Nationals south of the border as well as to most of the contests that were within a reasonable driving distance from Toronto. It was a close knit group of very competent fliers that usually ended in them bringing most of the trophies back over the border. Eventually most of these fliers became interested in FAI, and a much more intensive and time consuming type of flying became the norm. This was in 1957 and George's interest at that time was power, and after competing in the trials made the team that went to Cranfield, England in 58. He represented Canada again in 61, still in power, where he placed 7th in the world. About this time his interest changed to rubber and he began competing in that event.

He served as President of MAAC between 1963 to 65. At the time it was a very small operation with about 950 members and was carried out from his home.

Modelling then took a back seat to another interest when we joined the MG Car Club, and weekends were spent in ice racing, gymkhanas, and really big rallies like The Winter Rally.

George did not get back into modeling until 1985 when he began spending winters in Florida. He flew many SAM events and at the same time started building rubber and competing in those events. For the past three years the only competing that he has done has been at the GREAT GRAPE Gathering and again mainly because of the lack of flying fields and the chance to test and fly locally.

- Audrey Parry



## Jim Eichenberg #29270 L

It is with a very heavy heart that we try to come to terms with the passing of such an extraordinary man. Jim was one of the longest serving active members of the Oakville Model Flying Club, only a handful have been with the club longer. Jim joined the club in 1988. If anything ever needed doing at the Club, Jim has been the 'go-to' guy since the late '80s. He has been on the club executive for 26 of his 30 years with OMFC, serving as Newsletter Editor, President, Secretary and Treasurer, and also the club's representative in our region of MAAC, a Wings instructor, and Chief Flying Instructor in the early 90's. He was honoured with an OMFC Lifetime membership in 1997.

He was involved with precision aerobatic contests and is also known for being the organizer of the annual Frozen Finger Fly and has also organized the Annual Air Show numerous times.

Apart from his activities with OMFC, Jim was heavily involved with a glider club, CMAS [Canadian Aerotow Society], the RCMP Veterans Association, his local church, and the Knights of Columbus. His was a very busy life but he just seemed to thrive at being so heavily involved and committed in every role he accepted. He would accept any role or request for help from the club, or members, usually without question and he was always one of the first to show up for duty.

We all knew this man in OMFC; he was generous in every way, there was not a club activity or event that he was not involved with in some way or other. So Jim where ever you are up there. "Level your wings and let her fly." Look down on us, smile and remember all the good times we all had together. You will always be considered a true friend.

We are not saying goodbye Jim, we are saying see you later and when you get to the big flying club in the upstairs, you will not need to take a wings test. You earned your wings for heaven long before you left us.

Thanks for everything my friend. See you later



## OBITUARIES

### Jacques Chave #10159

Jacques was born in Nimes, France, October 5th, 1934. At the age of six his country was overwhelmed in WWII and he remembered those years with their "airplanes, secrets, and the thrill of a piece of chocolate handed from soldiers." By his 'teens, Jacques was building model planes, and later he entered military service in the French Air Force learning aerial photography.

Jacques immigrated to Canada with his family in 1963 settling in Kamloops, B.C. Soon Jacques was building model planes again and encountering others at a local flying area where his experience and generous ways made him some lifelong friends in the hobby.

He joined MAAC in the 1970's and never ceased building and instructing whether in workshop or field. For nearly fifty years, Jacques' skills and kindness made him one of the "go-to-guys" of the region's flying community.

Jacques flew his last flight at the KMAS Tolko Field on August 4th despite a summer of cancer treatments. He passed away on September 27th, one week before his 84th birthday. Fellow members of the Kamloops Model Airplane Society fulfilled a last request dispersing some of his ashes near where he regularly stood to fly. Jacques' Taube model, propeller running, did the dispersal over the grass and a brief memorial flight completed the farewell to a long time, respected and beloved flying friend.

- John G. Edwards – MAAC # 57680



### Orville Olm #7421 1942 - 2018

In addition to having been a long-time member of Hub City Radio Control Club in Saskatoon, Saskatchewan, Orv was known internationally, along with his wife Marcy, as a dedicated free flight enthusiast, keen rubber powered free flight competitor, and an innovator in the free flight community. Orv designed, manufactured, and provided from his website "Gizmo Geezer" an array of products for the free flight hobby including winders for rubber power motors, and the famous Gizmo Geezer free-wheeling propeller assembly.



His other interests included vintage motorcycles, where he served as secretary of the Canadian Vintage Motorcycle Group (Saskatchewan Chapter). He was also a musician, singing and playing his Martin D-45 guitar at local bluegrass music jams.

Orville's modelling activities began as a child growing up on a farm in rural Saskatchewan, with a rubber powered stick-and tissue Spitfire. As a member of the HCRCC, he arranged for and organized winter season indoor free-flight sessions at a local gymnasium, outdoor Cloud Tramp mass launches, and flew RC-assisted glow and diesel-powered models out at the club field.

His list of achievements in the world of modelling is very long. He was an active member of the Flying Aces Club organization and he and Marcy travelled to numerous free flight gatherings in the U.S.A, including the Geneseo and WestFAC contests.

He also flew control line, specializing in 1/2A models and especially antique and old-time designs such as the Stunt Goat and vintage Jim Walker models. He taught many newcomers to control line to fly with his 049-powered trainers made from sheets of coroplast.

He was skilled as a CAD operator and machinist. As an example, at one of the club meetings he brought to show and tell a pulse jet engine that he had fabricated from scratch.

The international modelling world will miss "the Geezer", as do we at HCRCC.  
Darryl Wurtz, on behalf of the HCRCC.

### James "Jim Smith Jr" Smith 1943 - 2017

He was known to us in the Hub City Radio Control Club in Saskatoon, Saskatchewan as Jim Smith "Junior" because he was the younger of the two Jim Smiths who were members of the HCRCC.



Jim was an active member in many clubs and organizations in the city. He never sat still for long, he was forever helping anyone that needed it, whether they asked or not. He enjoyed snowmobiling, fishing, antique cars, travelling in the family motor home and building and flying RC aircraft.

Jim had the Irish "gift of the gab", and in addition to having been the past President of the HCRCC, he took on the role of Master of Ceremonies at our annual awards night banquets and as well M.C. duties at the grand opening of the club's new field on July 1, 2016. Also, he took on the task of designing and procuring all of the signage for our new club facility.

Of particular interest to Jim was the building and flying of float planes, which took him often to Diefenbaker Lake where he also enjoyed another of his hobbies, boating.

Darryl Wurtz, on behalf of the HCRCC



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