

Model Aviation

CANADA



Published by Morison Communications



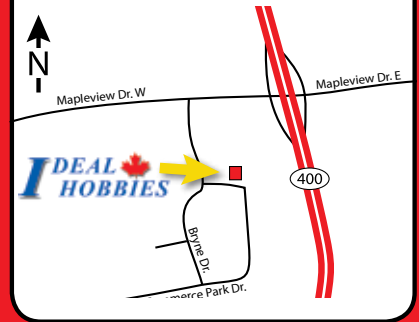
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Model Aviation Canada
is Published by
Morison Communications

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

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

Submissions

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

Submission Deadlines

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

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MAY-JUNE 2019 - VOL. 50 NO.3

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Andy Smith's De Havilland Gipsy Moth model looks gorgeous in the air. More gorgeous scale models can be seen in the story about the KW Flying Dutchmen's 50th anniversary Scale Model Air Show.

Photo: Steve Bock

K-W Flying Dutchmen 50th ANNUAL SCALE MODEL Air Show



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PRESIDENT'S MESSAGE



Peter Schaffer - 44429

President

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President's Message

Model aviation has a long history in Canada, and MAAC has been a part of the hobby for 70 years. Over the decades, we have seen some big changes in our hobby, from free flight to single channel radio control, to proportional radios, and now including things that our founding fathers would have never dreamed of. Through all of the changes, MAAC has kept in touch with our roots, embraced changes and new technologies, and grown over time.

The current big change facing our hobby is the new RPAS regulations that have been implemented by Transport Canada. On the surface, these new rules place a lot of requirements on the traditional hobbyist that would include pilot licensing, aircraft registration, and restrictions on where model airplanes could be flown. Fortunately, MAAC's safety record and involvement in the regulatory process has earned our members the freedom to fly according to our rules, as we always have.

The proliferation of consumer level 'drones'

has forced the government's hands into making regulations. The good thing is that over the past decade, MAAC has been directly involved with Transport Canada's efforts to review and adapt to the new RPAS landscape.

MAAC has a 'seat at the table', quite literally, in part because of our long history of overseeing the hobby in Canada and because of an enviable safety record. Our position has been well voiced by Rodger Williams, and Richard Barlow before him, as our representative to Transport Canada, with the expert help of their advisory group members. Through the process, we've advocated for sensible regulations for our hobby, on behalf of all modellers, not just our members.

Transport Canada announced an 'Interim Order' in the spring of 2017 that was a quickly written set of rules to get a handle on the growing number of 'drones' being used both commercially and recreationally. At that time, they also recognized MAAC's culture, and history, of safety by allowing us to continue flying by our rules... for the most part. The interim regulations also had different regulations for recreational use and commercial use of remotely piloted vehicles. The new regulations don't make

that distinction.

As of June 1, 2019, the interim regulations are done, and the new regulations governing Remotely Piloted Aircraft Systems (SOR/2019-11) will be in force. These regulations apply to anything heavier than 250 grams, up to 25 kilograms. However, we are pleased to say that Transport Canada has again recognized MAAC's history, and the importance of model aviation as a hobby. For now, MAAC members will be able to enjoy our hobby as we traditionally have, following the MAAC Safety code and working within our guidelines.

Our self-policing rules and the record of their success is ultimately what has gotten us to where we are today. In this ever-changing hobby, we need to remember that nothing is guaranteed to stay the same, and if we aren't careful, we could lose the freedom we've earned. Elsewhere in this issue of Model Aviation Canada you'll find a breakdown of how the new regulations impact our members, and reminders of what you need to do to fly within our Safety Code and guidelines. I'm sure it will all be familiar to you, but particularly now, it is important that you remind yourself of MAAC's rules so we can continue to enjoy our hobby in our own way. ✨

MESSAGE DU PRÉSIDENT



Peter Schaffer - 44429

Président

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L'aéromodélisme jouit d'un long historique au Canada et le MAAC fait partie de notre passe-temps depuis 70 ans. Au fil des décennies, nous avons assisté à de grands changements au sein de notre passe-temps : le passage du vol libre au vol télécommandé à une seule voie, les émetteurs proportionnels et d'autres innovations dont pouvaient tout juste rêver nos fondateurs. Malgré tous ces changements, le MAAC a maintenu contact avec nos racines, il a embrassé le changement et l'arrivée de la nouvelle technologie et a connu une croissance.

Le gros changement actuel auquel se bute notre passe-temps, c'est la nouvelle réglementation sur les systèmes d'aéronefs

télépilotes (SATP ou en anglais, l'acronyme RPAS) qu'a adoptée Transports Canada. En surface, ces nouveaux règlements imposent plusieurs exigences au modéliste traditionnel qui incluraient les permis de pilotage, l'immatriculation de la maquette et des restrictions sur les endroits où pourraient évoluer ces maquettes. Heureusement, la feuille de route du MAAC en matière de sécurité et son implication au sein du processus réglementaire ont fait en sorte que nos membres maintiennent leur liberté de piloter en observant nos règlements, comme nous l'avons toujours fait.

La prolifération de drones de bas de gamme a forcé la main du gouvernement qui n'a eu d'autre choix que de concevoir des règlements. Le bon côté : au cours de la dernière décennie, le MAAC s'est directement impliqué au sein du travail qu'effectuait Transports Canada lorsqu'est

venu le moment d'examiner et de s'adapter au nouveau paysage de ces aéronefs SATP.

Littéralement parlant, le MAAC possède son siège à la table, notamment en vertu de notre long historique de surveillance du passe-temps au Canada et grâce à notre bon rendement en matière de sécurité. Notre point de vue a été bien défendu grâce à Rodger Williams (et à Richard Barlow avant lui) en sa qualité de représentant auprès de Transports Canada. Les membres de notre groupe consultatif ont aussi donné un bon coup de main. Grâce à ce processus, nous avons milité en faveur de l'adoption de règlements qui soient réceptifs à notre passe-temps, au nom de tous les modélistes, pas seulement nos membres.

Transports Canada a publié un ordre intérimaire au printemps 2017 qui s'est avéré un amalgame de règlements rapidement

suite à la page 55



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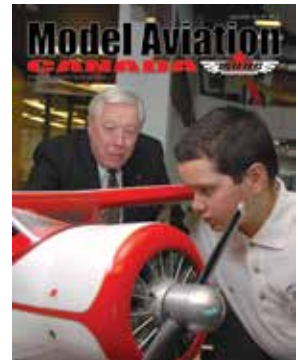
HALL OF FAME



DOUG MACMILLAN

Doug MacMillan has been recognized 'Nationally', with the 'Hall of Fame Award' for his long service of contributions towards promoting MAAC as a Zone Director, organizing many events in B.C. and Alberta and his contributions to RC Scale both in Canada and the United States. Congratulations Doug you are very deserving of this award and your dedication to the hobby.

- Roly Worsfold



LETTERS

THANKS FOR YOUR THOUGHTS

In 2000, when Orv (and I) started GizmoGeezer Products, the business plan was a well-thought-out document. It revolved around the desire to invent revolutionary products for a hobby he loved. He wanted to share ideas and experiences with like-minded flyers. And importantly – it was about “becoming famous – not making money!” I teased him that he was successful on at least the second part of that last point!

I think we came to the conclusion that, really, the best thing about GizmoGeezer was the wealth of friends we made and the fun times we had with those friends.

I'd like to thank the people who sent along their kind thoughts since September; the house has been pretty quiet and your notes have made me smile. I've passed them all along to our kids.

I'm also absolutely thrilled to let you know that John and Brenda Wiebe, of Model Aviation Products (MAP) in Manitoba, will be picking up the GizmoGeezer line: nose buttons (they are being assembled at this moment) and freewheelers (John has decoded the magic and has the moulds in hand, so watch the MAP website for updates).

John and Brenda also sell balsa and model kits. MAP contact information is www.modelaviationproducts.com (204-324-9741)

Thermals! Marcy

SAUNDERS ST27 MEMORIES

I read with a lot of interest the article about the Saunders st27. I worked on two of the Herons that were sent across from Southend airport in England, where I was



I would just like to thank all the staff in MAAC for the awesome work you do.

This past summer when my son Peter Farrar was awarded the Jack McGillivray bursary we were so thrilled. I appreciate how many great candidates there must be applying, and choosing cannot be an easy task. My son has constantly impressed me with his love of aviation, and being chosen is a great honor. When I saw the photo and story in the recent Model Aviation Canada Magazine, I was quite choked up.

When you see the attached photo perhaps you will understand how poignant the Harvard is to us. Peters father flew and instructed on them in Penhold and when he was young all he wanted to do was crawl on one. At cadet camp he was chosen from hundreds of students to take a fam ride in one during the Vintage Wings tour. Today he was outside inspecting and doing an engine run up on one!

Thanks again from our family, truly this makes us so proud.

Daryll Farrar

doing my aircraft mechanic apprenticeship. The two were ex Queens flight aircraft, one dayglow orange and one gray. The engines had top end overhauls carried out and had long range fuel tanks added for their flight to Montreal where one of my past workmates

ended up working on the same two aircraft.

I was very surprised as I presumed the aircraft were long gone. Just wanted to share that piece of info with you.

Thanks,
Peter Sills#10891

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BÉNÉVOLES DE CLUB

Si un questionnaire était envoyé à tous les clubs inscrits au sein du MAAC et que l'une des questions était : « Votre club compte-t-il un membre qui prend sur lui-même d'accomplir de nombreuses tâches au sein du club sans dire un mot ou sans s'attendre à recevoir une quelconque reconnaissance? », je ne serais pas étonné que la plupart répondent par l'affirmative.

Certains clubs ont la chance de posséder un terrain de vol doté d'une piste (ou de plusieurs pistes) si bien entretenue(s) qu'un golfeur professionnel n'hésiterait pas à s'y pratiquer. Cela requiert des heures et des heures de coupe tout au long de l'été. Si le club possède une liste de bénévoles qui coupent l'herbe aussitôt le printemps venu, il n'y a pas de problème. Mais si le contraire est vrai, il y aura beaucoup de tractations et de tordage de bras d'ici à ce que la liste soit complète.

Ensuite, bien sûr, la pelouse doit être entretenue tout au long de l'été. Si votre club a la chance de pouvoir compter sur un membre qui s'occupe de ce travail, tous les membres bénéficieront de son travail.

LA SÉCURITÉ NE PREND JAMAIS DE VACANCES

La zone A du MAAC (l'Alberta, les Territoires du Nord-Ouest et le Nunavut) comptait en tout quelque 1 455 membres, fin 2018, ce qui en fait la deuxième zone en importance au sein de notre organisme. Aucune réclamation d'assurance n'a été inscrite l'année dernière, si bien qu'au nom du directeur adjoint et des quatre assistants de zone, je vous remercie et félicite de cette performance.

Vous ne vous trompez pas si vous



Another successful flight – Ron Smith, veteran R/C pilot. / Un autre vol exécuté avec succès – Ron Smith, pilote vétérinaire.

adhérez au Code de sécurité du MAAC, que vous observez les règlements de sécurité de votre club et que vous utilisez « le gros bon sens ». Certains clubs au sein de la zone comptent quelqu'un parmi l'exécutif qui est responsable de la sécurité et c'est une excellente idée. Je crois comprendre que ce n'est pas le cas chez la majorité des clubs et c'est tout aussi correct. Ce que vous, les pilotes, faites sur le terrain fonctionne manifestement. Poursuivez le bon travail!

A.G.A. DU MAAC

L'exécutif et le Conseil de direction feront de leur mieux à l'A.G.A. de Kamloops afin de s'assurer que chaque membre obtienne un bon retour de leur investissement (sous forme d'adhésion au MAAC).

À chaque année lorsque survient le budget, nous passons beaucoup de temps

à retirer des articles qui n'apportent rien au MAAC – ou moins qu'auparavant – et nous retiendrons les articles qui nous servent encore. Combinons à cela les efforts déployés grâce à la technologie moderne (médias sociaux et communication électronique) afin de garder contact avec tous les membres, ce qui les informe du statut de notre organisme et de ses futurs projets.

Tous les membres du MAAC contribuent à contrôler les coûts en pilotant de façon sécuritaire, ce qui maintient nos coûts le plus bas possible. Le MAAC n'a pas imposé d'augmentation de cotisation depuis huit ans et tant l'exécutif que le Conseil de direction travailleront très fort afin qu'aucune augmentation ne soit imposée en 2020. ✨

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A Cessna 170H. / Un Cessna 170H.



Roger Ganley - 6426

Zone Director

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CLUB VOLUNTEERS

If a questionnaire were to be sent out to all registered clubs within MAAC, and one of the questions was "Does your club have a member who takes it upon himself or herself to perform multiple tasks for the club without saying anything or expecting any recognition?", it wouldn't surprise me if most clubs were to answer in the affirmative.

Some clubs are fortunate to have a flying field with a runway (or runways) so nicely manicured that a professional golfer wouldn't hesitate to practice on it. Having such a flying site requires hours of cutting throughout the summer months. If a club has a list of grass cutters that fills up early in the flying season, no problem. But if the opposite is true, an overabundance of stress and hand wringing may result until the list is full.

Then of course, the grass cutting must be maintained throughout the summer months. If your club is fortunate to have that one member who takes it upon himself to get the job done, then all flying members benefit from his voluntary labour.

Safety Never Takes a Holiday

The MAAC "A" Zone, (Alberta, NWT, Nunavut), had a total of 1,455 members the end of 2018, making it the second largest zone in MAAC. Not a single insurance claim was filed last year, and on behalf of the Deputy Zone Director and the four Assistant Zone Directors, I would like to thank and congratulate all members for making this so.

You can't go wrong if you follow the MAAC Safety Code, follow your club's safety rules, and continue to use common sense. Some clubs in this zone have someone on their executive who is in charge of safety, and that's an excellent idea. I understand that the majority of clubs don't have this, and that's just fine also. Whatever you gentlemen are doing in your flying is obviously working. Please continue to keep up the great work!

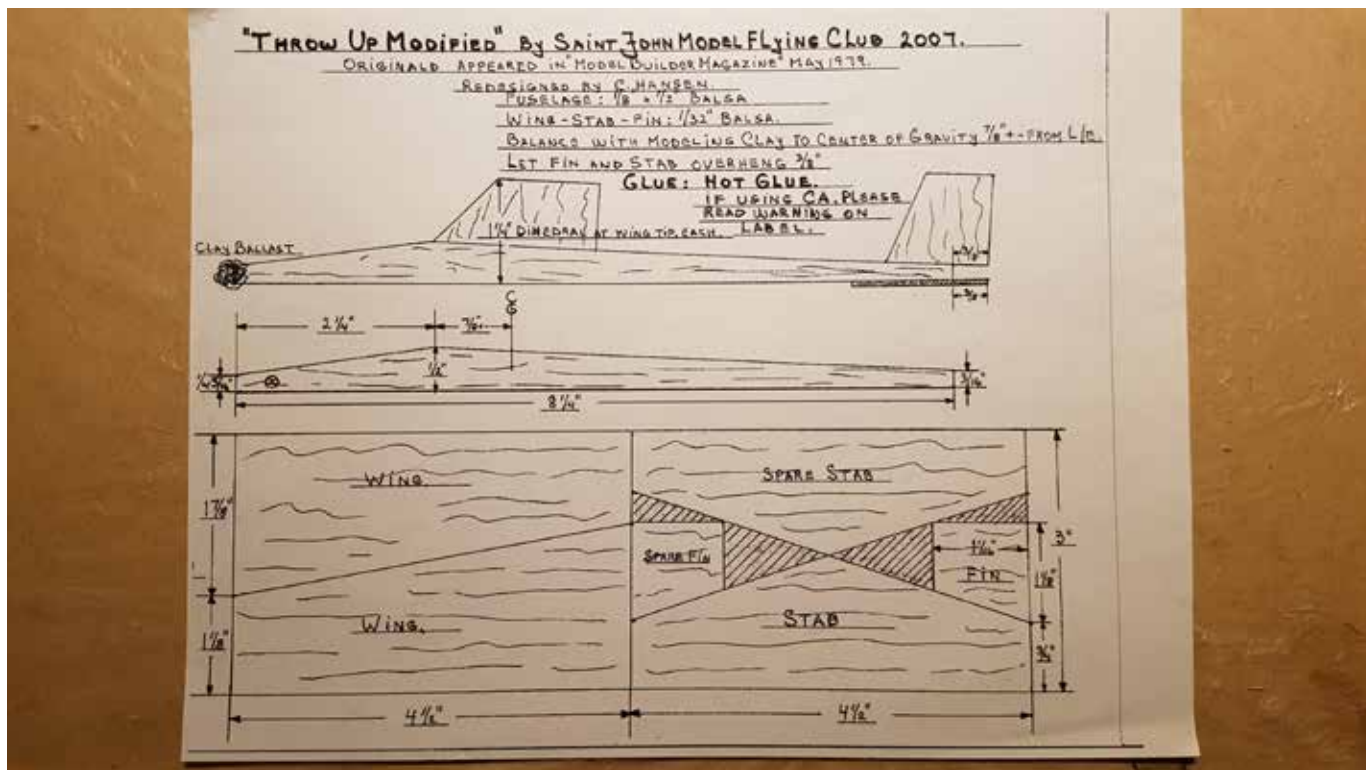
MAAC AGM 2019

The Executive and the Board of Directors will do their best at the Annual General Meeting in Kamloops this year to ensure that each and every member receives a good return on their investment in a MAAC membership.

Every year at budget time, a considerable amount of time is spent on removing items which don't benefit MAAC as much as they may have in the past, and continue to retain the items which do. Combined with that is the effort to use modern technology such as social media and electronic communication to keep all members in touch with the association's present status and future endeavours.

All MAAC members help greatly to keep MAAC's costs under control by flying safely and thus ensuring that our insurance costs remain as low as they can be. It has been eight years since MAAC has experienced an increase in its membership fee and both the Executive and the Board of Directors will work very hard to see that it doesn't increase in 2020. ✨

ATLANTIQUE (B)



Cato Hansen - 61451

Directeur de zone
zd-b@maac.ca

L'Assemblée générale annuelle (A.G.A.) du MAAC vient de se terminer et les deux jours ont été à la fois productifs et fort occupés. Un gros merci est de mise à l'endroit de Rolly, sa femme Diane ainsi que les membres du Club Kamloops KAMS qui ont été les hôtes d'un barbecue à leur terrain de vol exceptionnel.

De retour dans la région atlantique, on m'a invité à parler aéronautique à mon école locale, la MacDonald Consolidated, devant une classe d'élèves en sixième année et j'aimerais partager des photos de ce que j'ai préparé pour que ces jeunes puissent assembler un appareil et le faire voler.

Le Throw Up Modified est un planeur de vol libre d'une envergure de 9 pouces que j'ai redessiné depuis des plans qui ont été publiés à l'origine dans la revue Model Builder en 1979. C'est un planeur tout simple qu'on peut assembler rapidement en guise de projet de groupe et qui ne nécessite que de la colle chaude.



Fuse sticks marked out on a sheet of 1/8" balsa. / Les bâtonnets qui composent le fuselage sont marqués sur une feuille de balsa 1/8 de pouce.

Lorsque j'ai un peu de temps libre, je m'assieds et je découpe 60 ensembles de pièces – ce qui nécessite 12 feuilles de balsa de 1/32 de pouce et trois feuilles de 1/8 de pouce x 36 pouces. Coût total d'environ 30 \$.

Cela représente 50 cents de l'ensemble et c'est l'une des meilleures choses que vous puissiez faire pour apprendre la science

du vol aux enfants et afin de partager les connaissances. Pourquoi ne pas approcher votre école locale et lui laisser savoir que vous aimeriez donner un coup de main si les jeunes font un module sur l'aéronautique?

Si vous aimeriez recevoir un exemplaire du plan, envoyez-moi un courriel et je vous l'enverrai. ✈

ATLANTIC (B)



Cato Hansen - 61451

Zone Director
Directeur de zone
zd-b@maac.ca

The MAAC Annual General Meeting is all over and it was a productive but hectic two days, and a big thank you to Rolly, his wife Diane, and the Kamloops KAMS club that hosted a fine and tasty BBQ on a super flying field.

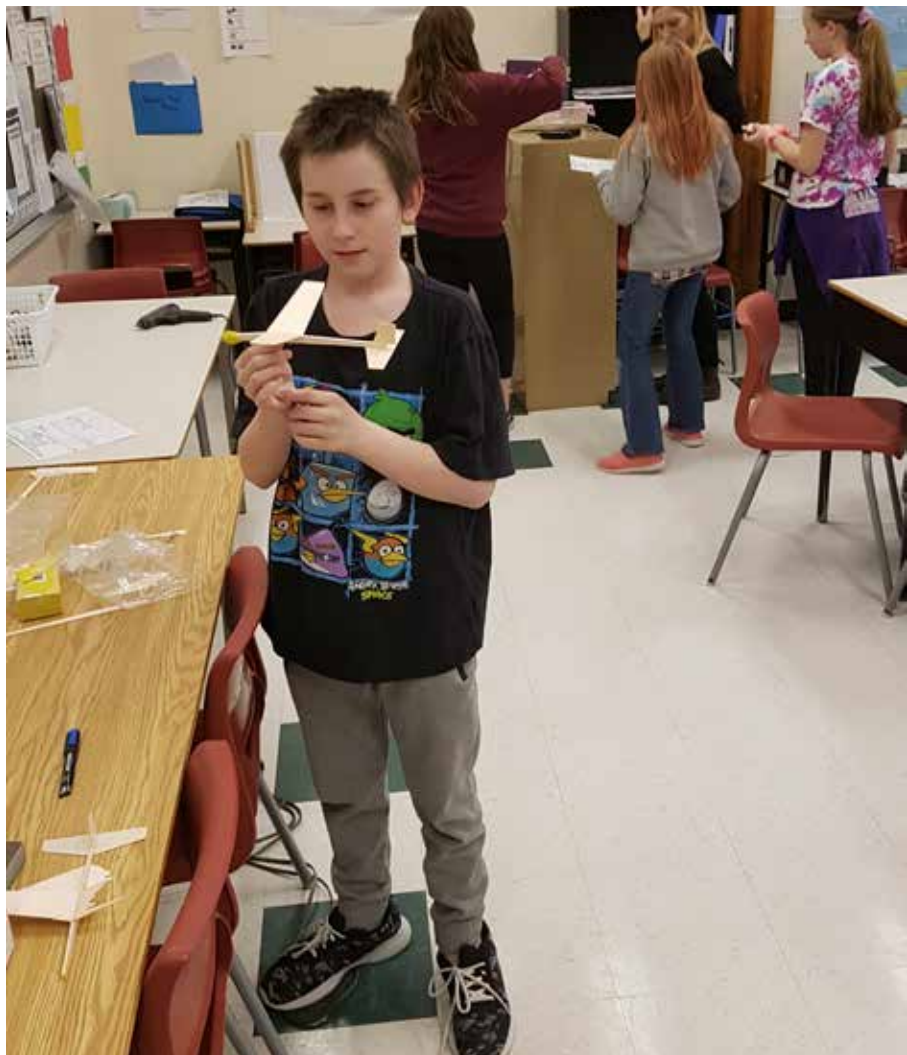
Back to the Atlantic again, I was invited to have a talk on aeronautics at my local school, MacDonald Consolidated, for a grade 6 science class, and I would like to share some pictures of what I cut up for the students to assemble and fly.

The 'Throw Up Modified' is a 9-inch span free-flight glider that I redesigned from plans originally seen in *Model Builder* magazine in 1979. It is a simple building model that can be put together quickly as a group project using hot glue.

When I have some time, I sit down and cut up 60 sets of parts, which takes 12 sheets of 1/32" balsa and three sheets of 1/8" x 36", with a total cost of about \$30, give or take.

That's 50 cents a set and this is one of the greatest things we can do to teach the kids and share our knowledge. Why not approach your local school and let them know that you would love to help out when they are learning about aeronautics!

If you are interested in a copy of the plan, send me an e-mail and I'll send one along. ✈



A class of students finishing their models / Une classe d'élèves en train de travailler sur leur maquette respective.



A bunch of kit stock and a completed model. / Plusieurs composantes de kit et une maquette complétée.

COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



Roly Worsfold - 50286 L
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A.G.A. 2019 DU MAAC

L'Assemblée générale annuelle du MAAC en 2019 s'est déroulée en Colombie-Britannique alors que la Kamloops Model Airplane Society a été l'hôte d'un barbecue, le vendredi soir. La météo était très bonne et plusieurs types de maquettes ont pris la voie des airs. Bill English a préparé d'extraordinaires hamburgers. C'était un après-midi très agréable. Merci.

Nous avons procédé à une journée et demie de réunions du Conseil de direction tandis que le dimanche après-midi était réservé à l'A.G.A.

Pour la première fois, nous avons eu droit à une participation en ligne puisque le directeur de la zone Saint-Laurent, Steve Woloz, ne pouvait être de la partie en personne. Cela a bien fonctionné et nous nous penchons sur la possibilité de diffuser en ligne pour en faire profiter nos membres, lors de l'A.G.A. de 2020.

DÉBUT DE SAISON

Nous sommes en mai et les clubs de la zone C s'affairent à organiser des événements. Ce faisant, d'une façon ou l'autre, chacun tend la main vers sa communauté et fait la promotion du MAAC. Ces activités appuient l'aéromodélisme.

Encourager les membres des clubs à être accueillants et sympathique, ça ne peut que faire bénéficier votre club. Les gens qui vous rendront visite et qui auront le sentiment d'être bien accueillis, voilà qui fait la promotion du club à ces membres potentiels.

Le Groupe consultatif du MAAC de Transports Canada poursuit son travail afin de s'assurer que nos privilèges de vol télécommandé actuels soient maintenus, à la lumière de la prochaine réglementation. D'après les récents renseignements, le tout devrait avoir force de loi d'ici à ce que vous lisiez ces quelques lignes.

Nos représentants ont confiance que nous maintiendrons notre aptitude de faire voler nos maquettes sous l'égide de



The third annual Vernon Spring Swap Shop. / La troisième édition de la vente-échange (Swap Shop) printanière de Vernon.

nos lignes directrices du MAAC et que nous en ressentirons un impact minime, grâce à notre excellente feuille de route en matière de sécurité! Préservez vos bonnes habitudes!

BIENVENUE À UN NOUVEAU CLUB

Les East Kootenay RC Flyers sont en train de s'installer dans le sud-est de la Colombie-Britannique, près de Cranbrook. D'après ce qu'on m'a dit, les protagonistes ont déniché la piste (pour avions à l'échelle réelle) d'un agriculteur d'une longueur de 2 000 pieds dont personne ne se sert; l'agriculteur est



Bob Scheer's Golden Hawks Sabre jet at the Kamloops Mall Show. / Le Sabre en livrée des Golden Hawks de Bob Scheer lors de l'exposition du centre commercial de Kamloops.

d'accord à ce que le club utilise la piste. Les personnes ressources sont Ron Beauchene et Darryl Hill. ✈



Gene Betchthold enjoying some almost spring weather in Kelowna. / Gene Betchthold profite d'une météo presque printanière à Kelowna.

BRITISH COLUMBIA INTERIOR – YUKON (C)



Models on display at the Prince George Mall Show. / Des photos au centre commercial de Prince George. (Photo: Cody Donahue)



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2019 MAAC AGM

The 2019 MAAC Annual General Meeting was held in British Columbia and with the Kamloops Model Airplane Society hosting a barbeque Friday evening. The weather was very good and many different types of aircraft were flown. Burgers “extraordinaires” were cooked by Bill English. A great afternoon shared with the club. Thank you.

We had a day and a half of Board of Directors (BOD) meetings with Sunday afternoon being reserved for the Annual General Meeting.

For the first time, we had ‘online’ participation from the Saint-Lawrence region by Zone Director Steve Woloz. This worked well and we are investigating the possibility of having a ‘online’ viewing for the membership at of the 2020 AGM.

THE SEASON BEGINS

It is May and Zone C clubs are busy hosting events. In doing so, they all, in one

way or another, reach out to the community, promoting MAAC and are activities that support the growth of aeromodeling.

Encouraging club members to being open and friendly complements your club. People visiting the site and feeling welcome promotes the club to potential new members MAAC’s Transport Canada Advisory Group continues to work to ensure our current RC flying privileges are maintained in the light of forthcoming new regulations. Last word is it should be law by the time you read this.

Our representatives feel confident we will maintain our ability to fly within MAAC guidelines with minimal impact, thanks to our excellent safety record! Keep up the good fly safe practices!

WELCOME TO A NEW CLUB

The East Kootenay RC Flyers are setting up shop in the South East of British Columbia, near Cranbrook. Word is they found a farmer’s full-size runway, 2,200 feet long, that is not being used and he welcomed the club to use the site. Club contacts are Ron Beauchene and Darryl Hill. ✈



Dad and daughter enjoying a flight simulator at the Prince George Mall show. / Père et fille profitent d’un simulateur de vol à l’exposition du centre commercial de Prince George. (Photo: Cody Donahue)

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SOUTH WEST BRITISH COLUMBIA (H)



John Deadman - 26518

Zone Director
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Hello, all. At the time of writing this, I have just returned from the MAAC AGM in Kamloops. The meeting was my first as Zone Director and was an informative and it was a productive meeting. I had a chance to meet the other zone directors from across the country in person and finally put a face to a voice on the phone.

After I returned home from the meeting, I was invited by the Spectrum Flyers to attend

one of their night flying sessions. Most days when we are finished flying, the sunlight starts to fade away.

Not so with night flying. I thought "Gee, it is dark how would you fly at night?" Well, I watched the members of Spectrum Flyers light up their aircraft with a lot of LED lights (one aircraft owned by Danny Gill had 527 lights). I was amazed at how visible the aircraft were and how even the standard navigation lights on the wings allowed for easier orientation in the sky... more so even than daylight flying.

At times, there were several aircraft flying

at a time and it was quite a light show. So, one of these days, I am going to give night flying a try. Thanks to the members of the Spectrum Flyers for this chance to witness the event.

As summer is approaching, I will be traveling to more and more flying fields, and events hope to meet you at one.

On a sadder note, I lost another flying buddy and friend as Patrick Odonnell passed away April 1 2019... I urge for those of you who knew Pat to view the Obituary section in this magazine. ✈

SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



John Deadman - 26518

Directeur de zone
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Bonjour, tout le monde. Au moment où je rédige ces paragraphes, je reviens de l'Assemblée générale annuelle (A.G.A.) du MAAC à Kamloops. Cette réunion était ma première à titre de directeur de zone et elle s'est avérée très informative et productive. J'ai eu l'occasion de rencontrer les autres directeurs de zone de partout au pays et cela faisait du bien de pouvoir associer un visage aux voix que j'entendais au téléphone.

En revenant chez moi, les Spectrum

Flyers m'ont invité à me rendre à l'une de leurs séances de vol nocturne. La plupart du temps, lorsque nos séances de vol prennent fin, le soleil est en train de se coucher.

Ce n'est pas le cas du vol nocturne. Je me suis demandé : « En bien, comment peuvent-ils faire voler des maquettes la nuit? ». J'ai observé les membres du Club en train de mettre en fonction les phares DEL sur leurs appareils (l'avion de Danny Gill en possède 527!). J'ai été estomaqué de constater à quel point les avions étaient plus visibles et à quel point même les feux de position sur les ailes l'étaient aussi, ce qui aidait l'orientation afin de savoir comment les maquettes étaient positionnées dans le

ciel... davantage que de jour.

Parfois, plusieurs avions volaient en même temps et le spectacle de lumières était impressionnant. Un de ces jours, j'essayerai ça aussi. Merci aux membres des Spectrum Flyers de m'avoir offert cette occasion.

Puisque l'été approche, je me déplacerai à davantage de terrains de vol et à des événements en espérant vous y rencontrer.

Sur une note plus triste, j'ai perdu un autre compagnon de vol et ami. Patrick Odonnell s'est éteint le 1er avril 2019... J'encourage ceux d'entre vous qui l'ont connu à consulter la nécrologie ailleurs dans les pages de la revue. ✈

MANITOBA NORD-OUEST DE L'ONTARIO (D)



Jeff Esslinger - 64851L

Directeur de zone
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Merci, Randy Hepner, d'avoir rédigé ce rapport de zone.

CE QUE NOUS RÉSERVE L'AVENIR

par Randy Hepner, AZD, 73393

C'est ma première tentative de contribution à un rapport de zone... alors je vous demande d'être patients.

Bien que je sois nouvellement arrivé à titre d'assistant directeur de zone, j'ai servi au sein du Comité de la sécurité du MAAC pendant un moment et plus récemment, j'ai œuvré au sein du Comité CARAC du MAAC, ce dernier se souciant des modifications très importantes au RPAS. Nous travaillons aussi diligemment que possible afin d'accoucher d'un arrangement qui fasse l'affaire des membres du MAAC depuis juin 2001.

Bien que nous espérions que les changements aux opérations du MAAC soient mineurs – et bien que les détails ne soient pas encore concrets – je peux dire avec confiance que nous devons nous ajuster à une nouvelle réalité.

Ajustement numéro 1 – à l'opposé du Magicien d'Oz, nous ne sommes plus au Kansas, Toto.

Tous les membres et clubs devront toujours observer le Code de sécurité du MAAC. Nous n'en sommes plus à nos activités ludiques dans un champ – même si, techniquement, vous l'êtes – on vous



observe, en somme.

Les premières années de l'application des nouveaux règlements seront très importantes – une erreur de taille que commettront les membres du MAAC sera l'objet de bien des regards et cela pourrait faire dérailler tout le travail accompli jusqu'à maintenant. Historiquement, notre organisme s'autogère et il jouit d'une excellente feuille de route au chapitre de la sécurité; poursuivez le bon travail. (Une erreur pourrait être un incident entre une maquette du MAAC et un appareil à l'échelle réelle OU avec une propriété renommée.)

Ajustement numéro deux – n'en faites pas tant que vous vouliez surclasser le numéro 1!

suite à la page 51





MANITOBA NORTHWESTERN ONTARIO (D)



Jeff Esslinger - 64851L

Zone Director

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Thank you Randy Hepner for filing our MAAC Zone report.

WHAT THE FUTURE BRINGS

By Randy Hepner, AZD, 73393

This is my first attempt at contributing to a zone report so... patience, please.

While I am a newly-minted Assistant Zone Director (AZD), I have served on the MAAC Safety Committee for a while and most recently on the MAAC CARAC Committee – the latter dealing with the uber-important changes in RPAS rules. We have been working as diligently as possible to bring home a workable arrangement for MAAC members since June 01.

While we are hoping for minimal change to MAAC operations, and while the specifics and details are not concrete, I can say with pretty good confidence we must “adjust” to

a new reality.

Adjustment number one – we ain’t in Kansas anymore, Toto.

All members and all clubs will always have to be mindful of the MAAC Safety Code. We are no longer just off in a field doing our own thing – even if technically you are – you are being watched, so to speak.

The first few years of the new rule paradigm will be especially important – any big oopsies involving MAAC members will receive extra scrutiny and could undo all the work to date. We are historically a self-policing operation with a great safety record – keep up that good work. (an “oopsie” is an incident between a MAAC airplane and full-scale airplane OR high-profile property)

Adjustment number two – please try to not overdo number one!

This is our passion, our hobby and for many of us, our fun. MAAC, the organization, needs to survive the rules change as well and to do that we need as members.

If existing members or prospective new members find clubs being overbearing

or overly aggressive on rules prevention/enforcement actions, that generally isn’t fun and turns people off. To be clear, I fully support actions, even the possibility of removing flying privilege from a club member who breaks clear rules. I just find that the best way to get rules followed is by making them clear, by having a friendly conversation first. A sterner yet friendly conversation can follow any observed first-time minor transgressions – most people want to belong and want to follow the norms – sometimes, we all just push things a bit – sometimes, we innocently forget.

If after all, they just don’t seem to get the bigger picture, please contact your club President and if need be, your Zone Director, advising of what you observed.

I must say how proud, and humble I am to be a part of the MAAC CARAC Team. I have seen first-hand the many hours the MAAC volunteers put into this process over many, many years. It’s not nearly as simple as one would think – so many different players with different issues. ✨

VALLÉE DE L'OUTAOUAIS (G)



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A.G.A. DU MAAC

Eh bien, l'hiver 2019 a fracassé plusieurs records et je suis heureux qu'il soit derrière nous. Je n'ai pas effectué plusieurs vols hivernaux mais j'ai réussi à faire le baptême de l'air d'une nouvelle maquette, plus tôt en avril. J'ai ainsi connu un bon départ de saison et j'espère que les vols seront nombreux ce printemps et cet été.

Nos collègues de Kamloops (Colombie-Britannique) ont accueilli le MAAC et notre Assemblée générale annuelle. Une fois de plus cette année, la rencontre s'est très bien déroulée grâce à nos hôtes, au terrain du Club et au lieu de la réunion, de même que grâce au dévouement et au travail acharné des membres du Conseil de direction et de l'exécutif, des bénévoles qui ont travaillé tout au long de l'année afin de préparer ces quelques jours.

Les deux jours de rencontres ont atteint tous les objectifs cités à l'ordre du jour. Plusieurs initiatives de taille seront entreprises en 2019, y compris un processus amélioré d'élaboration du budget ainsi qu'un examen formel de la gouvernance du MAAC.

Ces initiatives sont critiques afin de renforcer notre organisme et de concentrer notre attention et nos aptitudes de gestion sur la façon de composer – à partir de maintenant – avec les nombreux

changements et menaces qui surgissent à l'endroit de notre passe-temps. Ces approches formelles et planifiées illustrent l'évolution fondamentale du MAAC vers un modèle rationalisé, progressif et avide de suivre un processus; toutes ces caractéristiques sont nécessaires si nous voulons assurer l'existence et la croissance de notre passe-temps (à longue échéance).

CLUBS LEADERS

Si je m'attarde à une perspective plus régionale, il me fait plaisir d'annoncer que le Conseil de direction du MAAC a unanimement appuyé l'initiative des Clubs Leaders. Ce programme issu de la zone G a été conçu et proposé par Mike Anderson, l'inspiration étant un projet semblable chez nos voisins, l'AMA américaine. Le raisonnement : plus nos clubs affichent l'excellence et la régularité, plus notre passe-temps progressera et plus le MAAC sera attirant aux yeux des membres actuels et potentiels. Le Conseil de direction surveillera attentivement en espérant élargir ce projet-pilote à l'échelle nationale.

Demeurez aux aguets; nous dévoilerons les détails au cours des prochaines semaines. Chaque club aura l'occasion de participer et pourra utiliser cet été afin de préparer sa demande de reconnaissance à titre de Club Leader.

TRANSPORTS CANADA

Compte tenu des prochaines modifications à la réglementation fédérale

au sujet de notre passe-temps, d'ici à ce que vous lisiez ces lignes, vous devriez avoir reçu un ou plusieurs communiqués en provenance de l'équipe de direction du MAAC au sujet du cadre législatif du MAAC à l'intérieur duquel nous devons dorénavant évoluer.

Je ne saurais trop insister sur les deux points suivants. En premier lieu, rien de tout cela n'aurait été accepté n'eût été des efforts extraordinaires et des aptitudes de négociation de notre Comité de Transports Canada (TC). En deuxième lieu, histoire de préserver ce statut privilégié auprès de TC, il est très important que tous les membres du MAAC connaissent et comprennent tous les règlements et qu'ils s'engagent à faire voler leurs maquettes de façon sécuritaire afin de s'y conformer.

Cela aura pour double effet de maintenir nos règlements en place et de maintenir l'assurance du MAAC afin qu'elle demeure viable et abordable.

J'encourage fortement chacun des clubs au sein de la zone G à participer à l'initiative de Club Leader et je souhaite bonne chance à ceux qui relèveront le défi. Grâce à vos efforts, nous concevrons un programme qui améliorera les opérations de club à l'échelle du pays.

J'espère pouvoir voir la plupart d'entre vous – sinon tous – à divers événements au cours de l'été. Prenez soin de vous-mêmes, amusez-vous, faites la promotion de notre merveilleux passe-temps et surtout, pilotez en toute sécurité! ✈

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OTTAWA VALLEY (G)



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Zone Director
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AGM

Well, the winter of 2019 broke several records and that said, I'm glad it's behind us. I didn't do much winter flying, but I did manage to maiden a new airplane early in April, so I'm off to a good start with hopes for a fun spring and summer of flying.

MAAC was hosted by our colleagues in Kamloops, B.C., for our Annual General Meeting. Again this year, the AGM went extremely well due to our excellent hosts, club field and venue facility as well as the dedication and extremely hard work shown by the Board of Directors and Executive throughout the year in preparing for this event.

The two days of meetings accomplished all objectives within the planned agenda. There are several major initiatives to be undertaken in 2019, including a revised and further improved budget development process and a formal MAAC governance review.

These initiatives are critical to both strengthen our organization and focus our attention and management skills on coping with the many changes and threats our hobby faces, going forward. The fact that these are, and will be, formal and planned

approaches shows a positive fundamental evolution of our MAAC towards a leaner, still more progressive and process-driven organization; all much needed to ensure the existence and growth of our hobby in the long term.

LEADER CLUBS

Closer to home, I am pleased to announce unanimous MAAC Board of Directors support for the Leader Club initiative. This Zone G pilot program has been developed and proposed by Mike Anderson, adopted from a similar initiative used by neighbours in the AMA. The thinking here is that, the more excellent and consistent the operation of our clubs, the stronger our hobby will grow and the more attractive MAAC will be to current and potentially new members. The MAAC Board of Directors will be watching carefully with a view towards adopting his pilot country-wide.

Look for a roll-out of the program details in the coming weeks. Each club will have an equal chance to participate and use this coming summer to prepare their application for Leader Club recognition.

TRANSPORT CANADA

Given the upcoming changes in federal regulations regarding our hobby, by the time you read this issue, you will have received

one or more important communiqués from MAAC Leadership regarding the MAAC-specific rule set we will operate within.

There are two important points I feel cannot be overstated. Firstly, none of this would have come to pass without the extraordinary efforts and skilled negotiation from our Transport Canada (TC) Committee. Secondly, in order to keep this "special and trusted" status within TC, it is vitally important that all MAAC members know and understand all rules and commit to flying safely within them.

This will have the dual benefit of keeping our rule set in place and maintaining MAAC insurance both viable and affordable.

I strongly encourage each club in Zone G to participate in the Leader Club initiative and wish best of luck to those which do. By your efforts, we will develop a program which will improve club operations across the entire country.

I hope to see most, if not all, of you at various events over the summer. Take care, have fun, promote our wonderful hobby and, above all, fly safely! ✈

QUÉBEC (1)



Jean Paul Le Guilcher - 17859

Directeur de zone

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Bonjour les amis!

La saison commence pour plusieurs d'entre vous. L'entretien est fait et tout est prêt pour décoller? Alors allons-y.

Je reviens juste de l'Assemblée générale annuelle 2019 tenue à Kamloops (Colombie-Britannique). De belles rencontres et de bonnes discussions avec les nouveaux et anciens directeurs de zones.

Les recommandations émises par notre zone ont toutes été acceptées, et les modifications demandées le seront sous peu.

Voici des articles décrivant des activités des clubs de Matane (construction d'un quai pour hydravions) et de Saguenay (vol intérieur).

Merci pour ces articles, et sachez que toutes vos chroniques sont les bienvenus!

Bonne lecture!

Club Aéromodélisme Saguenay

Le Club Aéromodélisme Saguenay a mis fin à son activité annuelle de vol intérieur au mois d'avril dernier. L'activité, qui se déroule le dimanche matin depuis le mois d'octobre, a généré l'achalandage attendu par notre direction, et le mélange avions/hélicoptères s'est fait dans le meilleur esprit de camaraderie possible. Tous s'entendent aussi pour faire de la sécurité une priorité et l'entraide est toujours de mise. Plusieurs fidèles se faisaient un point d'honneur d'être présents tous les dimanches pour garder la main en vue de la saison de vol extérieur qui arrive bientôt. Quel plaisir de faire voler nos appareils ou de jaser d'aéromodélisme – et de plusieurs autres sujets – autour d'un café ! L'activité permet aussi des occasions d'échanges ou d'achats bien appréciés. De la part de notre président Denis Simard ainsi que de Yves Dufour notre directeur des activités, tous deux responsables de l'activité, merci à tous ceux qui ont fait de cette saison de vol intérieur une réussite encore cette année et à l'an prochain !

Club R/C Matane. Réalisation d'un quai pour pilotes d'hydravions R/C

Le club R/C Matane est un petit club mais les membres y sont très actifs. On y vole hiver comme été. Quelques-uns des



membres avaient, il y a quelques années, commencé à faire voler des hydravions sur un lac pour lequel nous avons la permission du propriétaire du terrain. Le même problème se présentait à chaque fois : pas facile de s'avancer suffisamment pour avoir une bonne visibilité des avions en raison des arbres et de la végétation sur la berge du lac.

Des membres décidèrent de construire et d'installer un quai amovible qui permettrait de régler le problème. Ils réunirent les matériaux nécessaires en commençant par un essieu et des roues de remorque généreusement donnés par un ami. Ils

fabriquèrent les sous-ensembles du quai dans le garage d'un membre, transportèrent le tout au lac et l'installèrent sur place. Le quai fait maintenant le bonheur de tous les pilotes et d'autres membres du club sont rapidement devenus eux aussi adeptes du vol depuis l'eau. Quelques membres ont assemblé des bateaux de sauvetage téléguidés et tous les avions en panne ou renversés ont pu être ramenés sur la berge sous les rires et les applaudissements des pilotes. Le propriétaire du terrain est lui-même très heureux et il en profite régulièrement pour aller s'asseoir sur le

suite à la page 89

QUEBEC (I)



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Hello, friends!

For many of us, the season is just getting under way. The maintenance has been performed and you are set to take off? Let's go!

I am just back from the AGM, held in Kamloops (B.C.) this year. I had some interesting encounters and we held good discussions with new and experienced zone directors.

All recommendations stemming from our zone were approved and the changes we wished for will be enacted.

Please find below reports submitted by the Matane (new wharf) and Saguenay (indoor flying) clubs.

Thanks for those submissions and I'll have you know that yours are welcome! Happy reading!

CLUB AÉROMODÉLISME SAGUENAY

The Club Aéromodélisme Saguenay ended its annual indoor flying activities last April. This activity, held each Sunday morning from October to April, generated

the expected commotion and much camaraderie was obvious as the planes and helicopters flew around. Everyone agreed that safety remains top of mind and that modellers should help one another. Many die-hard fans made it a point to attend each Sunday to keep the fingers nimble until the outdoor flying season resumed. What a pleasure it was to see our aircraft fly and to be able to do some hangar talk – oh, the subjects tackled – around the coffee table. This activity also allows us to exchange a bit or to shop... much appreciated! On behalf of President Denis Simard and our events coordinator Yves Dufour (both were responsible for the indoor flying sessions) thanks to all those who contributed to our season's success. See you next year!

DOCK FOR SEAPLANES PILOTS AT CLUB MATANE

The R/C Matane Club is a small one but the members are very active. We fly there in winter as well as in summer. Some of the members had started flying seaplanes a few years ago on a lake with permission from the landowner. The same problem arose every time: it was not easy to come forward enough to have good visibility of the planes because of the trees and the vegetation on

the lake shore.

Some members decided to build and install a removable dock that would solve the problem. They put together the necessary materials, starting with an axle and trailer wheels generously donated by a friend. They built the sub-assemblies for the dock in a member's garage, transported the whole thing to the lake and installed it on site. The wharf now makes all pilots happy, and other club members quickly became fans of the waterborne flight. Some members assembled R/C rescue boats and all the broken down or capsized planes could be brought back to the shore under the pilots' laughter and applause. The landowner is very happy and he regularly takes the opportunity to sit on the dock with his wife and have a coffee during the beautiful summer evenings.

Being on wheels, the wharf can easily be pulled out of the water in the fall and stored on the shore for the winter. When spring comes, it is just as easy to put it back in the water for the next season. It was a great group project that solidified the club team spirit and it increased everyone's motivation for our hobby. ✈

SAINT-LAURENT (J)



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RENOUVELEZ VOTRE ADHÉSION

Ne tardez pas à renouveler votre adhésion. Le MAAC et le(s) club(s) auquel/auxquels vous appartenez ont besoin de vous. Le nombre de membres au sein de la zone a baissé de 7 % au 31 mars 2019; nous devons renverser la tendance.

TRANSPORTS CANADA : MISE À JOUR

À l'heure actuelle, les membres du MAAC sont exemptés des exigences de suivre des cours et de réussir les tests de Transports Canada pour toute personne qui pilote des aéronefs télécommandés.

Selon une discussion personnelle que j'ai eue avec notre personne ressource auprès de Transports Canada – Rodger Williams – il est vraisemblable que cette exemption privilégiée se poursuive au 1er juin 2019. Cela devrait être source de motivation pour que les modélistes adhèrent au MAAC et qu'ils **VOLENT AVEC NOUS**.

ÉVÈNEMENTS

Jusqu'à maintenant, notre zone a été l'hôte de six événements et selon ce qu'on peut consulter dans la section appropriée du site Web du MAAC, cinq autres seront présentés. Si vous planifiez un événement, n'hésitez pas à l'annoncer – surtout s'il sera ouvert aux pilotes et non aux membres de votre club – puisqu'il faudra vous munir d'une sanction d'évènement.

MEMBRE LEADER

Il nous fait plaisir d'annoncer qu'après examen lors de l'Assemblée générale annuelle, Jean-Claude Guèvremont (membre MAAC) s'est vu décerner la désignation de membre Leader.

Jean-Claude a souvent offert de son temps afin d'enseigner plusieurs aptitudes aux autres (construction, programmation et pilotage). De plus, il a récemment obtenu la licence spéciale de Transports Canada avec désignation *certificat de pilote* (SATOP) de TC.

APPRENTISSAGE ET CONSTRUCTION DE MULTIROTORS

La zone Saint-Laurent accueille avec plaisir Camil Dumont, Catherine Tobenas et Avrum Goldman, de tout nouveaux membres du MAAC qui ont récemment complété le cours de 40 heures d'apprentissage et de construction de multicopters de catégorie 330.

Ces drones sont assemblés depuis un cadre de DJI 330 et sont mûs par quatre moteurs de 920 KV et munis d'un contrôleur de 30 ampères. Des hélices tripales de 8 pouces offrent un vol tout en douceur qui peut maintenir son cap même dans des vents de 15 à 20 km/h.

L'aéronef est contrôlé par un dispositif de vol Atlas, ce qui simplifie de beaucoup le processus d'apprentissage par le biais des fonctions automatisées de maintien d'altitude, de surplage, de mode headless et d'autoretour vers le point de départ. Une « clôture » électronique peut aussi être programmée de sorte à limiter l'altitude et la distance depuis le point de départ.

On peut aussi programmer des mécanismes antidéfaillance



Camil Dumont proudly flying his new creation at the Club Crash. / Camil Dumont fait voler sa nouvelle création au Club Crash.

dans l'émetteur afin de minimiser le risque d'accident/ blessures et de dommages, advenant la perte de connexion entre le drone et le pilote. Un émetteur et récepteur FLYSKY i10 équipés de télémetrie ont été utilisés par souci de simplicité de programmation et en raison de la présence d'un écran tactile en couleurs.

Après une recherche poussée et plus de trois ans d'essais sur le terrain par utilisation de plusieurs centaines d'heures, nous savons dorénavant que non seulement cette unité est fiable, mais qu'elle offre un excellent rapport qualité/prix.

Nous utilisons aussi une batterie 3S 20 C de 3 000 mAh, ce qui offre des temps de vol de 12 à 14 minutes. L'aéronef peut aussi être équipé d'accessoires comme des feux DEL à haute intensité et une caméra à cardan (gimbal) unique.

L'aspect le plus valorisant du programme et de ce drone en particulier, c'est qu'il attire tant les jeunes et les aînés en leur offrant la satisfaction de créer quelque chose à partir de simples composantes et de voir cet objet voler en toute fiabilité en relativement peu de temps. Il est aussi de mise de noter que sa petite dimension fait en sorte que ce drone peut être utilisé à l'intérieur pendant les mois d'hiver.

Si vous voulez en savoir davantage sur ce programme, communiquez avec Steve Woloz. ✈

ST. LAWRENCE (J)



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MEMBERSHIP RENEWAL

Do not delay in renewing your membership now. MAAC and the club(s) you belong to need you. Our zone membership was down 7% as of March 31, 2019 so we need to turn this negative trend around.

TRANSPORT CANADA UPDATE

Presently, MAAC members are exempt from the requirement to take courses and pass tests as demanded by Transport Canada to all persons flying radio controlled aircraft.

Based on personal discussion with our MAAC liaison with Transport Canada, Rodger Williams, it is most likely that this privileged exemption will be continued coming June 1, 2019. This should provide an incentive for modellers to join MAAC and COME FLY WITH US.

EVENTS

To date, our zone has hosted six events and based on listings in the event section of the MAAC website, there are five more to come. If you are planning an event, do not hesitate to announce it, especially if it will be open to pilots, not members of your club, as an event sanction will be required.

LEADER MEMBER

We are pleased to announce that following review at the AGM, Jean-Claude Guèvremont, 22710 L, has been accepted as a new Leader Member.

Jean Claude has given so willingly of his time to instruct others in his numerous skills including building, programming and piloting. In addition, he has recently passed the initial Transport Canada piloting licence which carries the designation *Certificat de pilote* (SATP), Transports Canada

LEARN TO BUILD AND FLY 330-CLASS MULTI ROTORS

The Saint-Lawrence zone is pleased to welcome Camil Dumont, Catherine Tobenas, and Avrum Goldman, all new MAAC members who have recently completed a 40-hour Learn-to-Build and fly 330-class multi-rotor.

These drones are built on a 330 DJI frame and are powered by four 920 KV motors driven by a 30-amp ESC. Three-bladed 8-inch propellers provide a smooth flight that will maintain heading even in 15-20 KPH winds.

The craft is driven by an Atlas flight controller which greatly eases the learning process via the automated functions of altitude hold, loiter, headless mode, and auto return to home. An electronic 'fence' can also be programmed to limit altitude and distance from the point of engagement.

Failsafe mechanisms are also programmed into the transmitter to minimize risk of injury/accident and damage in the event of loss of connection between the drone and pilot. A FLYSKY i10 transmitter and receiver equipped with telemetry has been used due to its simplicity of programming and the advantage of a colour touch screen .

Having done extensive research and

more than three years of field testing with hundreds of hours of use, we know that not only is the unit reliable, but also it represents great value.

We also use a 3000-mAh 3S 20 C battery, and 12-14 minute flight times are easily achieved. The craft can also be equipped with accessories such as high-intensity LED and also a camera with a simple gimbal.

The really rewarding aspect of the program and this drone in particular is that it easily appeals to both young and senior pilots by providing the satisfaction of creating something from scratch and then seeing it fly reliably in a relatively short time. Noteworthy as well is that its small size allows it to be used indoors during the cold winter months.

Anyone wishing to know more about this program may contact Steve Woloz. ✈



The 330 drone used in the Learn-to-Build classes. / Le drone de catégorie 330 utilisé pour les cours d'apprentissage de construction.

SUD EST DE L'ONTARIO (L)



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J'ai mentionné auparavant que je ne raffole pas du vol hivernal mais j'ai accepté l'invitation du Richmond Hill Model Airplane Club et je me suis rendu à son évènement de vol intérieur, voilà quelques dimanches. Suffit-il de dire que ce n'est pas aussi facile que cela en a l'air et que les murs du gymnase sont bien plus rapprochés qu'ils ne le paraissent!

Au fil de mes visites, j'ai apporté un Crack Yak Mini (du fabricant Twisted Hobbys) que m'avait donné Jim Spence. La première sortie a été désastreuse! Mon centre de gravité était trop reculé, mes batteries n'étaient pas très bonnes et il n'avait pas de train d'atterrissage. J'avais aussi apporté mon drone eChine que j'ai relativement bien contrôlé... bien que les murs ont fait de l'interférence, à l'occasion.

Lors de ma prochaine sortie, j'avais corrigé le centre de gravité et installé le train d'atterrissage. L'amélioration a été marginale. Après une journée de vols, le président du RHMAC, Karl Mandjik, est devenu l'heureux propriétaire du Crack Yak Mini! Je crois que je vais m'en tenir au vol extérieur!

Justement, Karl Mandjik et Lawrence Cotton (trésorier et directeur des programmes) ont soumis cette chronique qui résume l'historique et les activités du Club.

VOL INTÉRIEUR AU RHMAC : 10 ANS ET ÇA CONTINUE

« Le Richmond Hill Model Airplane Club a entamé ses activités à l'intérieur à l'automne 2009. À l'époque, on percevait cette activité comme étant temporaire, le temps de trouver un nouveau terrain de vol. L'ancien était devenu une victime du progrès et il était quasi-impossible de trouver un terrain de remplacement à proximité de Richmond Hill.

« Le volet du vol intérieur était en mutation rapide à cette époque; les batteries devenaient plus performantes et les petites micro-maquettes prêtes à voler (ARF) offraient de quoi simplifier la vie d'un modéliste adepte du vol intérieur. L'arrivée des petites maquettes électriques de vol 3D signifiait aussi qu'une nouvelle



vague de pilotes convergeait vers les gymnases. Alors nous avons opté pour le vol intérieur.

« Nous avons décidé de ne pas nous soucier de séances un soir de semaine – les gymnases sont alors très en demande – et de plutôt planifier un horaire régulier du dimanche matin. De cette façon, nous pouvions bénéficier de quatre heures de vol dans un triple gymnase puisque les dates de rencontre étaient délimitées neuf mois à l'avance.

« En gros, les vols se déroulent en sens antihoraire (à l'encontre des aiguilles d'une montre). Cela nous offre un environnement de vol relativement sécuritaire tant pour les modélistes sportifs que novices et un groupe étendu d'adeptes peut s'en donner à cœur joie. La variété d'aéronefs est stupéfiante et c'est agréable d'observer ce bal aérien dans ce petit espace aérien.

« Les pilotes qui ont soigneusement assemblé leur propre maquette de type Slow Flyer ne veulent pas d'une séance tous azimuts qui réunit toutes sorte de maquettes (coucou de guerre, hélicoptères ou machines 3D imprévisibles), aussi les membres ont-ils décidé de compartimenter les vols en fenêtres de dix minutes. Cette rotation offre le triple gymnase à tous les groupes sans les négliger. Comme le vol de drones et le pilotage par immersion sont devenus de plus en plus populaires, ce système de rotation fonctionne bien.

« Nous comptons des modélistes très dévoués qui n'hésitent pas à partager des conseils d'achat, de vol, de réparation et parfois, une goutte de colle ou un outil.

« Le Club offre une séance de vol habituellement à chaque deuxième dimanche, de septembre à la fin avril. Si vous voulez vous joindre à nous un certain dimanche, veuillez consulter l'horaire au www.rhmac.ca. Bienvenue, d'autant plus que vous pourrez devenir membre. L'horaire 2019/2020 sera posté à compter d'avril. »

CONCOURS F3P

Le samedi 2 mars, je me suis rendu au centre communautaire de Cobourg (Ontario) afin d'observer le 4^e concours acrobatique de F3P des Northumberland Electric Aviators.

Le Club est l'hôte de ce concours annuel; Harry Ells en est l'organisateur et le directeur de concours, de même qu'un concurrent. Il n'est guère facile de tout coordonner, y compris de gérer les inscriptions et le système informatisé de pointage.

Le concours comprenait quatre catégories : 401-Sportsman, 402-Intermédiaire, 403-Advanced et le 407-F3P. Au total, 15 concurrents étaient de la partie, y compris trois jeunes et un Américain.

Les concurrents étaient répartis ainsi : Sportsman : Brian Board, Doug Deyell, Walter Gebhart et Hendrick Jongsma.

Intermédiaire : Dave Bowes, Richard Gareau, Scott McNaught et James Quinn
Advanced : Harry Ells, Larry Lai (junior) et Jeff Stevens.

F3P : Alexandre Gareau (junior), Pat

suite à la page 92

SOUTH-EAST ONTARIO (L)



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I've mentioned before that I'm not a frigid flying fan but did participate, at the invitation of the Richmond Hill Model Airplane Club, in visiting and flying at their indoor event a few Sundays ago. Suffice it to say, it's not as easy as it looks and the walls of the gym are much closer than they appear!

On my visits, I took along a Twisted Hobbys Crack Yak Mini that was given to me by Jim Spence. The first outing was disastrous! Rearward C.G., poor batteries and no undercarriage. I also took along my eChine Drone which I managed to control half-decently although the walls did interfere on a few occasions.

On the next outing, I had corrected the C.G. and added the undercarriage. Marginally better success. At the end of the day's flying, RHMAC's president Karl Mandjik became the proud owner of the Crack Yak Mini! I'll stick to outdoor flying!

The following article from Karl Mandjik (President) and Lawrence Cotton (Treasurer and Program Director) reflects a summary of their activities and some history.

RHMAC INDOORS: 10 YEARS AND COUNTING

"The Richmond Hill Model Airplane Club began flying indoors in the autumn of 2009. At the time, it was seen as a temporary focus as our club searched for a new field. Our long-serving outdoor facility had fallen victim to the endless march of progress and a replacement field anywhere close to Richmond Hill was fast becoming impossible to find.

"The indoor aspect of model flying was changing rapidly at the time with better batteries and ultra-micro foamy ARFs making the indoor flyer's life a whole lot easier. The advent of small electric 3D planes also meant attracting a new wave of pilots. So indoor it was.

"It was decided that rather than schedule on weekday evenings when demand for gym space is high, to opt instead for a consistent Sunday morning schedule. This way, there would be four hours of uninterrupted flying time in a triple gymnasium with dates established nine months in advance.



"The bulk of each flying day is made up of counter-clockwise flying. This provides a relatively safe flying environment for the sport flyer and novice alike and allows a larger group of flyers to participate. The variety of aircraft in this category is truly amazing and a pleasure to watch as the aerial dance in a small space continues.

"We have a great bunch of dedicated indoor fliers that readily share buying tips, flying tips, repair tips and on some occasions, a spot of glue or a tool as needed.

"Rather than have a free-for-all with all types of models vying for air space at the same, members decided to break the hours into ten-minute slots to accommodate different models and flying styles.

"Pilots with meticulously homebuilt slow flyers certainly didn't want to risk flying alongside fast warbirds, helicopters and unpredictable 3D machines. The schedule rotation gives every group access to the whole triple gym and safeguards the individual interests in the group.

"With the increasing popularity of drones and FPV flying, the rotation system has again proven effective.

"The club flies more or less every second Sunday from the end of September until the end of April. If you wish to join us some Sunday, please consult the schedule at (www.rhmac.ca). You will be more than welcome;

memberships are available. The 2019/2020 schedule will be posted in April."

F3P INDOOR AEROBATICS CONTEST

On Saturday March 2, I drove out to Cobourg to visit and watch the The 4th Annual Northumberland Electric Aviators F3P Indoor Aerobatics Contest at the Cobourg Community Centre.

This has become an annual event hosted by NEA and organised by Harry Ells who is also the Contest Director and a contestant. It is no mean feat to get it all together, including managing the entries and the computerized scoring system.

The contest included four categories of flying: 401-Sportsman, 402-Intermediate, 403-Advanced and 407-F3P. In total there were 15 contestants including three juniors and one American.

In the Sportsman category were: Brian Board, Doug Deyell, Walter Gebhart and Hendrick Jongsma.

Intermediate category were: Dave Bowes, Richard Gareau, Scott McNaught and James Quinn

Advanced category were: Harry Ells, Larry Lai (junior) and Jeff Stevens.

F3P category were: Alexandre Gareau (junior), Pat Mackenzie, James Millson (junior) and Xavier Mouraux.

continued on page 89

SUD OUEST DE L'ONTARIO (M)



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SWOntZoneMAAC/

DU PUPITRE DE PETER DOUPNIK

« J'ai hâte de connaître un été de plaisir à l'aide de mes jets. Notre groupe est une communauté tissée serrée et plusieurs personnes se lient d'amitié pendant la saison de vol.

« En raison de nos longs hivers, quelques pilotes en provenance de notre zone ont décidé de se rencontrer de temps à autre au domicile de l'un ou de l'autre. Brad Metcalf et sa femme Lynne ont lancé cette tradition chez eux, à Sarnia (sud de l'Ontario). Lynne nous a offert des rafraîchissements tandis que Brad nous a offert une tournée de son atelier.

« Nous avons été estomaqués de voir le F-104 Starfighter à l'échelle 1/4 que Brad a commencé à construire. C'est un kit de Mirce Models, tout de balsa et de contreplaqué (ply). Ce modèle fait 4,2 mètres de long. Le poids prêt à voler sera de moins de 70 livres, ce qui est en deçà du poids maximum autorisé.

« En février, Blair et Carolyn Shrubbsall et leur chien Cooper nous ont reçus – nous étions plus nombreux – afin de voir le nouveau jet CF-5A Freedom Fighter. Blair a repris la livrée spéciale de rouge et blanc de l'appareil que certains ont appelé le Moose Bird. Bob Bennet en a supervisé la construction afin que l'avion respecte les normes canadiennes.

« Une réservation a été effectuée à un restaurant local, où nous avons bénéficié d'un coin privé afin de poursuivre notre discussion. C'était chouette de voir arriver tant d'épouses qui étaient solidaires des activités de leur conjoint.

« Nous avons hâte d'assister au Jet Frost Rally de Goderich, du 10 au 12 mai. Au dernier décompte, il y aura au moins neuf nouveaux jets... wow! »

Merci Peter de votre enthousiasme et nous avons hâte de voir les pilotes de jet à l'œuvre.

CROISSANCE LOCALE

The majority of new members we see in my local club here in town are retired men. I am sure your experiences are similar.



Blair Shrubbsall left and Bob Bennett right checking out Blair's brand new CF-5A Freedom Fighter, great colors!

With that in mind, we really need to shift our focus and target this group, as they have the time and the money to start in the hobby right now.

That said, many clubs also invite youth groups to special events and plant the aviation seed. Seeing the kids' smiles is quite rewarding.

LES CHOSES S'ACTIVENT

Êtes-vous prêts à faire voler vos appareils. Retirez-en la poussière parce qu'il se passe bien des choses... En voici les points saillants :

10-12 mai : Jet Frost (aéroport de Goderich)

25 mai : journée d'accueil (Open House) au Woodstock Radio Control Club; aussi, Fun-fly des Forest Lakeside Flyers.

7-9 juin : Forest Jets chez les Forest Lakeside Flyers

9 juin : Fun-fly du Club de New Hamburg

15 juin : rassemblement des Saugeen

Flyers.

Le Strathroy Hometown Festival est heureux de ramener le rassemblement de maquettes en 2019, une présentation des Strathroy Flying Farmers. Les membres montreront une variété de maquettes télécommandées comme des multi-rotors, des Foamies et Park Flyers, des appareils de formation, des copies volantes et des jets au terrain de baseball des Royals, le samedi 15 juin, entre 13 h et 16 h. Consultez le Strathroy Hometown Festival sur Facebook.

Woodstock sera l'hôte de son cinquième concours annuel d'IMAC, les 15 et 16 juin.

Les Beanfield Flyers seront les hôtes du Beanfield Grand Prix les 22 et 23 juin; ce sera du vol circulaire à son meilleur et on y verra plusieurs catégories de combat.

Le Bluewater RC Club présente sa journée d'accueil (Open House) les 29 et 30 juin (Fête du Canada).

Consultez la liste des événements à venir au site Web du MAAC. ✈

SOUTH-WEST ONTARIO (M)



Lynn with Brad Metcalf's quarter scale F-104 jet, in the bones, over 4.2 meters long with a projected weight under 70 pounds. Zoom zoom.



Frank Klenk - 32001L

Zone Director

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facebook.com/swontzonemaac/

FROM THE DESK OF PETER DOUPNIK

"I am looking forward to a summer of fun with my jets. The jet group is a closed knit community where many great friendships are made during the flying season.

"Due to the long winters, a few jet pilots from our zone have decided to meet every other month at one of our houses. This was started by Brad Metcalf and his wife Lynne, hosting us at their house in Sarnia. Lynne treated us to refreshments while Brad gave us a tour around the hobby room.

"We were blown away by the ¼ scale F-104 Starfighter that Brad was starting to build. This is a kit made by Mirce Models and is all balsa and plywood. This beast is 4.2 metres long. The projected takeoff weight is under 70 pounds, well within our maximum weight limitations.

"In February, we were hosted by Blair

and Carolyn Shrubsall and their jet dog Cooper. This time, a larger group of jet enthusiast gathered to check out the new CF-5A Freedom Fighter. Blair replicated the special red and white color scheme dubbed the "Moose Bird". He was under the watchful eye of Bob Bennet to ensure the construction was up to Canadian standards.

"Arrangements were made in a local restaurant where we had a private room to continue our discussions. It was nice to see so many wives come out and give support.

"We are looking forward to the Jet Frost Rally in Goderich on May 10-12. At the last count, there will be at least nine new jets... wow!"

Thank you, Peter, for your enthusiasm and we look forward to seeing you guys fly.

LOCAL GROWTH

The majority of new members we see in my local club here in town are retired men. I am sure your experiences are similar. With that in mind, we really need to shift our focus and target this group, as they have

the time and the money to start in the hobby right now.

That said, many clubs also invite youth groups to special events and plant the aviation seed. Seeing the kids' smiles is quite rewarding.

GETTING BUSY

Are you ready to fly? Dust 'em off cause there is a lot going on... just to hit the highlights:

May 10 to 12 is Jet Frost at the Goderich Airport.

May 25 is the Woodstock Radio Control Club open house.

Forest Lakeside Flyers has their annual Fun Fly the same day and their Forest Jets is on June 7 to 9.

New Hamburg club has its Fun Fly June 9. Saugeen Flyers event will be June 15.

The 2019 Strathroy Hometown Festival is proud to welcome back its Model Aircraft attraction this year and the Strathroy Flying Farmers Aeronautical demonstration of flight and display. They will be showing

continued on page 91

NL Hobby EXPO



By Carl Layden

Every fall in St. John's the local chapter of the International Plastic Modellers Society hosts their annual competition and show. This year the club secured a larger venue and expanded the scope of the show.

MAAC's support made it possible for the local clubs St. John's RC Flyers and Club 4752 to participate in the multi hobby event creating an NL Hobby Expo. The event filled 7000 square feet of the Holiday Inn Convention Center with participation ranging across many disciplines and interests.

The local RC boat group featured scale models that included long-liners, cabin cruiser, PT boat, and two RC Combat ships the USS Arizona and the Bismarck. The two ships were nearly 3 meters in length, fully armed with steel BBs fired using compressed air to 'sink' each other in a scale battle relived on the ponds of Newfoundland.

The island of Newfoundland is known as 'The Rock', an endearing term that describes the coast line and soil. Given that geological feature there's no surprise that a modeller building RC Rock-Climbing trucks are doing very well and gaining in popularity. A mini obstacle course was setup where the trucks and drivers challenged each other to climb steep inclines and cross narrow, rickety, wooden bridges. The trucks were customized with articulating suspensions allowing the ability to climb many obstacles that appeared to be impassible.

Another popular item was the Sci-Fi model booth managed by Jeff Power of Avalon Expo. Their booth had the only celebrity at the show - star of nine major motion pictures in the Star Wars saga, R2D2! Kids, parents, and everyone in attendance wanted a selfie with the big star.

The event is about having fun, and this was fun.

IPMS St. John's had many tables featuring models of every sort. Space models, tanks, planes, cars and cars towing planes. The themes varied from exact scale, replicating every rivet and panel line to fantasy scale where the modeler's imagination is the guide.

There were hundreds of models! If you were interested in a '70 Barracuda, '65 Mustang, F-14, Lancaster Bomber, or Panzer tanks, you could find several examples of each.

The St. John's RC Flyers and Club 4752 were kept very busy throughout the day. Their simulators were a popular attraction for everyone from children to seniors. Their tables featured models under construction, 4 stroke engines, and operating retractable gear displays. The models featured included trainers, scale warbirds, giant aerobatic aircraft, multi-engine aircraft, fixed wings, and helicopters.

The booths were busy all day as thousands of people visited the show. The MAAC booth was busy too. Most of the questions were about drones. "Can I fly my drone here?", "why is government involved in my hobby?", "How do I get insurance to cover me?", "Should I become a member of a club?" etc. Many were parents seeking information for hobbies they could enjoy with their children outside and away from their screens.

There were several benefits of being part of a Hobby show of this type:

- Both RC clubs have seen an increased interest in RC and have gained new members.
- The seminars featured a wide range of topics from 3D printing to scale modeling to painting techniques - all skills transferrable between hobbies.
- The MAAC clubs are now better known in the community and this visibility is good for promoting a positive activity that contributes.

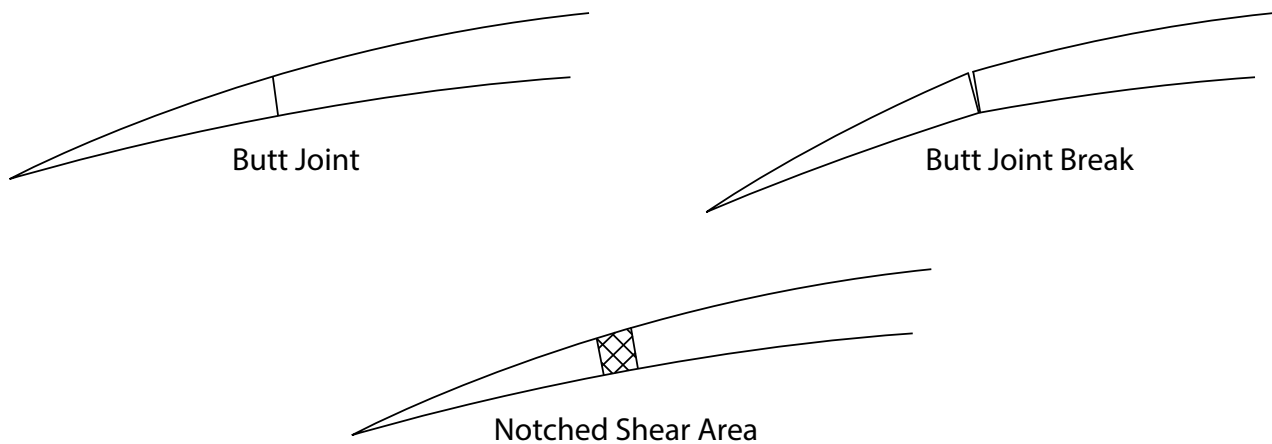
As a direct result of the expo, the MAAC clubs have been invited to participate in a fund raiser "Wheels for Wishes" contributing to the "Children's Make a Wish foundation". The clubs will also be part of "Avalon Expo", NL's premier place to discuss Science Fiction, Fantasy, Gaming, Comics, Anime, Fandoms, General Geek, and beyond - including the Avalon Expo Comic Con in Newfoundland and Labrador.

Lastly, MAAC and the clubs are now recognized locally by the media and have been consulted regarding topics of aviation interest and drones. The participation in this event has been very positive in promoting our hobby and showing great support for the community as a whole. ✈️





THE CASE AGAINST NOTCHING A LEADING EDGE



by Roy E. Smith, MAAC #7759

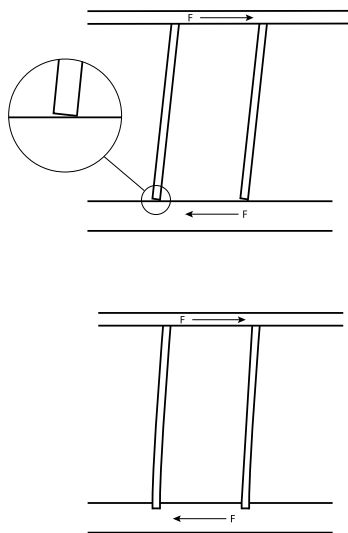
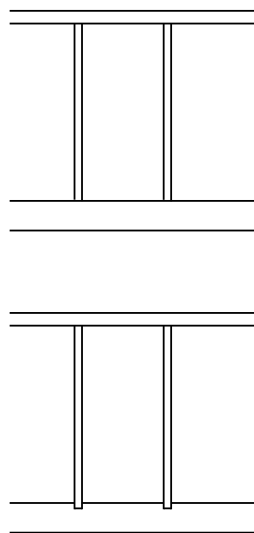
Some model aircraft plans show wing ribs notched into both leading and trailing edges. I decry the practice of notching leading edges, in most circumstances, for reasons outlined below.

Let's first consider why notch at all. The reason for doing so is in order to get a really firm glue joint at the connection between the rib and the edge wood. The strength that is most required is in the direction to prevent the edge wood from twisting about a longitudinal axis and breaking the joint. There is also a shearing strength required - where the wing is subject to forces that try to move the leading edge longitudinally relative to the trailing edge.

When the joint has a very small vertical depth, such as at the trailing edge, there is a very limited gluing area and the strength in either of these directions is quite low. By notching the rib into the trailing edge the glue area is dramatically increased, particularly in the twist direction - and in that direction the glue is then subject to shearing, not tensile, forces - in which it is much stronger.

This has many advantages - it resists the twisting failure of the joint very substantially, but it also connects the trailing edge to each rib so as to resist any tendency of the trailing edge itself to warp - which it is prone to do if is not constrained, because it is so thin. It also provides much greater strength in the shear direction of the wing because, the ribs now being embedded in the trailing edge, they would have to bend in order for the shear to take place.

There is, undoubtedly, some weakening of the trailing edge but it is small - and the trailing edge doesn't add much to the vertical strength anyway, so the weakening is of little consequence.



The leading edge is quite a different matter. On most designs the leading edge has substantial depth, and is a significant contributor to the vertical strength. Because of this much greater depth, a simple glued butt joint between the rib and the leading edge has much greater strength than it does at the trailing edge, and will usually be fully adequate for the job.

The leading edge is also usually significantly narrower in the fore-and-aft direction than the trailing edge, so a notch at the leading edge takes away much more of its strength. The loss of strength of the leading edge, particularly in an unplanned fast landing (we don't have crashes do we?) is quite detrimental and any increase in strength of the glued joint is less advantageous than it is at the trailing edge.

This argument doesn't hold water if there is a very thin leading edge, such as in the Lulu glider design for instance, but that is a very unusual circumstance.

Further to all of the above - in most wing structures there are spars included, and these are usually closer to the leading edge than to the trailing edge, at the deeper part of the section, so these add support to the rib-leading edge joint.

Upon building my first Dixielander, many years ago, I was shocked to find that it included a notched leading edge - and the Dixie's leading edge is a notoriously

large one. I wondered if that was why it was so large - to compensate for the weakening by the notches. Many years later I became friends with the designer, George Fuller, and he was able to enlighten me that, when the model was kitted, the plans were redrawn by Ron Warring (a noted British flier in his own right) and he added the notches. George told me that he would never build one that way - because it would weaken the LE too much and why carry that weight of wood if it wasn't adding to the strength. ✨

FLYING DUTCHMEN SCALE MODEL AIR SHOW

by Bob Zwarych

Photography: Steve Bock

The KW Flying Dutchmen has hosted one of the largest and longest running RC scale model aircraft rallies in North America. September 7 and 8, 2019 will mark the clubs 50th Anniversary for this event.

A milestone like this comes only once in a life time and the club has decided to recognize this accomplishment by partnering with KidsAbility and donating 100% of the gate proceeds to this noble foundation. With these donations the KW Flying Dutchmen hope to help KidsAbility serve as many children as possible through their innovative programs and advanced technology. For more information about this group check out their website at www.kidsability.ca

The first scale rally started 50 years ago with a small gathering of approximately 100 people and maybe a dozen pilots. Today it is known as one of the premiere shows in Ontario with hundreds of registered pilots/planes attracting thousands of spectators.

Pilots bring their best to showcase their building skills and take great pride and joy in their models with many having meticulous scale details. It may be hard to believe that some of today's models cost as much as your family minivan, but those of us that fly know it takes real piloting skills, real experience, real money and some intestinal fortitude to fly these aircraft.

Flying from the KW Flying Dutchmen facility is a real pleasure, the runway is manicured much like the first cut of a golf course fairway, it's smooth, flat and meticulously maintained by the club's volunteers. Those that have experienced the facility come back year-over-year and if you never attended before, 2019 is the year you need to make the trip.

This event is strictly a Scale and Stand-Off Scale event. MAAC or AMA membership is required to fly. Muffler/FAI sound level rules will be enforced. All 72 MHz radio transmitters are self-regulated and there is no impound for 2.4 GHz transmitters.

Friday night the KW Flying Dutchmen welcome the other pilots with a free corn roast in the evening. Flying begins at 9 a.m. each day, after the mandatory pilots meeting and continues until 5pm on Saturday and 3pm on Sunday. The Air Show starts at 1:00pm on both days and features aircraft from various eras, unique planes, helicopters, multi-engine aircraft and jets. Flying commentary is provided by very knowledgeable and professional broadcasters, just like a real full size airshow.

For distant travellers there are about 40 onsite campsites (some with electrical hook-ups) available anytime the week before the Rally for \$10.00 a night (\$15 with hydro). As well, there are many area hotels close by in St. Jacobs. Food is available on-site throughout the weekend and there will be some special dinners/celebrations.

Admission is \$7 per day, kids under 12 years \$1 per day and NO charge for registered RC Pilots. ✈









Exemption de MAAC au règlement de l'aviation canadien, partie IX (SATP)

Comme vous l'avez appris plus tôt cette année, les dirigeants de MAAC ont collaboré avec Transports Canada pour obtenir une dérogation à la nouvelle réglementation de la partie IX du règlement de l'aviation canadien (RAC), relative aux systèmes d'aéronefs télé pilotés (SATP). L'intention de cette exemption est que les membres du MAAC ne seraient pas tenus de se conformer aux règlements de la nouvelle partie IX du règlement de l'aviation canadien RAC.

Nous sommes heureux d'annoncer à tous les membres du MAAC, qu'après avoir travaillé avec l'équipe de réglementation pendant plus de huit (8) mois, l'exemption a été approuvée par Transports Canada le 17 mai 2019 et prend effet le jour même de l'entrée en vigueur du nouveau règlement.

Le but de la présente lettre est de fournir des informations générales et des indications sur cette exemption ainsi que de fournir aux membres une copie de l'exemption elle-même. Des indications supplémentaires seront fournies dans un document séparé et expliqueront l'exemption plus en détail, y compris chacune des conditions stipulées dans l'exemption.

Comme indiqué ci-dessus, le message important pour tous les membres du MAAC est qu'avec cette exemption, le nouveau règlement sur les SATP de la partie IX du RAC, prenant effet le 1^{er} juin 2019, NE S'APPLIQUE PAS AUX MEMBRES DU MAAC qui se conforment aux règles, procédures et code de sécurité de MAAC, en autant que les conditions de l'exemption soient respectées.

L'exemption comprend 15 conditions qui doivent être respectées pour pouvoir bénéficier de cette exemption. Cinq (5) de ces conditions s'appliquent à l'organisation et dix (10) de ces conditions s'appliquent à chacun des membres de MAAC dans la pratique de l'aéromodélisme. Il convient de noter que la majorité de ces conditions sont des mesures déjà prises par notre organisation et ses membres ou consistent en ajustements mineurs à ce que nous faisons déjà quotidiennement.

Quelques précisions supplémentaires:

1. Comme dans le cas de la nouvelle réglementation, l'exemption utilise les termes système d'aéronef télé piloté (SATP) et aéronef télé piloté (ATP), étant donné que Transports Canada ne fait plus la distinction entre activités récréatives (modèles réduits) et non récréatives
2. L'exemption s'applique à l'exploitation, par les membres du MAAC, d'un ATP compris entre 250 grammes et 35 kg. L'opérations des ATP inférieurs à 250 gm sera régies par la nouvelle réglementation de la partie IX du RAC et sont fondamentalement tenus de ne pas fonctionner de manière dangereuse pour l'aviation. Un ATP supérieur à 35 kg nécessitera un certificat d'opérations aériennes spécialisées (COAS), qui est inchangé par rapport à la réglementation précédente.
3. Cette exemption n'a pas de date d'échéance. Ceci signifie qu'elle restera en vigueur jusqu'à ce que:
 - Date à laquelle l'une des conditions de l'exemption est violée. Si cela se produit, l'exemption n'est plus valable pour la personne qui a enfreint les conditions de l'exemption. Cela ne signifie pas que l'exemption est invalidée pour tous les

membres ou l'organisation.

- L'exemption est annulée par écrit par le ministre s'il estime que son application n'est plus dans l'intérêt public ou risque de compromettre la sécurité aérienne.

4. Il est fortement recommandé que tous les clubs et leurs membres aient une copie de l'exemption de la partie IX du RAC, soit une copie papier soit une copie électronique et facilement accessible lorsqu'ils pratiquent leurs passe-temps favoris. Ceci s'avérera utile si un membre de Transports Canada ou un agent des forces de l'ordre demande sous quelle autorité ils opèrent leurs appareils. Les clubs pourraient également contacter de manière préventive les autorités de locales et les informer de l'exemption, car celles-ci n'ont peut-être pas reçu d'informations ni de formation sur l'exemption.
5. NAVCANADA a établi un ensemble normalisé de processus pour la coordination des opérations dans un espace aérien contrôlé (classes C, D et E). Ces processus seront mis en œuvre par l'intermédiaire des centres de contrôle aérien locaux (CTA). Le dossier de coordination de NAVCANADA sera envoyé à tous les clubs et sera affiché sur le site Web du MAAC.

Nous espérons que les informations ci-dessus vous seront utiles. Comme indiqué ci-dessus, des informations supplémentaires et les informations relatives à la coordination de l'espace aérien contrôlé par NAVCANADA seront fournies, lesquelles contiendront des détails supplémentaires sur l'exemption. Si vous avez des questions lorsque vous aurez reçu et examiné les documents d'information supplémentaires, veuillez contacter Rodger Williams, point de contact de MAAC auprès de Transports Canada (rodgerwilliams9587@gmail.com).

EXEMPTION DE MAAC

AU RÈGLEMENT DE L'AVIATION CANADIEN, PARTIE IX

Ce que les membres doivent savoir:

Le 1^{er} juin, la nouvelle partie IX du Règlement de l'aviation canadien (RAC), qui régit l'utilisation des systèmes d'aéronefs télé pilotés (SATP) au Canada, entre en vigueur.

Les membres du MAAC seront exemptés de TOUTES les dispositions de la nouvelle partie IX du RAC, sous réserve des 15 conditions stipulées dans l'exemption. Ces conditions sont séparées en:

- Exigences pour l'association MAAC (1 à 5)
- Exigences pour les membres de MAAC (6 à 15)

Ci-dessous, nous vous soumettons des informations et des conseils spécifiques concernant chaque condition énumérée dans l'exemption.

Exigences de l'association MAAC

- 1) "MAAC doit examiner et, au besoin, mettre à jour ses règles, procédures et directives de sécurité annuellement pour s'assurer qu'elles reflètent bien l'information et les pratiques en matière de sécurité les plus récentes."

suite à la page 38

MAAC Exemption to new Canadian Aviation Regulations, Part IX (RPAS)

As you were informed earlier this year, MAAC leadership has been working with Transport Canada to secure an exemption to the new Part IX, Remotely Piloted Aircraft System (RPAS) regulations. The intent of this exemption was that MAAC members would not be required to comply with the regulations in the new CARs, Part IX.

We are pleased to advise all MAAC members that after working with the regulator for over eight (8) months, the exemption was approved by Transport Canada on 17 May 2019 and takes effect on the same day as the new regulations.

The intent of this letter is to provide high-level information and guidance on the exemption and to provide members with a copy of the exemption itself. Additional guidance material will be provided in a separate document and will explain the exception in more detail including each of the conditions stipulated in the exemption.

The key message for all MAAC members, as stated above, is that with this exemption the new CARs, Part IX RPAS regulations, taking effect on 1 June 2019, DO NOT APPLY TO MAAC MEMBERS conducting operations in accordance with MAAC rules, procedures and safety guidelines, provided the conditions in the exemption are followed.

The exemption includes 15 conditions which must be complied with in order to operate under the exemption. Five (5) of these conditions apply to the organization and 10 apply to the individual MAAC member conducting the operation. It should be noted that the majority of these conditions are actions that are already taken by the organization and its members or are minor adjustments to what we already do on a daily basis.

A few additional points of interest are:

As with the new regulations, the exemption uses the terms remotely piloted aircraft system (RPAS) and remotely pilot aircraft (RPA), as Transport Canada no longer differentiates between recreational (model aircraft) and non-recreational activities.

2. The exemption applies to the operation, by MAAC members, of RPA between 250 grams to 35kg. Operations of RPA below 250 would fall under the new CARs Part IX regulations and are basically required to not operate in a manner hazardous to aviation. RPA above 35kgs will require an SFOC, which is unchanged from the previous regulations.

3. This exemption has no expiration date. This means it remains in effect until:

- The date on which any of the conditions in the exemption are breached. If this occurs, the exemption is no longer valid for the person who has breached the exemption conditions. It does not mean that the exemption becomes invalid for all members or the organization.

- The exemption is cancelled by the Minister, in writing, should he believe that the exemption is no longer in the public interest or is likely to adversely affect aviation safety or security.

4. It is strongly recommended that all clubs and members have a copy of the CARs, Part IX exemption, either a paper or electronic copy, readily accessible whenever they are flying, should a member from Transport Canada or the local police authority question what

authority they are operating under. Clubs may also wish to preemptively engage their local police authorities and make them aware of the exemption as they may not have received information or training on the exemption.

5. NAVCANADA has established a standardized set of processes for the coordination of operations in controlled airspace (Class C, D and E). These processes will be actioned through the local ATC facility. The NAVCANADA coordination package will be forwarded to all clubs and will be posted on the MAAC website.

We hope you find the above information beneficial. As stated above, additional information and the NAVCANADA controlled airspace coordination package will be forthcoming which will provide additional details on the exemption. Should you have any questions. Once you receive and review the additional information documents, please contact your MAAC liaison to Transport Canada, Rodger Williams (rodgerwilliams9587@gmail.com).

CANADIAN AVIATION REGULATIONS PART IX EXEMPTION FOR MAAC

What members need to know:

On June 1st, the new Part IX of the Canadian Aviation Regulations (CARs) which governs the use of remotely piloted aircraft systems (RPAS) in Canada comes into effect.

MAAC members will be exempt from ALL provisions of the new CARs Part IX, subject to the 15 conditions stipulated in the exemption. These conditions are separated into:

- Association Requirements for MAAC (1 through 5)
- Individual MAAC Member Requirements (6 through 15)

Below we have provided specific information/guidance relating to each condition listed in the exemption.

MAAC ASSOCIATION REQUIREMENTS:

- 1) "MAAC shall review and, if required, update its rules, procedures, and safety guidelines annually to ensure they reflect the most current safety practices and information."

NOTE: MAAC already does this as part of the association's annual business. No changes to current procedure required.

- 2) "MAAC shall maintain a list of all active members, their respective membership numbers, postal codes, the approximate number of models they intend to have airworthy for the year in question, and, shall provide this information to the Minister on an annual basis."

NOTE: MAAC will continue to protect and follow applicable laws in relation to the privacy of its members. A process will be established to allow the organization to provide a representative number of aircraft being operated by the association.

- 3) "Prior to sanctioning a field in Class C, D, E, F, or any other type of restricted airspace, MAAC shall obtain an authorization through a written agreement from the appropriate controlling agency or user agency for the area. The agreement shall include operational boundaries, maximum altitudes, and communication protocols to facilitate the safe operation of

NOTE: MAAC le fait déjà dans le cadre des activités annuelles de l'association. Aucune modification de la procédure actuelle n'est requise.

- 2) "MAAC doit tenir à jour une liste de tous les membres actifs, leur numéro d'adhérent, leur code postal, le nombre estimé de modèles qu'ils planifient avoir en état de navigabilité pour l'année, et fournir cette information au ministre tous les ans."

NOTE: MAAC continuera à protéger et à respecter les lois applicables en matière de confidentialité de ses membres. Un processus sera mis en place pour permettre à l'organisation de fournir un nombre représentatif d'aéronefs exploités par l'association.

- 3) "Avant de procéder à la sanction d'un terrain dans les espaces aériens de classe C, D, E, F, ou dans tout autre espace aérien restreint, MAAC doit obtenir une autorisation, par une entente écrite, de l'organisme de contrôle ou l'organisme utilisateur approprié de cette zone. L'entente doit comprendre les limites opérationnelles, les altitudes maximales et les protocoles de communication pour faciliter l'utilisation sécuritaire des SATP sur le terrain.

NOTES:

- Au moment où cette exemption a été émise, 58 clubs opèrent actuellement dans un espace aérien contrôlé.
 - Une partie du processus d'approbation des sites de vol comprend déjà la confirmation de la classe et de l'emplacement du terrain par rapport aux aéroports.
 - Les directeurs de zone et les comités / groupes consultatifs concernés travailleront de concert avec les clubs identifiés comme opérant dans des espaces aériens contrôlés pour en assurer la conformité.
 - Il est important que TOUS les membres sachent dans quel espace aérien ils opèrent, à cette fin, de l'aide et des outils sont en préparation pour aider les membres et les clubs à déterminer dans quels espaces aériens ils opèrent.
 - Ne faites pas voler vos appareils sur des sites de vol non sanctionnés avant d'être certain de l'espace aérien dans lequel vous avez l'intention d'opérer.
- 4) À la sanction d'un terrain situé dans un rayon de 3 MN d'un aérodrome, en dehors d'un espace aérien contrôlé, énuméré dans le Supplément de vol – Canada (CFS) ou le Supplément hydro aérodromes – Canada (CWAS), MAAC doit établir des procédures afin de s'assurer que les SATP n'entrent pas en conflit avec d'autres aéronefs dans leur voisinage ou qu'ils ne les mettent en danger"

NOTES:

- Encore une fois, il ne s'agit pas d'une nouvelle exigence car elle fait déjà partie du processus d'approbation du site de vol.
- Les modifications concernent l'établissement de la distance de proximité de 3 MN (5,55 km) et spécifient uniquement les "aérodromes énumérés dans les suppléments de vol du Canada ou le supplément pour les hydro-aérodromes canadien". En tant que telle, cette condition s'applique aux "aires" de vol abandonnés, restreints ou privés.
- Les directeurs de zone et les comités / groupes consultatifs concernés travailleront de concert avec les clubs pour assurer la conformité.
- Encore une fois ne faites pas voler vos appareils sur des sites de vol non sanctionnés avant d'être certain de l'espace aérien dans lequel vous souhaitez opérer et de la proximité des aérodromes / hydro-aérodromes énumérés dans les documents applicables (CFS / CWAS). Voir les responsabilités individuelles des membres du MAAC, point #14

- 5) MAAC doit dresser une liste des accidents et des incidents survenus entre des SATP utilisés par ses membres et d'autres aéronefs ou personnes au sol qui ne sont pas membres de MAAC à qui s'applique la présente exemption. MAAC doit fournir cette liste au ministre, sur demande.

NOTE: il s'agit ici d'accidents impliquant des aéronefs avec équipage ou des spectateurs / personnes, etc., qui ne sont pas associés à MAAC. Ces incidents sont déjà enregistrés au MAAC à des fins d'assurance.

EXIGENCES APPLICABLES AUX MEMBRES:

- 6) "Le membre de MAAC ne doit pas utiliser un SATP à moins que le pilote ou un observateur visuel ne suive l'aéronef en visibilité directe pendant toute la durée du vol."

NOTE: Essentiellement ceci est un énoncé de la façon dont les membres du MAAC devraient opérer et qui fait déjà partie des règles / directives opérationnelles du MAAC.

- 7) "Le membre de MAAC qui utilise un SATP doit céder en tout temps le passage aux aérodynes entraînés par moteur, aux dirigeables, aux planeurs et aux ballons."

NOTE: Essentiellement ceci est un énoncé de la façon dont les membres du MAAC devraient opérer et qui fait déjà partie des règles / directives opérationnelles du MAAC.

- 8) "Le membre de MAAC qui utilise un SATP doit être en règle avec MAAC, à savoir avoir payé toutes ses cotisations et appliquer toutes les règles des MAAC."

NOTES:

- Les membres sont considérés comme "en règle" lorsque:

i. Vous volez conformément au code de sécurité MAAC et aux directives applicables pour le type de vol auquel vous participez.

ii. Le paiement de vos cotisations est à jour.

iii. Un membre est en dérogation à cette exemption et est soumis à toutes les règles de la partie IX du RAC, y compris les pénalités si son statut de membre est échu ou s'il ne respecte pas le code de sécurité de MAAC et / ou les directives applicables,

- 9) "Le membre de MAAC qui utilise un SATP doit se conformer à la version la plus récente des règles, procédures et directives de sécurité applicables de MAAC."

NOTES:

- Essentiellement ceci est un énoncé de la façon dont les membres du MAAC devraient opérer et qui fait déjà partie des règles / directives opérationnelles du MAAC.

- Comme il existe de nombreuses directives de MAAC pour diverses disciplines du modélisme, seules les directives applicables à votre type de vol sont pertinentes. Par exemple, si vous pilotez des "maquettes géantes", vous devez respecter les consignes (DSMo9) ainsi que les consignes de base relatives aux aéronefs (DSMo3 et DSMo6).

- 10) "Il est interdit à tout membre de MAAC d'utiliser un SATP jusqu'à ce qu'il démontre avec succès, à un délégué (désigné par MAAC) régi par les règles, procédures et directives de sécurité de MAAC, qu'il possède suffisamment de connaissances et d'expérience pour contrôler le SATP de manière sécuritaire et compétente, à moins qu'il ne soit supervisé directement par un instructeur qualifié par MAAC."

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RPAS at the field.”

NOTES:

- At the time this exemption was issued, there are 58 clubs that currently operate in controlled airspace.
- Part of the process for flying site approval already includes confirmation of the airspace class and location in relation to airports.
- Zone Directors and applicable committees/advisory groups will be working with those clubs identified as operating within controlled airspace to ensure compliance.
- It is important that ALL members know what airspace they are operating in and assistance / tools are being put in place to aid members and clubs in making that determination.
- Do not fly at non-sanctioned flying sites until you are certain of the airspace you intend to operate in.

- 4) “Prior to sanctioning a field which is within 3NM of an aerodrome, outside of controlled airspace and listed in the Canadian Flight Supplement (CFS) or the Canadian Water Aerodrome Supplement (CWAS), MAAC shall establish procedures to ensure that RPAS do not conflict with or pose a hazard to other aircraft in the vicinity”

NOTES:

- Again, this is not a new requirement as it is already part of the process for flying site approval.
- The changes are in setting the 3NM (5.55km) proximity as well as specifying only “aerodromes listed in the Canadian Flight Supplements or the Canadian Water Aerodrome Supplement”. As such, this condition does apply to abandoned, restricted or private flying “locations”.
- Zone Directors and applicable committees/advisory groups will be working with clubs to ensure compliance.
- Again, do not fly at non-sanctioned flying sites until you are certain of the airspace you intend to operate in and the proximity to any aerodromes/water aerodromes listed in the applicable documents (CFS/ CWAS). See individual MAAC member responsibilities point #14.

- 5) “MAAC shall keep a list of incidents and accidents between MAAC operated RPAS and other aircraft or persons on the ground that are not members of the association to which this exemption applies. MAAC shall provide this list to the Minister upon request.”

NOTE: These refer to accidents involving manned aircraft or spectators/ persons etc., that are not associated with MAAC and are records that are already maintained for insurance purposes.

INDIVIDUAL MEMBER REQUIREMENTS:

- 6) “The member of MAAC shall not operate a RPAS unless the pilot or a visual observer has the aircraft in visual line-of-sight at all times during flight.”

NOTE: Essentially a statement of how MAAC members should operate and is already a part of MAAC operational rules/guidelines.

- 7) “The member of MAAC operating a RPAS shall give way to power-driven heavier-than-air aircraft, airships, gliders and balloons at all times.”

NOTE: Essentially a statement of how MAAC members should operate and is already a part of MAAC operational rules/guidelines.

- 8) “The member of MAAC operating a RPAS shall be in good standing with the association, namely have paid all dues and be following all MAAC rules.”

NOTES:

- Members are considered in “good standing” when:

- i. You are flying according to the MAAC Safety Code and applicable guidelines for the type of flying you are participating in.
- ii. Your appropriate dues payment is up to date.
- iii. During any time that a member does not have a valid membership or does not follow the MAAC safety code and/or applicable guidelines, that member is in breach of this exemption and is subject to all the rules in Part IX of the CARs, including potential penalties.

- 9) “The member of MAAC operating a RPAS shall adhere to the most current version of the applicable MAAC rules, procedures, and safety guidelines.”

NOTES:

- Essentially a statement of how MAAC members should operate and is already a part of MAAC operational rules/guidelines.
- As there are many MAAC guidelines for various hobby disciplines, only the guidelines applicable to your type of flying are relevant. For instance, if you fly “Large Models” then those guidelines (MSDo9) must be adhered to as well as the basic Aircraft guidelines (MSDo3 and MSDo6).

- 10) “The member of MAAC shall not operate a RPAS unless the member has successfully demonstrated to a person delegated by MAAC in accordance with MAAC’s rules, procedures, and safety guidelines that the member has sufficient knowledge and experience to control the RPAS in a safe and competent manner unless in the case where the member is under the direct supervision of a qualified MAAC instructor.”

NOTES:

- Again, this is a statement of fact on how members and clubs should have been operating.
- This is not a requirement that all members must adhere to the MAAC “Wings Program”. The wings program is a general aid/example that individuals or clubs may, or may not, use to ensure pilots have necessary skills to operate their aircraft safely and competently.
- Clubs and individual members are responsible to ensure pilot proficiency to a standard necessary to comply with this condition, as it relates to the variables of what types of aircraft they fly and any other unique circumstances.
- As per the MAAC safety codes and guidelines, clubs and individual members are responsible to decide who is competent to instruct and who is qualified to be delegated pilot proficiency determination responsibilities.

- 11) “The member of MAAC operating a RPAS shall mark their aircraft with their MAAC member number in a way that the owner can be identified.”

NOTES:

- It is already a requirement for members to have their Name, MAAC# and the MAAC “800#” on, or within, their aircraft. Please ensure ongoing compliance with any new aircraft acquired.
- This condition provides the equivalent requirement to the CARs Part IX registration and marking requirements.

- 12) “The member of MAAC operating a RPAS in Class C, D, E, F, or any other type of restricted airspace shall take-off, launch, land, or recover from a field sanctioned by MAAC or, in the case where the field is not sanctioned by MAAC, the member of MAAC shall obtain, prior to entering the airspace, an authorization from the appropriate controlling agency or user agency.”

NOTES:

- Encore une fois, il s'agit là d'un constat sur la manière dont les membres et les clubs devraient opérer.
- Il n'est pas obligatoire que tous les membres adhèrent au programme de formation "Wings" du MAAC. Le programme est un outil, une aide générale et un exemple que les personnes ou les clubs peuvent utiliser ou non pour s'assurer que les pilotes possèdent les compétences nécessaires pour utiliser leurs appareils en toute sécurité et de manière compétente.
- Les clubs et les membres individuels sont responsables de veiller à ce que le pilote atteigne le niveau de compétence requise pour se conformer à cette condition, compte tenu des différents types d'aéronefs qu'ils pilotent et de toute autre situation particulière.
- Conformément aux codes et aux directives de sécurité du MAAC, il appartient aux clubs et aux membres individuels de décider qui est compétent comme instructeur et qui est qualifié pour assumer des responsabilités en matière de détermination des compétences du pilote.

- 11) "Le membre de MAAC qui utilise un SATP doit indiquer sur son aéronef son numéro d'adhérent de manière à identifier le propriétaire."

NOTES:

- Les membres doivent déjà avoir leur nom, leur numéro MAAC et le numéro de téléphone "800" de MAAC sur ou dans tous leurs aéronefs. Veuillez vous assurer que tous vos appareils restent conformes à cette exigence en tout temps.
- Cette condition de MAAC correspond à l'exigence de la partie IX du RAC en matière d'inscription et de marquage.

- 12) "Le membre de MAAC qui utilise un SATP dans les espaces aériens de classe C, D, E, F ou dans tout autre espace aérien restreint doit faire décoller ou atterrir son aéronef ou le lancer ou le récupérer soit sur un terrain sanctionné par MAAC, soit sur un terrain qui n'est pas sanctionné par MAAC en obtenant une autorisation de l'organisme de contrôle ou de l'organisme utilisateur approprié avant de pénétrer dans cet espace aérien."

NOTES:

- Cette exemption, en plus d'étendre le privilège à un club de MAAC d'exercer ses activités dans un espace aérien contrôlé ou à moins de 3 MN (5,55 km) d'un aérodrome reconnu par le CFS, elle ouvre la voie pour que le privilège soit étendu au membre individuel en dehors d'un terrain de vol ou club sanctionné.
- Bien que les ressources de MAAC soient disponibles pour vous aider, il incombe à chaque membre de savoir dans quel type d'espace aérien il a l'intention de piloter et de s'assurer de satisfaire à toute exigence nécessaire liée à ces conditions.

- 13) Le membre de MAAC qui utilise un SATP, dans les espaces aériens de classe C, D, E, F ou dans tout autre espace aérien réglementé, doit respecter toutes les conditions précisées dans l'entente avec l'organisme de contrôle ou l'organisme utilisateur de la zone.

NOTES:

- Cette condition lie le membre à tout accord applicable avec une agence de contrôle.
- Cela devrait déjà être une pratique courante pour tout club ou membre opérant dans un espace aérien contrôlé ou restreint.

- 14) "Le membre de MAAC qui utilise un SATP dans un rayon de 3 MN d'un aérodrome qui est situé en dehors d'un espace aérien contrôlé et qui est énuméré dans le Supplément de vol

du Canada (CFS) ou dans le Supplément hydro aérodromes – Canada (CWAS) doit faire décoller ou atterrir son aéronef ou le lancer ou le récupérer soit:

- Sur un terrain sanctionné par MAAC;
- Sur un terrain qui n'est pas sanctionné par MAAC et établir des procédures afin de s'assurer que son SATP n'entre pas en conflit avec d'autres aéronefs dans son voisinage ou qu'il ne les met pas en danger.

NOTES:

- Comme pour la condition 12 ci-dessus, cette exemption, en plus d'étendre le privilège à un club de MAAC d'exercer ses activités dans un espace aérien contrôlé ou à moins de 3 MN (5,55 km) d'un aérodrome reconnu par le CFS, elle ouvre la voie pour que le privilège soit étendu au membre individuel en dehors d'un terrain de vol ou club sanctionné.
- Bien que les ressources de MAAC soient disponibles pour vous aider, il incombe au membre individuel de savoir dans quel type d'espace aérien il a l'intention de piloter et de s'assurer de satisfaire à toute exigence nécessaire liée à ces conditions.

- 15) Il est interdit à tout membre de MAAC d'utiliser un SATP d'une manière imprudente ou négligente qui constitue, ou est susceptible de constituer, un danger pour la sécurité aérienne ou la sécurité des personnes."

NOTES:

- Cette dernière condition énonce le principe fondamental sur lequel est basé notre passé exemplaire en matière de sécurité et constitue la base sur laquelle l'exemption a été accordée.
- Protégez-vous et protégez les autres membres du MAAC en faisant preuve de diligence, car vos actions individuelles, ou leur absence feront l'objet d'un examen en cas d'accident.

VALIDITÉ

La présente exemption demeure en vigueur jusqu'à la première des dates suivantes :

- a. La date à laquelle l'une des conditions qui y sont énoncées cesse d'être respectée;
- b. La date de son annulation par écrit par le ministre s'il estime que son application n'est plus dans l'intérêt public ou qu'elle risque de compromettre la sécurité ou la sûreté aérienne."

NOTES:

- Sous-section "a)" - Non, cela ne SIGNIFIE PAS qu'une dérogation à l'une des conditions invalide cette exemption pour tous les membres de MAAC. Il s'agit ici du libellé standard utilisé par Transports Canada et signifie que lorsqu'une violation des conditions de la présente exemption est identifiée, les personnes directement impliquées dans le bris de condition ne sont pas couvertes par l'exemption, mais sont soumises aux règles de la partie IX du RAC et sujets à d'éventuelles actions juridiques.
- Sous-section "b)" - Toutes les exemptions relèvent de la responsabilité directe du ministre et sont soumises à sa discrétion. Cette exemption est aussi permanente que notre opération responsable le sera. En veillant à ce que tous les membres se conforment au code de sécurité et aux directives de MAAC ainsi qu'aux conditions de l'exemption, nous ne risquons pas de donner au ministre le motif de l'annuler.

NOTES FINALES:

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NOTES:

- This exemption, in addition to extending the privilege for a MAAC club to operate within controlled airspace or within 3 NM (5,55km) of a CFS recognized aerodrome, maintains a pathway for the privilege to be extended to the individual member outside of a sanctioned club/field.
- Although, MAAC resources are available to assist, it is the responsibility of the individual member to know what type of airspace they are intending to fly in and meet any necessary requirement related to these conditions.

- 13) “The member of MAAC operating a RPAS in Class C, D, E, F, or in any type of restricted airspace shall adhere to all the conditions that are detailed in the agreement with the controlling agency or user agency for the area.”

NOTES:

- This condition binds the member to any applicable agreement with any controlling agency.
- This should already be common practice for any clubs or members operating in controlled or restricted airspace.

- 14) “The member of MAAC operating a RPAS within 3NM of an aerodrome outside of controlled airspace and identified in the Canadian Flight Supplement (CFS) or the Canadian Water Aerodrome Supplement (CWAS) shall, take-off, launch, land, or recover from either:

- a field sanctioned by MAAC; or
- a field which is not sanctioned by MAAC and establish procedures to ensure that remotely piloted aircraft systems do not conflict with or pose a hazard to other aircraft in the vicinity.”

NOTES:

- As with condition 12 above, this exemption, in addition to extending the privilege for a MAAC club to operate within controlled airspace or within 3 NM (5,55km) of a CFS recognized aerodrome, maintains a pathway for the privilege to be extended to the individual member outside of a sanctioned club/field.
- Although, MAAC resources are available to assist, it is the responsibility of the individual member to know what type of airspace you are intending to fly in and meet any necessary requirement related to these conditions.

- 15) “The member of MAAC shall not operate a RPAS in such a reckless or negligent manner as to endanger or be likely to endanger aviation safety or the safety of any person.”

NOTES:

- This final condition states the historical foundation of MAAC’s exemplary safety record and is the basis upon which the exemption was granted.

- Protect yourselves and your fellow MAAC members by exercising your due diligence as your individual actions, or lack thereof, will be under examination in the event of an accident.

VALIDITY

This exemption is in effect until the earliest of the following:

- (a) the date on which any of the conditions set out in this exemption is breached; or,
- (b) the date on which this exemption is cancelled, in writing, by the Minister, where he is of the opinion it is no longer in the public interest or is likely to adversely affect aviation safety.”

NOTES:

- Subsection “(a)” – No, this DOES NOT mean that any single condition breach voids this exemption for all MAAC members. It is the legal standard wording used by Transport Canada and means that during any breaches of the conditions of this exemption, those directly involved in the breach are not covered by the exemption and are instead subject to rules, and any subsequent legal jeopardy, related to the new Part IX of the CARs.
- Subsection “(b)” – All exemptions remain the direct responsibility of the Minister and subject to his privilege. This exemption is only as permanent as our continued responsible use dictates. By ensuring all members comply with the MAAC safety code and guidelines, and the conditions of the exemption, we will ensure we do not give the Minister cause to cancel the exemption.

FINAL NOTES:

- Clubs and members need to review and understand your responsibilities under the MAAC safety code and guidelines on a regular basis. It is your legal responsibility to know them.
- All members and clubs should have a copy of the exemption, paper or electronic, readily accessible whenever they are operating.
- Clubs and members need to know what type of airspace they are operating in and their proximity to land and water aerodromes. MAAC has resources to assist clubs and individual members – if in doubt CHECK IT OUT. Ignorance of the rules will not be a valid reason for not following them.
- Finally, members need to speak up whenever they see individuals operating outside the MAAC safety code and guidelines. It’s everyone’s responsibility to help educate others, protect our privileges and maintain our seven (7) decade culture of safety so we can all enjoy aeromodelling for decades to come.

• Les clubs et les membres doivent comprendre et revoir régulièrement leurs responsabilités en vertu du code de sécurité et des directives de MAAC. Il est de votre responsabilité légale de les connaître.

• Tous les membres et les clubs devraient avoir une copie de l'exemption, sous forme soit papier soit électronique et facilement accessible lorsqu'ils pratiquent leurs passe-temps favoris.

• Les clubs et les membres doivent savoir dans quel type d'espace aérien ils opèrent et à quelle distance se trouvent les aérodromes et hydro aérodromes. Le MAAC dispose de ressources pour aider les

clubs et les membres - en cas de doute, FAITES LES VÉRIFICATIONS NÉCESSAIRES. L'ignorance des règles n'est pas une raison valable pour les enfreindre.

• Enfin, les membres doivent intervenir chaque fois qu'ils voient des personnes ne respectant pas le code de sécurité et les directives de MAAC. Il incombe à chacun d'aider à éduquer les autres, à protéger nos privilèges et à maintenir notre culture de sécurité qui dure depuis sept (7) décennies, et ce afin que nous puissions tous profiter de l'aéromodélisme pour les décennies à venir.

Exemption De L'application De La Partie Ix Du Règlement De L'aviation Canadien

RCN-01 I-2019

EXEMPTION DE L'APPLICATION DE LA PARTIE IX DU RÈGLEMENT DE L'AVIATION CANADIEN

En vertu du paragraphe 5.9(2) de la Loi sur l'aéronautique, et après avoir déterminé que l'exemption est dans l'intérêt public et qu'elle ne risque pas de compromettre la sécurité ou la sûreté aérienne, j'exempte par la présente les Modélistes aéronautiques associés du Canada (MAAC), unité 9, 5100 South Service Road, Burlington (Ontario) et leurs membres en règle de l'application des exigences énoncées à la partie IX du Règlement de l'aviation canadien (RAC) avec ses modifications successives, sous réserve des conditions précisées ci-après.

La partie IX du RAC régit l'utilisation des systèmes de petits aéronefs télépilotes (SATP).

OBJET

La présente exemption vise à permettre aux membres des MAAC d'utiliser les systèmes d'aéronefs télépilotes (SATP) dans l'espace aérien canadien lorsqu'ils se conforment aux directives de sécurité des MAAC, avec leurs modifications successives.

APPLICATION

La présente exemption s'applique à MAAC et à ses membres en règle qui utilisent des SATP pesant entre 250 grammes et 35 kilogrammes en conformité avec les directives de sécurité de MAAC, avec leurs modifications successives.

CONDITIONS

La présente exemption s'applique sous réserve des conditions suivantes :

1. MAAC doit examiner et, au besoin, mettre à jour ses règles, procédures et directives de sécurité annuellement pour s'assurer qu'elles reflètent bien l'information et les pratiques en matière de sécurité les plus récentes.

2. MAAC doit tenir à jour une liste de tous les membres actifs, leur numéro d'adhérent, leur code postal, le nombre estimé de modèles qu'ils planifient avoir en état de navigabilité pour l'année, et fournir cette information au ministre tous les ans.

3. Avant de procéder à la sanction d'un terrain dans les espaces aériens de classe C, D, E, F, ou dans tout autre espace aérien restreint, MAAC doit obtenir une autorisation, par une entente écrite, de l'organisme de contrôle ou l'organisme utilisateur approprié de cette zone.

L'entente doit comprendre les limites opérationnelles, les altitudes maximales et les protocoles de communication pour faciliter l'utilisation sécuritaire des SATP sur le terrain.

4. À la sanction d'un terrain situé dans un rayon de 3 NM (milles nautiques) d'un aérodrome, en dehors d'un espace aérien contrôlé, énuméré dans le Supplément de vol – Canada (CFS) ou le Supplément hydroaérodromes – Canada (CWAS), MAAC doit établir des procédures afin de s'assurer que les SATP n'entrent pas en conflit avec d'autres aéronefs dans leur voisinage ou qu'ils ne les mettent en danger.

5. MAAC doit dresser une liste des accidents et des incidents survenus entre des SATP utilisés par ses membres et d'autres aéronefs ou personnes au sol qui ne sont pas membres de MAAC à qui s'applique la présente exemption. MAAC doit fournir cette liste au ministre, sur demande.

6. Le membre de MAAC ne doit pas utiliser un SATP à moins que le pilote ou un observateur visuel ne suive l'aéronef en visibilité directe pendant toute la durée du vol.

7. Le membre de MAAC qui utilise un SATP doit céder en tout temps le passage aux aérodynes entraînés par moteur, aux dirigeables, aux planeurs et aux ballons.

8. Le membre de MAAC qui utilise un SATP doit être en règle avec MAAC, à savoir avoir payé toutes ses cotisations et appliquer toutes les règles des MAAC.

9. Le membre de MAAC qui utilise un SATP doit se conformer à la version la plus récente des règles, procédures et directives de sécurité applicables de MAAC.

10. Il est interdit à tout membre de MAAC d'utiliser un SATP jusqu'à ce qu'il démontre avec succès, à un délégué (désigné par MAAC) régi par les règles, procédures et directives de sécurité de MAAC, qu'il possède suffisamment de connaissances et d'expérience pour contrôler le SATP de manière sécuritaire et compétente, à moins qu'il ne soit supervisé directement par un instructeur qualifié par MAAC.

11. Le membre de MAAC qui utilise un SATP doit indiquer sur son aéronef son numéro d'adhérent de manière à identifier le propriétaire.

12. Le membre de MAAC qui utilise un SATP dans les espaces aériens de classe C, D, E, F ou dans tout autre espace aérien restreint doit faire décoller ou atterrir son aéronef ou le lancer ou le récupérer soit :

a) sur un terrain sanctionné par MAAC;

b) sur un terrain qui n'est pas sanctionné par MAAC en obtenant une autorisation de l'organisme de contrôle ou de l'organisme utilisateur approprié avant de pénétrer dans cet espace aérien.

13. Le membre de MAAC qui utilise un SATP, dans les espaces aériens de classe C, D, E, F ou dans tout autre espace aérien réglementé, doit respecter toutes les conditions précisées dans l'entente avec l'organisme de contrôle ou l'organisme utilisateur de la zone.

14. Le membre de MAAC qui utilise un SATP dans un rayon de 3 NM (milles nautiques) d'un aérodrome qui est situé en dehors d'un espace aérien contrôlé et qui est énuméré dans le Supplément de vol – Canada (CFS) ou dans le Supplément hydroaérodromes – Canada (CWAS) doit faire décoller ou atterrir son aéronef ou le lancer ou le récupérer soit :

a) sur un terrain sanctionné par MAAC;

b) sur un terrain qui n'est pas sanctionné par MAAC et établir des procédures afin de s'assurer que son SATP n'entre pas en conflit avec d'autres aéronefs dans son voisinage ou qu'il ne les met pas en danger.

15. Il est interdit à tout membre de MAAC d'utiliser un SATP d'une manière imprudente ou négligente qui constitue, ou est susceptible de constituer, un danger pour la sécurité aérienne ou la sécurité des personnes.

VALIDITÉ

La présente exemption entre en vigueur le 1er juin 2019 et demeure en vigueur jusqu'à la première des dates suivantes :

a) la date à laquelle l'une des conditions qui y sont énoncées cesse d'être respectée;

b) la date de son annulation par écrit par le ministre s'il estime que son application n'est plus dans l'intérêt public ou qu'elle risque de compromettre la sécurité ou la sûreté aérienne.

DATÉE à Ottawa (Ontario), ce 17 jour de mai 2019, au nom du ministre des Transports.

Le directeur général de l'Aviation civile,
Nicholas Robinson

Exemption From Part IX Of The Canadian Aviation Regulations

NCR-011-2019 EXEMPTION FROM PART IX OF THE CANADIAN AVIATION REGULATIONS

Pursuant to subsection 5.9(2) of the Aeronautics Act, and after taking into account that the exemption is in the public interest and is not likely to adversely affect aviation safety or security, I hereby exempt Model Aeronautics Association of Canada, Unit 9, 5100 South Service Road, Burlington, Ontario and their members in good standing from the requirements set out in Part IX of the Canadian Aviation Regulations (CARs) as amended from time to time, subject to the following conditions.

Part IX of the CARs governs the use of small remotely piloted aircraft systems (RPAS).

PURPOSE

The purpose of this exemption is to allow members of the Model Aeronautics Association of Canada (MAAC) to operate remotely piloted aircraft systems within Canadian airspace while abiding by all applicable MAAC safety guidelines as amended from time to time.

APPLICATION

This exemption applies to Model Aeronautics Association of Canada (MAAC) and their members in good standing that operate remotely piloted aircraft systems weighing between 250 grams and 35 kilograms in accordance with MAAC's safety guidelines as amended from time to time.

CONDITIONS

This exemption is subject to the following conditions:

1. MAAC shall review and, if required, update its rules, procedures, and safety guidelines annually to ensure they reflect the most current safety practices and information;

2. MAAC shall maintain a list of all active members, their respective membership numbers, postal codes, the approximate number of models they intend to have airworthy for the year in question, and, shall provide this information to the Minister on an annual basis;

3. Prior to sanctioning a field in Class C, D, E, F, or any other type of restricted airspace, MAAC shall obtain an authorization through a written agreement from the appropriate controlling agency or user agency for the area. The agreement shall include operational boundaries, maximum altitudes, and communication protocols to facilitate the safe operation of RPAS at the field;

4. Prior to sanctioning a field which is within 3NM of an aerodrome, outside of controlled airspace and listed in the Canadian Flight Supplement (CFS) or the Canadian Water Aerodrome Supplement (CWAS), MAAC shall establish procedures to ensure that RPAS do not conflict with or pose a hazard to other aircraft in the vicinity;

5. MAAC shall keep a list of incidents and accidents between MAAC operated RPAS and other aircraft or persons on the ground that are not members of the association to which this exemption applies. MAAC shall provide this list to the Minister upon request.

6. The member of MAAC shall not operate a RPAS unless the pilot or a visual observer has the aircraft in visual line-of-sight at all times during flight;

7. The member of MAAC operating a RPAS shall give way to power-driven heavier-than-air aircraft, airships, gliders and balloons at all times;

8. The member of MAAC operating a RPAS shall be in good standing with the association, namely have paid all dues and be following all MAAC rules;

9. The member of MAAC operating a RPAS shall adhere to the most current version of the applicable MAAC rules, procedures, and safety guidelines;

10. The member of MAAC shall not operate a RPAS unless the member has successfully demonstrated to a person delegated by MAAC in accordance with MAAC's rules, procedures, and safety guidelines that the member has sufficient knowledge and experience to control the RPAS in a safe and competent manner unless in the case where the member is under the direct supervision of a qualified MAAC instructor;

11. The member of MAAC operating a RPAS shall mark their aircraft with their MAAC member number in a way that the owner can be identified;

12. The member of MAAC operating a RPAS in Class C, D, E, F, or any other type of restricted airspace shall take-off, launch, land, or recover from a field sanctioned by MAAC or, in the case where the field is not sanctioned by MAAC, the member of MAAC shall obtain, prior to entering the airspace, an authorization from the appropriate controlling agency or user agency;

13. The member of MAAC operating a RPAS in Class C, D, E, F, or in any type of restricted airspace shall adhere to all the conditions that are detailed in the agreement with the controlling agency or user agency for the area;

14. The member of MAAC operating a RPAS within 3NM of an aerodrome outside of controlled airspace and identified in the Canadian Flight Supplement (CFS) or the Canadian Water Aerodrome Supplement (CWAS) shall, take-off, launch, land, or recover from either

a) a field sanctioned by MAAC; or

b) a field which is not sanctioned by MAAC and establish procedures to ensure that RPAS do not conflict with or pose a hazard to other aircraft in the vicinity.

15. The member of MAAC shall not operate a RPAS in such a reckless or negligent manner as to endanger or be likely to endanger aviation safety or the safety of any person.

VALIDITY

This exemption is in effect from June 1, 2019 until the earliest of the following:

a) the date on which any condition set out in this exemption is breached; or

b) the date on which this exemption is cancelled in writing by the Minister where he is of the opinion that it is no longer in the public interest or is likely to adversely affect aviation safety or security.

DATED at Ottawa, Ontario, this 17 day of May, 2019 on behalf of the Minister of Transport.

Nicholas Robinson
Director General, Civil Aviation

FAQ pour l'exemption de MAAC

Que signifie notre exemption?

Transports Canada permet aux membres du MAAC de voler comme d'habitude, en se conformant au code de sécurité du MAAC et aux directives du MAAC sur les meilleures pratiques à suivre. Il y a des responsabilités, comme il y en a toujours eu, comme celle de savoir dans quel type d'espace aérien vous volez et de prendre les dispositions nécessaires avec les autorités appropriées, le cas échéant.

Existe-t-il un principe qui définit l'exemption?

Fondamentalement, il ne devrait y avoir aucune circonstance où des modèles réduits se trouvent sur le chemin d'un avion avec pilote abord. Il incombe aux modélistes de s'assurer que cela ne se produit pas. Au-delà de cela, les membres du MAAC sont essentiellement autorisés à s'adonner à leur passe-temps et ce selon nos règles.

Ai-je besoin d'une licence d'opérateur de base de Transports Canada?

Non. Les membres du MAAC doivent uniquement être des membres en règle, se conformer au code de sécurité et consulter les directives du MAAC sur les meilleures pratiques à suivre.

Dois-je enregistrer mes modèles auprès de Transports Canada?

Non. MAAC demande aux membres d'avoir leur numéro de MAAC et leurs coordonnées sur ou dans chaque modèle de manière conforme aux critères d'identification demandés.

Suis-je limité à une altitude maximale?

Non, à moins que cela ne soit limité par le code de sécurité ou les directives de MAAC. Plus un modèle vole haut, plus le risque de conflit avec des avions avec pilotes abord augmente. Les modélistes devraient avoir un plan en place pour éviter ce genre de conflits. Soyez conscient des changements d'espaces aérien que vous pourriez rencontrer avec une altitude accrue, car cela pourrait impliquer une coordination avec les autorités appropriées.

Quelles sont les restrictions auxquelles je suis tenu sur le terrain de mon club?

Vous pouvez voler comme vous le faites toujours sur le terrain de votre club, en respectant le code de sécurité du MAAC, les règles de votre club et en consultant les directives du MAAC pour une pratique sécuritaire.

Dois-je appartenir à un club MAAC?

Non, mais être membre d'un club présente des avantages comme faire partie d'un groupe de personnes partageant les mêmes intérêts, disposer d'une structure et d'une culture de sécurité déjà en place.

Dois-je voler uniquement sur un terrain de club MAAC?

Non, mais vous avez besoin de la permission du propriétaire du terrain, vous devez suivre le code de sécurité de MAAC et consulter les directives de MAAC pour bien connaître les meilleures pratiques à suivre.

Dois-je voler uniquement lors d'un événement sanctionné par MAAC?

Non, notre passe-temps consiste à voler pour le plaisir et cette exemption nous permet de continuer à nous rendre sur notre site préféré et à y voler quand nous le voulons.

Dois-je enregistrer ma propre propriété ou un champ de mes voisins en tant que site de vol MAAC?

Non, mais l'enregistrement du site peut étendre la couverture d'assurance au propriétaire du terrain.

Puis-je créer mon propre club?

MAAC ne reconnaît pas le club d'une seule personne, mais si vous volez régulièrement avec un petit groupe de personnes, la création d'un club présente des avantages et votre directeur de zone peut vous aider dans ce processus.

Puis-je faire voler mon planeur au-dessus de la limite d'altitude de Transports Canada?

Oui, tant que vous suivez le code de sécurité MAAC et que vous vous conformez aux directives de MAAC pour connaître les meilleures pratiques à suivre, et que vous connaissez le type d'espace aérien dans lequel vous volez. En particulier, veillez à identifier et à éviter les aéronefs avec pilote abord en tout temps.

Puis-je lancer mes modèles réduits de fusée au-dessus de la limite d'altitude de Transports Canada?

Oui, à condition de respecter le code de sécurité du MAAC et de consulter les directives du MAAC pour connaître les meilleures pratiques à suivre et d'être conscient du type d'espace aérien dans lequel vous volez.

Puis-je piloter des modèles de vol libre au-dessus de la limite d'altitude de Transports Canada?

Oui, mais assurez-vous que votre modèle est équipé d'un déclencheur de décrochage fonctionnel, que vous suivez le code de sécurité MAAC et que vous vous reportez aux directives de MAAC pour connaître les meilleures pratiques à suivre.

Est-ce que mes modèles pour vol circulaire sont couverts par cette exemption?

Oui, en tant que membre du MAAC, vous pouvez continuer à piloter vos modèles pour vol circulaire comme vous l'avez fait par le passé. Si votre site de vol se trouve dans un espace aérien contrôlé s'étendant jusqu'au sol, vous devrez vous entendre avec les autorités compétentes.

Et si mon modèle pèse plus de 25 kg?

Les membres du MAAC sont autorisés à piloter des modèles pesant jusqu'à 35 kg en vertu de notre exemption, ce qui est 10 kg plus lourd que ne le permettent les règlements de la Partie IX sans permis spécial (COAS).

Et si mon modèle pèse moins de 250g?

Les modèles de moins de 250 g ne sont pas réglementés par Transports Canada, mais toute activité aérienne en tant que membre du MAAC doit être conforme au code de sécurité du MAAC et aux directives du MAAC relatives aux meilleures pratiques.

Pourquoi MAAC a-t-il obtenu cette exemption?

Cette exemption reconnaît les 70 années de MAAC dans la promotion continue d'une culture de sécurité. Nos règles, politiques et directives actuelles ont également été examinées et jugées appropriées pour nos activités. Le maintien de cette exemption implique le maintien de notre passé exemplaire en matière de sécurité et de la culture de cette sécurité, ce qui nécessite la vigilance de chacun des membres.

Quand cette exemption expire-t-elle?

Cette exemption n'a pas de date d'expiration, mais si nous devons présenter un danger plus élevé que prévu, celle-ci pourrait être réexaminée par Transports Canada à tout moment. Si nous continuons à voler comme par le passé, il n'y a aucune raison de s'attendre à ce que l'exemption soit retirée.

Dois-je suivre le programme de formation de MAAC appelé "Wings"?

Non. Tandis que le MAAC propose une gamme de programmes de formation, chaque club a toujours la possibilité de définir sa propre formation et ses propres critères de qualifications. En vertu de l'exemption, vous devez être reconnu compétent pour pouvoir voler sans aide.

Si par inadvertance je ne remplis pas les conditions de l'exemption, celle-ci est-elle révoquée pour tout le monde?

Non, mais si vous ne remplissez pas les conditions, vous serez soumis aux règles et aux pénalités spécifiées dans la Partie IX des RAC.

MAAC Exemption FAQ

What does our exemption mean?

Transport Canada is allowing MAAC members to fly as we traditionally have, follow MAAC safety code and looking to MAAC Guidelines for best practices. There are responsibilities, as there always have been, to know what airspace you are flying in and to make arrangement with the appropriate authorities if needed.

Is there a defining principle to the exemption?

Basically, there should be no circumstance where model airplanes and full-size airplanes will cross paths. It is the modellers responsibility to ensure this doesn't happen. Beyond that, MAAC Members are basically being allowed to enjoy our hobby according to our rules.

Do I need a basic operator license from transport Canada?

No. MAAC Members only need to be members in good standing and follow our safety code and looking to MAAC Guidelines for best practices.

Do I need to register my models with transport Canada?

No. MAAC asks members to have their MAAC number and contact information on, or in, each model and that meets the identification requirement.

Am I restricted to a maximum altitude?

No, unless restricted by the MAAC safety code or guidelines. As models fly higher, the risk of conflict with full size airplanes increases and modellers should have a plan in place to avoid that conflict. Be aware of any airspace changes you might experience with increased altitude as this might involve coordinating with the appropriate authorities.

What restrictions do I face at my club field?

You can fly as you always have at your club field, following the MAAC Safety Code, your Club Rules, and looking to MAAC guidelines for best practices.

Do I need to belong to a MAAC Club?

No, but being a member of a club has benefits that include being a part of a group of like-minded people and having an existing structure and safety culture.

Do I have to fly at a MAAC club field?

No. But you do need the permission from the land owner and you need to follow the MAAC Safety Code and look to the MAAC Guidelines for best practices.

Do I have to fly at a MAAC sanctioned event?

No, our hobby is about going out and flying for fun, and this exemption allows us to continue heading out to our favorite site and getting some flights in when we want to.

Do I need to register my own property or a neighbours field as MAAC flying site?

No, but registering the site can extend insurance coverage to the land owner.

Can I start my own club?

MAAC doesn't recognize a club of one person, but if you regularly fly with a small group then there are benefits to forming a club and your Zone Director can help you with that process.

Can I still fly my glider above the Transport Canada altitude limit?

Yes, as long as you are following the MAAC Safety Code and looking to the MAAC Guidelines for best practices, and are conscious of what type of airspace you are flying in. In particular,

make sure you make efforts to identify and avoid full size aircraft when flying.

Can I still fly my model rockets above the Transport Canada altitude limit?

Yes, as long as you are following the MAAC Safety Code and looking to the MAAC Guidelines for best practices, and are conscious of what type of airspace you are flying in.

Can I still fly Free Flight models above the Transport Canada altitude limit?

Yes, but make sure your model is equipped with a working dethermalizer and that you follow the MAAC safety code and look to the MAAC Guidelines for best practices.

Are my Control Line models covered by this exemption?

Yes, as a MAAC Member you can continue to fly your control line models as you have in the past. If your flying site is in controlled airspace that extends all the way to ground level, you will have to have an agreement with the appropriate authorities.

What if my model weighs more than 25kg?

MAAC members are allowed to fly models up to 35kg under our exemption, which is 10kg heavier than the Part IX regulations allow without a specific permit (SFOC.)

What if my model weighs under 250g?

Models under 250g are not regulated by Transport Canada, but any flying activity as a MAAC Member would have to comply with MAAC Safety Code and and look to the MAAC Guidelines for best practices.

Why did MAAC get this exemption?

This exemption recognises MAAC's 70 years record of continually promoting a culture of safety. Our current rules, policies, and guidelines were also reviewed and found to be appropriate to our activities. Keeping this exemption involves maintaining that record and culture of safety, which requires vigilance from every member.

When does this exemption expire?

This exemption doesn't expire, but should we prove to be more of a hazard than expected it may be revisited by Transport Canada at any time. If we continue to fly as we have historically, there is no reason to expect the exemption to be withdrawn.

Do I need to complete a MAAC Wings Program?

No. While MAAC offers a range of Wings programs for training, each club still has the ability to set their own training and qualifications for proficiency. Under the exemption, you would need to be recognised as being competent before flying unassisted.

If I accidentally don't meet the conditions of the exemption, is it revoked for everyone?

No, but if you don't meet the conditions you will be subject to the normal Part IX regulations and penalties.

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Tired Of Rubber Bands? Upgrade To Bolts!



By Mike Marr

I'm in my 5th year of RC flying and have come to enjoy ice and snow as favourite surfaces to fly from. There is nothing better than 1cm of fresh snow over a crust you can walk on!

I also love glow engines and don't mind cleaning castor oil off the models after a day of flying. But have developed an aversion to removing oil-soaked, cold rubber bands from planes blasted with snow. To me it kind of feels like olive oil soaked pasta, but way less appetizing.

A while ago I got an old LT-40 at the Kingston annual auction for \$5. The previous owner had re-covered the wing and parts of the fuselage without removing the old covering and had also added extra plywood, bringing the weight up considerably. The wing is so big, though, that it is still a relaxing flyer even though it weighs 3,593g (flight battery in).

With a cheap airframe in my hands, I decided to see if I could do-away with the rubber bands by converting the wing to a bolt-on configuration. A word of caution, though, the rubber wing mounting system is meant to absorb some of the force in a crash. If you switch to bolts, a crash will almost certainly result in more damage. You will need to decide if the convenience is worth the peril.

There are probably a bunch of different ways to make this conversion, but here is how I did it.

FUSELAGE BRACKETS

I decided to put two bolts near the wing's leading end on the outboard of the fuselage. That requires a pair of brackets made from 3/16" aluminum plate. Mine are thinner but I added a doubler to the top part in order to get enough threads for the 1/4-20 bolts to grab. Be careful to match the dihedral of the

wing with the bends in the brackets.

Drill the brackets with a #7 bit. This is the correct size for tapping 1/4-20. A 13/64 bit is close enough. Don't tap them yet – we need these holes for lining up the matching holes in the wing.

FUSELAGE BRACKET MOUNTING

The brackets mount on the fuselage sides. There is loads of room inside the LT-40 so no trouble finding spots for the bracket bolts. Set them on a fore/aft angle to match the wing and if your saddle has foam on it, get the height such that the foam will be compressed as the wing bolts are snugged up.

It is important to put the wing on with rubber bands first to simplify getting the height and angle correct.

Two #4-40 machine screws and a wood screw fasten each bracket to the fuselage.



WING LE

The wing needs solid wood where the bolts pass through in order to keep it from compressing. 3/4" poplar dowel works well.

With the wing rubber banded on, mark the positions of the bracket holes on the underside.

With the wing off, you can run a 3/4" Forstner bit in reverse to score or remove the covering, then use an X-acto knife to cut 3/4" holes in the bottom balsa sheeting. At this point the 3/4" dowel will slide in snugly. Sand it with coarse paper to match the upper balsa sheeting angle, push it into the wing, and mark it with pencil to get the right length.

Now epoxy the dowels in using enough glue to ensure there are no voids at the top where you guessed at the fit somewhat. Use at least 15 minute cure here.



After the glue sets completely(overnight is good) rubber band the wing on solid, check alignment, and with an aircraft savvy assistant, use the bracket holes as guides and drill through the wing from the bottom getting both the dihedral and fore/aft angles right. You look at one angle, your assistant looks at the other. This is done with the #7 bit.

The above is the most difficult part, use your eyeball and TLAR (That Looks About Right)skills. Your holes may not be centered in the dowels but the goal is to get them correct with respect to the wing and fuselage brackets so don't worry about it.

Now you can tap through the wing from the top with a 1/4-20



tap. When you run out of cutter length, drill the wing from the top with a 1/4" bit but only enough to allow the tap to get a good start in the aluminum brackets. With both sides started you can remove the wing, drill it through 1/4", and finish the tapped holes in the brackets.

Finish off the LE with a top plate bent to match dihedral to distribute load, drill it on an angle to match the LE fore/aft angle.

WING TE

I made a TE plate from 1/8" aluminum. Bend it to match the wing chord and to be parallel to the fuselage when the rear bolt is tightened.

The front machine screw is doing most of the work, it has a nut on the other side. I also put in a plywood cross bar inside the top of the fuselage, I cut away the covering to facilitate that.

With the wing LE bolted to the fuselage I transferred the TE bolt hole and drilled the new fuselage cross bar for a 10-32 blind nut on the inside. I also made a spacer for the rear bolt so it can be snugged up without bending the TE bracket.

Now the old oily rubber band dowels can be removed and the holes covered.

FINISHED

The result was better than I had expected! The plane assembles in half the time and flies a bit more solid too, I think the wing may have been shifting a bit in flight.

One thing I would consider is using nylon shear bolts instead of metal ones, this will still give you all the strength you need, but they will shear with a significant impact on the wing and likely save you some repair time. ✈



Mark Betuzzi - 26605L

Chef de Comité

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RÉVISION - PROGRAMATION DU RÉCEPTEUR AS3X

Spektrum a éliminé le câble de téléphone intelligent qui servait à programmer le récepteur AS3A. Un module de programmation (SPMBT 1000) Bluetooth pour émetteurs et récepteurs est maintenant disponible si vous utilisez votre téléphone intelligent afin de programmer la gamme AS3X des récepteurs Spektrum.

Premières étapes :

Créez un compte chez Spektrum au <https://www.spektrumrc.com/>

Download Spektrum Updater https://spektrumrc.cachefly.net/apps/updater_instructions.html

Branchez le récepteur dans un ordinateur PC à l'aide du câble Spektrum, obtenez le numéro de série des récepteurs, inscrivez le vôtre auprès de Spektrum en vous rendant au My Spektrum, My Products, Register a new product. Copiez ensuite le numéro de série sur le formulaire d'inscription. Une fois cette étape franchie, cliquez sur

Download Updates, ensuite sur Model Pre-sets afin de télécharger le programme pré-établi pour avions. Transférez ensuite le téléchargement à votre récepteur à l'aide de la bonne rallonge de PC.

Vous devrez ensuite télécharger Spektrum Programmer vers le programme à l'aide d'un ordinateur personnel (PC) : http://spektrumrc.cachefly.net/apps/spektrum_programmer.html ou encore, téléchargez l'application (APP) du programme d'AS3X selon votre téléphone intelligent respectif.

Vous trouverez ici un sommaire des 23 extraits vidéo sur la programmation Spektrum des récepteurs sécuritaires au : Videos - https://www.youtube.com/watch?v=LnYiKgrL_bU.

Si une maquette a déjà été programmée dans votre émetteur, laissez ce programme en place et incorporez une nouvelle maquette dans l'émetteur. Les paramètres par défaut (ailerons, gouvernail de profondeur, gouvernail de direction) demeurent. À l'aide du programme Spektrum AS3X, vous pourrez incorporer l'exponentiel, le mode inversé (reverse), les sous-ajustements (sub-trim) et les réglages de la course (travel adjustments).

Installez le récepteur dans la maquette et déterminez l'orientation du récepteur. Déterminez si vous avez besoin d'un récepteur satellitaire.

Apparez (bind) le récepteur de la façon habituelle. Assurez-vous que votre téléphone possède l'application (APP) de l'AS3X ou le programme proprement dit dans votre ordinateur personnel (PC).

Mettez le récepteur en tension (à « on ») et branchez le câble à votre téléphone ou à votre ordinateur personnel. Vous pouvez aussi utiliser le module de programmation Spektrum BLE (compatible avec le mode Bluetooth). En ce qui concerne votre téléphone, vous devez régler le volume au maximum. S'il est bien connecté, le téléphone ou l'ordinateur personnel sera en mesure d'effectuer une

lecture des paramètres du récepteur.

Disposition (set-up) initiale de la maquette – Nommez la maquette, insérez le modèle de récepteur et d'émetteur. Vous sélectionnez alors Model Select, Initial Set-Up; utilisez Wizard ou les applications (APPS) sur cet écran.

6. Vous devrez ensuite répondre aux paramètres : Go To, Name and photo (nom et photo), Receiver orientation (orientation du récepteur), Flight Mode Switch (interrupteur de mode de vol), Aircraft Type (type d'aéronef), Surface set-up (configuration des gouvernes), Fail Safe (mode antidéfaillance), Port assignment (assignation du port). Une fois tous ces réglages incorporés, reculez et pressez le bouton en haut à droite afin de confirmer le mode programmation. Pendant toute cette étape de programmation, votre émetteur peut demeurer en tension (à « on ») afin de vous assurer que la programmation est complète.

7. Reculez d'un écran et réglez l'exponentiel et la fonction Dual Rates pour chacun des modes de vol. Je commence tout juste à comprendre les réglages de Gain et Priority (réglages de l'AS3X).

8. Votre tableau de bord (dashboard) exhibera tous les réglages que vous avez incorporés grâce à la programmation.

9. AS3X – réglages finaux – Expo, Dual rates, Gains et mixes.

Expo -+ positif, voilà ce qui amoindrit le jeu des manettes au centre (de leur débattement) dans tous les modes (régimes) de vol.

Gain and Priority, -- Rate Gain – Conventional Gain, cela ne corrige que lorsque la maquette est en mouvement.

Heading Gain – maintient le cap.

Priority – cela réduit le Rate Gain.

Relative Gain – vous pouvez procéder à des ajustements en vol.

Telemetry – ouverte – AS3X – ACT

Function Menu – AS3X Gain –

Menu – Input – vous avez le choix... réglage gauche ou droit. ✈

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PROJECTS FOR BEGINNER, INTERMEDIATE TO ADVANCED

Mark Betuzzi - 26605L
Committee Chair
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AS3X RECEIVER PROGRAMMING - REVISED

Spektrum has eliminated the Smartphone cable for AS3X programming. A Transmitter/Receiver Bluetooth programming module (SPMBT1000) is now available for using your Smartphone to program the AS3X line of Spektrum receivers.

First steps - 1. Register an account at Spektrum <https://www.spektrumrc.com/>

Download Spektrum Updater https://spektrumrc.cachefly.net/apps/updater_instructions.html

Plug Receiver into PC using the Spektrum cable, obtain serial number of receivers,

Register the receiver at Spektrum under My Spektrum, My Products, register a new product, Copy the serial number into the registration form. Once registered, Click on

Download Updates, then Model Pre-sets to download airplane pre-set program. Transfer the download to your receiver using the proper PC Cord.

Download Spektrum Programmer to

program using a P.C. http://spektrumrc.cachefly.net/apps/spektrum_programmer.html or Download the

AS3X program APP for your respective Smartphone.

Summary of the 23 videos on Spektrum programming of safe receivers:

Videos - https://www.youtube.com/watch?v=LnYiKgrL_bU

1. If you have an existing model programmed into your Transmitter, leave that program in place and start with a new model in the transmitter. Aileron, Elevator, Rudder, are left in the default settings in the transmitter. Expo, Reverse, Sub-trims, and Travel Adjustments are all made using the Spektrum AS3X program.

2. Install the receiver into the airplane and set the orientation of the receiver. Determine if a satellite receiver is needed.

3. Bind the receiver in the normal way. Ensure you have the AS3X App in your phone or the program in your P.C.

4. Power on the receiver, and then hook the cable to your phone or PC. You can also use the new Bluetooth compatible Spektrum BLE Programming module for programming. For your phone, the volume must be set at maximum. If connected properly, the phone or P.C. will read the settings in the receiver.

5. Initial Model Set-Up - Name Model, set

model of receiver and transmitter. Model Select, initial setup, use the Wizard or the apps on this screen.

6. Go To, Name and photo, Receiver orientation, Flight Mode Switch, Aircraft Type, Surface setup, Fail Safe, Port assignment, once all the settings are made, go back, press the top right to enable programming is done. The transmitter can be on during all programming to verify the programming has been completed.

7. Go back one screen and set the Expo, and the Dual Rates for each flight mode. I am just coming up to speed to understand the settings for Gain and Priority (AS3X settings)

8. Dashboard will show up all the settings made with the programming.

9. AS3X - Final setups - Expo, Dual rates, Gains and mixes.

Expo - + positive softens the controls around centre for all flight modes,

Gain and Priority - Rate Gain - Conventional Gain - Corrects only during motion,

Heading gain - holds heading,
Priority - Reduces Rate Gain.
Relative Gain - Gain Adjustments in Flight
Telemetry - Open - AS3X - ACT
Function Menu - AS3X Gain -
Menu - Input is your choice of Left or Right trim . ✈

Manitoba Nord-Ouest De L'Ontario (D)

suite de la page 16

Il s'agit de notre passion, de notre passe-temps et pour plusieurs d'entre nous, notre plaisir. À titre d'organisme, le MAAC doit survivre aux modifications des règlements et doit accomplir ce dont nous avons besoin, nous, les membres.

Si les membres actuels ou nouveaux membres potentiels trouvent que les clubs sont intransigeants ou agressifs quant à la prévention ou à l'application des règlements, cela n'est pas nécessairement agréable et les gens n'y prendront pas goût. Si je veux être parfaitement clair, j'appuie tout geste à l'endroit des personnes qui enfreignent les règlements, jusqu'au point de retirer ses privilèges à quelqu'un qui a été pris en défaut. D'après moi, la meilleure façon de faire respecter les règlements, c'est de les rendre clairs et en ayant une conversation amicale, d'abord.

Une autre conversation, un peu plus sérieuse, pourrait suivre pour les transgressions mineures – la plupart des personnes veulent faire partie d'un groupe et suivre la norme – mais parfois, nous forçons un peu la note... et d'autres fois, on oublie innocemment.

Si, après tout cela, certains modélistes ne saisissent pas la portée de leurs gestes, veuillez communiquer avec le président de votre club et, au besoin, votre directeur de zone et informez-les de ce que vous avez vu. Je dois dire que je suis fier et humble de faire partie de l'équipe CARAC du MAAC. De mes propres yeux, j'ai vu le nombre d'heures que les bénévoles du MAAC consacrent à ce processus, et ce, depuis plusieurs années. Ce n'est pas aussi simple qu'on pourrait penser – on retrouve quantité de divers joueurs qui ont tous leur problématique. ✈

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

editor@ModelAviation.ca

Racontez-nous Une Histoire!

Nous recherchons quelques bonnes idées et des histoires sensationnelles.

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

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

Paul Gibeault

Chef de Comité

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Il n'y a pas beaucoup de nouvelles officielles à rapporter au sein du groupe de vol circulaire puisque les adeptes commencent tout juste à sortir. Dans mon coin, moins d'une douzaine de vols ont été effectués jusqu'à maintenant mais je m'attends à ce qu'il en ait davantage.

LÉGISLATION RPAS ET LE VOL CIRCULAIRE

Plusieurs personnes étaient nerveuses sur Internet mais le fin mot de l'histoire pour les modélistes du vol circulaire, c'est que nos maquettes sont classées comme étant des cerfs-volants et non comme engins aériens non habités. Ainsi, vous n'avez pas besoin des exigences comme les collants d'identité des propriétaires. Continuez de faire ce que vous avez toujours fait et ayez du plaisir.

BALSA BEAVERS

Ceux d'entre vous qui ne connaissez pas le site Web des Toronto Balsa Beavers voudront jeter un coup d'œil à la série (en cinq composantes) de Doug Blackmore sur les courses de format Goodyear. Le site en question : www.balsabeavers.com. Cliquez sur le lien Youtube pour visionner la série en entier.

Qui aurait pensé qu'après avoir regardé ces extraits, un club allemand aurait adopté ces règlements à l'occasion de leur important concours Lassogeier Luftzirkus, en septembre dernier? Votre éternel président de comité planifie un voyage en sol européen qui comprendra un arrêt à cet événement.

J'apporterai les petites maquettes Mouse Racers et j'agiterai l'unifolié canadien. Jusqu'à maintenant – en compagnie d'Américains qui seront aussi de la partie – il s'agira de la première épreuve Mouse que je connaisse. Je rédigerai un rapport complet à l'automne... demeurez aux aguets.

(À vous d'effectuer une recherche Google de « Lassogeier Luftzirkus » : vous y verrez une bien chouette vidéo de l'évènement et des renseignements.)



After another full power straight-in crash, this fuselage broke but not the hinges! / Après un autre écrasement à plein régime, le fuselage s'est cassé, mais pas les pentures! (La finition est une couche de peinture epoxy sur du bois dénudé, sans même de l'apprêt.)

CONCOURS BRODAK

Si quelqu'un dans l'est du pays songe à se rendre au concours Brodak de vol circulaire, j'aimerais bien que vous preniez quelques photos et je les inclurai (de même qu'un compte-rendu) dans ma chronique. J'espère ainsi pouvoir offrir une perspective internationale à cette chronique.

L'intérêt pour le vol circulaire est à la baisse mondialement – comme bien des disciplines au sein de l'aéromodélisme – mais je me dis : « Pourquoi ne pas aller jeter un coup d'œil à ce que fait le reste du monde? ». Je pourrais y récolter de bonnes idées... les Allemands ne se sont pas gênés.

(* Remarque : Appel à peine voilé aux contributions extérieures de texte...)

Jusqu'à ce que de prochaines nouvelles de comité soient disponibles, voici un article sur la façon de fabriquer FACILEMENT des pentures invisibles, ce qui pourrait vous servir.

PENTURES INVISIBLES, LA FAÇON FACILE

par Paul Gibeault

« Vous n'avez qu'à prendre deux morceaux de recouvrement thermorétractable (iron-on) Coverite et de les coudre ensemble à l'aide de Dacron ou de fil tout aussi résistant. Vous n'aurez qu'à

découper les dimensions dont vous avez besoin. J'ai utilisé tant des pentures pleine longueur que des pentures partielles. Vous avez le choix.

« Alignez vos surfaces de stabilisateur et de gouvernail de profondeur le plus serré possible à l'aide du Coverite (dessus et dessous) et passez le Coverite au fer. Retournez les surfaces et chauffez le matériel sur cette autre surface.

« Si vous voulez davantage de robustesse, j'imagine que vous pourriez appliquer du Balsarite sur les surfaces à coller, ou de l'Ironex ou autre substance semblable, mais je n'ai jamais constaté qu'il fallait améliorer l'adhésion, du moment que le substrat de balsa est propre et libre de poussière.

« En quelques minutes seulement... vous aurez terminé! Si vous trouvez que les pentures sont trop raides, agitez-les une douzaine de fois et elles deviendront plus flexibles.

« S'agit-il d'une penture très molle? Eh bien, sur ma maquette 1/2A de vitesse alors que la tige-poussoir est détachée, le gouvernail de profondeur tombe par simple gravité, alors oui, je dirais qu'il y a autant de jeu libre que nécessaire.

« Si vous appliquez une couche ou deux d'apprêt (primer), le matériel de

suite à la page 92

CONTROL LINE

Paul Gibeault

Committee Chair

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There's not a whole lot of official news to report as the C/L group is just starting to get out for spring flying. In my area, less than a dozen reported flights have been flown thus far but I expect this to increase shortly.

RPAS LEGISLATION AND CONTROL LINE

Much nervousness has been expressed over the Internet, but the bottom line for C/L fliers is that C/L models fall under the category of "Kites" and not UASs, so none of the requirements such as ID Stickers are needed. So carry on as you normally do & continue to have as much fun as always.

BALSA BEAVERS

Those of you unfamiliar with The Toronto Balsa Beavers website might want to have a look at Doug Blackmore's five-part series on their Goodyear racing event. www.balsabeavers.com. Click on the YouTube link for the whole series.

Who would have thought that after viewing them, a club in Germany has adopted these rules for their big Lassogeier Luftzirkus contest this September. Your ubiquitous C/L Chairman is planning on a European holiday trip which will include attending this event.

I will be bringing mouse racers with which to uphold the Canadian flag. So far with Americans also in attendance, this will be the first International Mouse Race that I know of. I'll be doing a full contest report in the fall about it, so stay tuned for that.

(Google: Lassogeier Luftzirkus for a rather neat video of the event and more info).

BRODAK C/L CONTEST

If anybody out East is contemplating on attending the Brodak C/L Contest, please snap a few photos and I'll include them (and any report) in my column, as I'm hoping to give our C/L column here a bit more International appeal.

Control Line interest is declining worldwide, much like all



aeromodelling in general, so I feel why not see what the rest of the world is up to and maybe pick up a good idea or two like the Germans have done.

(*Note: this is a thinly disguised call for more C/L material...)

So until more Committee news is available, here's an article on making EASY invisible hinges you may find helpful.

INVISIBLE HINGES THE EASY WAY

by Paul Gibeault

"Just take two pieces of Iron-on Coverite material and sew them together with dacron or similar strong thread. Then cut off the size piece you'll need. I have used both full span and also several partial hinges, the choice is yours.

"Line up your stab and elevator surfaces as tight as you can with the Coverite in place top & bottom, then iron on the Coverite. Flip the

surfaces over & iron the material on the other side of the stabilizer assembly.

"For extra insurance I suppose you can paint the hinge attach areas with Balsarite, Ironex, or similar materials, for improved adhesion of the Coverite material, but I have not found the need just yet, as long as the balsa substrate is clean and dust free.

"Within minutes...you're done! If you find the hinge stiff then flex it a dozen times or so & it will indeed loosen up very nicely.

"Is it a free hinge? Well, on my 1/2A protospeed model with the pushrod detached the elevator falls under its own weight, so I would say yes it is.

"With a coat or two of primer, the hinge material can be blended right in with the surface and once colour sprayed, the hinge material becomes invisible. Plus, it is also a very aerodynamically clean and "gapless" installation. To date, I have not had any of

these type hinges break or come adrift even when subjected to violent crashes, so I've found they are quite safe. I've encountered no debonding problems so far, up to 105 MPH speeds.

"I have to admit that I kind of shudder when I still see c/l modelers still using the old cloth and even sewn hinges on their models. Although those methods functionally work I suppose, as a "utility builder" I get a warm feeling when much better builders than I ask how I manage to invisibly hinge my elevators."

You CAN teach an old dog new tricks apparently. Enjoy! ✈



Three model stabilizers with sewn hinges: Bare wood, with primer and painted with one coat of epoxy. (invisible). / Trois stabilisateurs munis de pentures cousues : le bois dénudé enduit d'apprêt et peint d'une couche d'époxy (invisible).



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Par exemple, si votre police ne couvre pas les tremblements de terre, votre modèle aéronautique ne sera pas couvert en cas de perte à la suite d'un tremblement de terre.

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CONTROL LINE RECORDS
MARCH 30, 2019

Event	Record Holder/Class	Time/Speed	Date
½ A Speed	Open: Paul Gibeault, Leduc, AB	107.60 MPH	Aug. 06/00
A Speed	Open: Paul Gibeault, Richmond, BC	187.23 MPH	Dec. 02/01
B Speed	Open: Ron Salo, Surrey, BC	167.06 MPH	July 07/97
D Speed	Open: David Ker, Aurora, ON	-OPEN-	
Jet Speed	Open: Chris Sackett, Burnaby, BC	-OPEN-	
FAI Speed	Open: Paul Gibeault, Richmond, BC	180.70 MPH	Dec. 02/01
Formula 40	Open: Martin Higgs, Vancouver, BC	162.56 MPH	Sept. 05/04
.21 Sport Speed	Open: David Ker, Aurora, ON	141.68 MPH	July 21/94
½ A Profile Proto	Open: Paul Gibeault, Leduc, AB Junior: James Cox, Delta, BC	97.30 MPH 66.54 MPH	May 22/15 July 19/97
Goodyear "A" 70 Laps	Open: Les Akre, Edmonton, AB	2:53.3 Min.	Oct. 10/92
Goodyear "A" 140 Laps	Open: Les Akre, Edmonton, AB	5:47:01 Min.	May 30/99
Goodyear "B" 100 Laps	Open: C. Brownhill/W.Petrevan Centralia, ON	4:06:5 Min.	July 16/91
Goodyear "B" 200 Laps	Open: C. Brownhill/ R.Kolarik, Etobicoke, ON	9:52:0 Min.	July 06/91
FAI Team Race (100 Laps)	Open: B.Fairey/R.Fairey Kitchener, ON	3:31:22 Min.	1995
FAI Team Race (200 Laps)	Open: B.Fairey/R.Fairey, Kitchener, ON	7:30:4 Min.	Sept. 28/02
Rat Race (140 Laps)	Open: R. Dawson/ M.Higgs Vancouver, BC	6:06:0 Min.	May 29/88
Sport Race (70 Laps)	Open: D.Kelly/ G.Gau Niagara Falls, ON	3:56:59 Min.	June 10/93
Sport Race (140 Laps)	Open: Al Baker, Brantford, ON	7:59:65 Min.	Oct. 10/93
Mouse Race (50 Laps)	Open: Paul Gibeault, Richmond, BC Junior: Stephen Cox, Delta, BC	2:14:0 Min. 2:17:85 Min.	May 23/92 Aug. 29/97
Mouse Race (100 Laps)	Open: P. Gibeault, Richmond, BC Junior: Stephen Cox, Delta, BC	4:22:0 Min. 4:41:12 Min.	July 15/99 May 23/98
Profile Navy Carrier	Open: James Cox, Delta, BC Junior: James Cox, Delta, BC	256:1 Pts. 224:00 Pts.	May 23/03 Aug. 06/00
Class I Navy Carrier	Open: Dan Gordon, Calgary, AB	308.10 Pts.	July 17/82
Class II Navy Carrier July 17/82	Open: Gerry Van Dyke, Edmonton, AB		313:31 Pts.
Endurance	Open: Doug Blackmore/ Len Bourel Toronto, ON Junior: Jason Peck, Calgary, AB	3 h 28:25 m 21:59:7 m.	Sept. 09/17 Nov. 16/81
Sport Endurance		-OPEN-	

Message du président *suite de la page 5*

rédigés, histoire de jauger le nombre croissant de drones qui étaient utilisés commercialement et pour le loisir. À ce moment-là, TC a aussi reconnu la culture du MAAC, son historique et sa feuille de route en matière de sécurité en nous autorisant à utiliser nos règlements afin de faire voler nos maquettes... enfin, la majeure partie de nos règlements. La réglementation intérimaire stipulait aussi des règlements différents pour l'utilisation aux fins des loisirs et celle à des fins commerciales de véhicules télécommandés. Les nouveaux règlements ne faisaient pas cette distinction.

À compter du 1er juin 2019, les règlements intérimaires deviennent chose du passé et la nouvelle réglementation sur les SATP (SOR/2019-11) entrent en vigueur. Celle-ci s'applique à toute maquette pesant plus que 250 grammes jusqu'à concurrence de 25 kilogrammes. Toutefois, il nous fait plaisir de vous confirmer que Transports Canada a reconnu une fois de plus l'historique du MAAC et l'importance de l'aéromodélisme à titre de passe-temps. Pour l'instant, les membres du MAAC pourront continuer de s'adonner à notre passe-temps comme nous l'avons toujours fait s'ils observent le Code de sécurité du MAAC ainsi que nos lignes directrices.

Nos règlements d'autorégulation et le succès remporté l'ont emporté et nous ont permis de nous positionner ainsi. En cette ère de passe-temps en constante évolution, nous devons nous rappeler qu'il n'y a aucune garantie à ce que le passe-temps demeure au beau fixe; si nous n'exerçons pas de la prudence, nous pourrions perdre cette liberté que nous avons méritée. Ailleurs dans ces pages de Model Aviation Canada, vous trouverez un sommaire de l'impact de cette nouvelle réglementation sur nos membres ainsi que des aide-mémoires sur ce qu'il convient de faire afin de piloter vos maquettes dans l'esprit de notre Code de sécurité et de nos lignes directrices. Je suis persuadé que cela vous sera familier mais il importe – particulièrement à l'heure actuelle – que vous connaissiez les règlements du MAAC afin de poursuivre la pratique ludique et bien à nous de notre passe-temps. ✨

VOL CIRCULAIRE ACROBATIQUE

John McFayden - 14681L

Chef de Comité

905.689.4283 | stuntguy@sympatico.ca

Une fois de plus, ce mois-ci, nous vous présentons un nouveau Max Bee électrique. Celui-ci est l'œuvre de Matt Piatowski. Il nous livre quelques notes sur sa construction :

« Mon Max Bee démontable, que j'ai récemment nommé Big Red, était la maquette acrobatique la plus difficile que j'aie construite.

« Cet avion, selon un design d'Igor Burger dont les plans sont disponibles en ligne, possède toutes les caractéristiques et la géométrie du design original mais j'ai augmenté la dimension de l'entrée d'air (air inlet). Conséquemment, l'avant du fuselage est plus large et moins profilé que ce qu'illustrent les plans.

« En mai, je mettrai quatre moteurs électriques à l'essai (MVVS 8.0, Plettenberg 15-22, Cobra 3520-14 et Cobra 3520-12) à l'aide des hélices minces et larges en fibre de carbone (12.5.3) d'Igor et en ayant recours à des batteries LiPo 6S et 5S et à un contrôleur de vitesse Spin66 et à l'aide d'un chrono actif d'Igor. J'espère cibler la bonne combinaison moteur-hélice-batterie qui convienne à mon style de pilotage.

« J'augmenterai la capacité du chrono actif selon le boost que j'aurai défini pendant les vols d'essai. J'espère réaliser un tour d'entre 5,1 et 5,15 secondes sur des filins de 64 pieds et que la décharge des batteries sera raisonnable après cinq (5) minutes.

« La construction est conventionnelle en balsa mais le recouvrement et ma méthode de finition ne le seront pas.

« La maquette consiste de six composantes : ailes d'une pièce munie de volets, le fuselage, la dérive verticale munie d'un gouvernail de direction Rabe, le stabilisateur horizontal et la gouverne de



Big Red est prêt à voler. / Big Red ready to fly.

profondeur, la cabine ainsi que le couvercle du compartiment à batterie et à moteur.

« Le balsa dénudé de chaque composante a été peint à l'aérosol à l'aide de la peinture Tamiya TS-36 phosphorescente et j'ai ensuite légèrement poncé (sablé). Ensuite, j'ai de nouveau appliqué de la peinture à l'aérosol et je l'ai laissé tout sécher pendant la nuit. J'ai utilisé du Polyspan (traité à l'enduit-vernis au nitrate, de la dope) pour les baies ouvertes des ailes et j'ai tout recouvert avec du Doculam.

« Le Doculam comporte une très forte colle qui – lorsque le fer l'active – adhère très bien et ne génère pas de bulles d'air sur le Polyspan traité à l'enduit-vernis comme sur le Silkspan. Cette lamination combinée de Doculam et de Polyspan/Silkspan est très robuste et résiste très bien aux perforations.

« Ce genre de finition offre de la rigidité

supplémentaire en pliage et en torsion ainsi qu'en robustesse puisque le Doculam ne se ramollit jamais par temps chaud comme ce qui arrive au Monokote, à l'Ultracote et à d'autres plastiques thermorétractables. Le Doculam est aussi plus léger que la plupart de ces recouvrements; la surface demeure unie et reluisante.

« Cette méthode vous évite aussi de causer un dégât à l'aide d'un pistolet vaporisateur et d'un compresseur et vous évite de respirer les vapeurs associées à l'acétone en diluant la peinture. Les peintures Tamiya sèchent presque instantanément et l'odeur d'un quelconque solvant est faible.

« Finalement, j'aimerais remercier Patrick MacKenzie de l'aide qu'il a offerte au cours de ce projet. » ✨

Control Line Precision Aerobatics

strong and very resistant to punctures.

"This kind of finish provides the additional bending and torsional stiffness and strength as Doculam never goes slack in hot summer days like Monokote, Ultracote and other heat shrinkable 'cotes'. Doculam is also lighter than popular heat shrinkable 'cotes' and gives nice, shiny surface.

from page 57

"This method allows to avoid the usual mess associated with traditional painting using spray gun and compressor and unavoidable inhalation of acetone while diluting paints. Tamiya paints dry almost instantly and the unpleasant smell of solvent is relatively weak.

Finally I would like to thank Patrick MacKenzie for his help with this project." ✨

CONTROL LINE PRECISION AEROBATICS



Big Red ready to fly. / Big Red est prêt à voler.

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Again, this month we feature a new electric Max Bee. This one built by Matt Piatkowski. Here are Matt's notes on his build:

"My take-apart Max Bee, recently named Big Red, was the most difficult and time demanding stunt plane I have ever built.

"The plane, based on the Igor Burger's web published plans, has all the features and geometry of the original design but I have increased the size of the air inlet. Consequently, the front of the fuselage is wider, larger and less streamlined that

shown on the plans.

"I will test four different motors (MVVS 8.0, Plettenberg 15-22, Cobra 3520-14 and Cobra 3520-12) with Igor's 12x5x3 narrow and wide carbon composite propellers using 6S and 5S LiPo batteries, Spin66 ESC and Igor's active timer in May 2019, hoping to find the motor-prop-battery combination that suits my flying style.

"I will use the active timer boost, with the degree of this boost defined during the flight tests. I am aiming at 5.1-5.15 sec./lap on the 64' lines (eye-to-eye) and acceptable battery drain after five (5) minutes.

"The plane has traditional balsa construction but the covering and finish are not traditional.

"The airplane comprises six components:

one-piece wing with flaps, fuselage, vertical stabilizer with Rabe rudder, horizontal stabilizer with elevator, the cabin and the battery and motor compartment cover.

"The bare balsa of each component was spray painted using the Tamiya TS-36 fluorescent red paint and sanded lightly. Then, I spray-painted again and let it dry overnight. Polyspan, treated with nitrate dope, was used but only for the wing's open cells and everything was covered with Doculam.

"Doculam has a very strong glue that, activated by the covering iron, adheres well and without air bubbles to nitrate dope treated Polyspan and also to Silkspan. Doculam - Polyspan/Silkspan laminate is

continued on page 56

FREE FLIGHT INDOOR

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The 2019 competition season started on March 23-24 with the second annual Jim Richmond Open at the beautiful atrium of West Baden Springs Hotel in French Leak, IN. This event has started last year to honour Jim, an eight-time World Champion.

This year, weather was more cooperative and we got in some good flights. Canada was represented by Alex Silin, Maria Silin, and myself.

The Kent State Indoor Free Flight in Kent, OH was held on April 20-21. It took place in a football field-sized dome with very calm air.

The 2020 F1D World Championship will be again in a Salt Mine in Slanic, Romania, in March of 2020. Our F1D team will get together this summer at Kibbie Dome Annual in June for practice and final preparations. This is one of the best flying sites for Indoor Free Flight, and the F1D World Championships were even held there in 1996.



GETTING STARTED

For those thinking about starting indoor, I'd like to recommend a couple of websites. First one is our own Canadian <https://hummingbirdmodelproducts.com/>. It is owned by Bernard Guest who offers a wide variety of kits and tools.

The second one is <http://jhaerospace.com/>.

This store is owned by Joshua and Hope Finn. They offer a lot of indoor-specialized goods as well as kits for rocket gliders.

As usual, everybody interested is invited to join our group on Facebook @ IndoorFreeFlight. ✈

VOL LIBRE INTÉRIEUR

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La saison des concours en 2019 a démarré les 23 et 24 mars avec le deuxième concours annuel Jim Richmond Open au magnifique atrium de l'hôtel West Baden Springs de French Leak (Indiana). Cet événement a été lancé l'année dernière en honneur de Jim, champion mondial à huit reprises.

Cette année, la météo a davantage collaboré et nous avons inscrit de bons vols. Alex Silin, Maria Silin et moi-même

représentons le Canada.

Le concours Kent State Indoor Free Flight a été disputé à Kent (Ohio), les 20 et 21 avril. Celui-ci a eu lieu sous le dôme (de la taille d'un terrain de football) et l'air était calme.

Le Championnat mondial de F1D 2020 sera disputé une fois de plus dans une mine de sel de Slanic (Roumanie) en mars de cette année-là. Notre équipe se réunira cet été au rassemblement Kibbie Dome Annual en juin, le temps de voir à la pratique et aux préparatifs. C'est l'un des meilleurs sites de vol libre intérieur et le Championnat mondial de F1D y a été présenté, en 1996.

SE LANCER

Pour ceux d'entre vous qui songez à vous lancer en vol libre intérieur, j'aimerais recommander quelques sites Web. Le premier est canadien : <https://hummingbirdmodelproducts.com/>. Bernard Guest le possède et il offre une grande variété de kits et d'outils.

Le deuxième est <http://jhaerospace.com/>. Joshua et Hope Finn en sont les propriétaires. Ils offrent plusieurs produits spécialisés de vol intérieur de même que des kits de planeurs-fusées. Comme d'habitude, quiconque est intéressé à se joindre à notre groupe peut le faire par le biais de Facebook au IndoorFreeFlight. ✈

SAM / FREE FLIGHT

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Here are a few more words of wisdom from Richard Barlow about building techniques. "Further to what I wrote last issue, there are a couple of things to add.

"Firstly, if you have a cutting mat, then overhanging the bench when stripping is unnecessary as the blade of the cutter can go through the strips without damaging the surface below.

"Another thing to add is that when stripping your own wood, you get consistency. When you need matching longerons or spars, if cut from the same sheet, you will achieve this. Buying ready cut strip, when you can find any, does not afford this luxury. Aside from all of this, stripping you own is a lot cheaper and sized to your needs.

"Newcomers to the hobby pay little attention to wood grade. However, grain pattern and density vary greatly in balsa, which can regularly range from 5 lbs per cubic foot to 18 lbs. No other commercial wood varies so widely.



"We quickly learn that light flies better! As the late, great Jack McGillivray used to say: 'only nothing weighs nothing.' Use light wood where you can. That said, stiff 3/32" X 3/32" cut from heavier stock might be a better choice than punky 1/8" X 1/8" for spars and wind up weighing less on the model. Choose your wood wisely.

"Roy Smith has an article in this issue on SLOTTING – when to and when not to. As

an engineer, he knows his facts!

"I have developed a method for slotting trailing edges and stacks of wing ribs quickly and accurately. The attached photo is self explanatory, but in essence, stack hacksaw blades to achieve the required slot width, and then glue steps of hard wood or birch ply, to the blades to set the required depth. The slots are then easily sawn." ✈

SAM/VOL LIBRE EXTÉRIEUR

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Voici d'autres sages paroles de la part de Richard Barlow sur des techniques de construction.

« Pour renchéir sur ce que j'écrivais dans le dernier numéro, voici d'autres conseils.

« En premier lieu, si vous avez un tapis de découpe (cutting mat), vous n'avez pas besoin de l'installer au-dessus de votre établi en découpant vos lanières de bois puisque la lame fendra le bois sans endommager la surface de l'établi.

« Autre chose : lorsque vous découperez votre propre bois en lanières (stripping), vous obtiendrez de l'uniformité. Si vous avez besoin de longerons ou de longerons principaux jumeaux, si vous les découpez de la même feuille de balsa, c'est ce que vous

obtiendrez. Si vous en trouvez, les lanières prédécoupées de balsa pourraient ne pas être ainsi. Qui plus est, il est beaucoup plus économique de découper vos propres lanières et vous pourrez en déterminer les dimensions.

« Les nouveaux venus à notre passe-temps ne font pas attention à la classification du bois. Toutefois, le grain et la densité du balsa peuvent varier de beaucoup (entre 5 et 18 livres du pied cube). Aucun autre bois disponible commercialement ne varie autant.

« Nous apprenons bien vite qu'une maquette légère vole mieux! Comme le disait le regretté Jack McGillivray : 'seul rien pèse rien' Utilisez du bois léger là où vous le pouvez. Ceci dit, du balsa bien raide 3/32 x 3/32 que vous avez découpé depuis du bois plus lourd pourrait constituer un choix plus avisé que d'utiliser du 1/8 x 1/8 douteux en guise de longerons et, de plus, cela pèsera

moins à mesure que vous assemblez votre maquette. Choisissez judicieusement votre bois.

« Roy Smith présente une chronique dans ce numéro sur le découpage de fentes (slotting) – lorsque vous pouvez ou ne pouvez pas en faire. En sa qualité d'ingénieur, il sait de quoi il parle!

« J'ai conçu une méthode afin de pratiquer rapidement de telles fentes précises dans mes bords de fuite (trailing edges) et sur des piles de nervures (ribs). La photo parle d'elle-même mais en gros, collectionnez les lames de scie à métal afin d'obtenir la bonne largeur de découpe et collez ensuite des guides de bois franc ou de contreplaqué de bouleau aux lames afin de calibrer la profondeur dont vous avez besoin. Vous découperez alors beaucoup plus facilement vos fentes.» ✈

R/C ELECTRIC

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With the flying season in full swing, many – not only new – RC pilots will be learning to fly using electric models with stabilized control systems; even some experienced pilots will be trying out stabilization for the first time. Not all of these attempts will go well, and the stabilization system will often be blamed.

As an instructor with our club flight school, coaching new pilots on models such as the E-Flite Apprentice and troubleshooting when necessary, I experience lots of problems with stabilized systems, but find them very valuable and enjoyable for many flyers.

The secret of success is very simple: you need to recognize that stabilized systems behave quite differently from traditional ones. You must understand how yours works, so before you go flying, you need to invest a little time in learning.

Read the manual, then read it again, then bring it to the field for reference! Most of the problems people encounter in using stabilized systems can be avoided by simply following the instructions to the letter.

For example, SAFE systems only work as intended if the transmitter is set correctly: travel at 100%, no sub-trim, high rate also at 100%, and expo low, as specified in the instructions. With trims at 0%, make sure the control surfaces are neutral, adjusting mechanically as needed. In flight, use only small amounts of trim; on landing, note the settings, center the trims and adjust the clevises to match the new neutrals.

Unfortunately, many experienced modellers, including instructors, attempt to fix what they see as problems by adjusting things according to traditional practice. They may reduce what they see as excessive control throws, only to find that in stabilized mode, the model is very sluggish.

We even see people removing a perfectly good stabilized receiver to substitute a non-stabilized type, just because they don't know how to use what they already have.

There are two main modes of stabilization with very different behaviours. Rate stabilization (AS3X in Spektrum receivers) applies brief control deflections to counteract forces, mainly wind turbulence, that are trying to displace the model from its path. The result is smoother flight, but the model has no way to sense which way is up – the pilot must do that.

The other main mode is self-levelling (SAFE mode in Spektrum). It does just what the name implies. The model automatically stays upright on a straight and level course. To turn, move the stick in the desired direction and hold it there till the model is on the desired heading. If things go wrong, press the 'Panic Recovery' button to return the model to level flight.

It's easy to see why many 'old school' instructors forbid the use of self-levelling stabilization during training. It takes the place of some of the fundamental skills that pilots need to develop if they are eventually to fly 'normal' unstabilized RC models. But it can also be a very useful way to introduce new flyers to RC, especially the older pilots who make up many of the students at our flight schools and who may take longer to develop piloting competence.

With the model in SAFE mode, the student can concentrate on learning other vital skills, such as how to keep the model within sight, recognize its attitude, fly a circuit and judge landings. The skills of unassisted flying can be developed as the student advances.

This approach works very well as long as the student moves on to the higher modes. Properly used, stabilization can greatly add to our enjoyment of electric models. ✈

MAQUETTES ÉLECTRIQUES RC

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Maintenant que la saison de vol bat son plein, plusieurs – et non seulement les nouveaux venus – pilotes de maquettes télécommandées apprendront à faire voler des maquettes électriques à l'aide de systèmes de stabilisation incorporés; même quelques pilotes expérimentés essaieront cette technologie pour la première fois. Ces tentatives de pilotage ne se passeront pas toutes bien et on blâmera souvent le système de stabilisation.

En ma qualité d'instructeur à notre école de pilotage au club, je me suis heurté à bien des problèmes de système de stabilisation à mesure que j'aidais de nouveaux pilotes

sur Apprentice (d'E-Flite), par exemple, et je tentais de trouver les solutions aux problèmes qui survenaient. Mais je les trouve précieux et on peut avoir du plaisir en les utilisant.

Le secret afin de remporter du succès, c'est très simple : vous devez reconnaître que les systèmes de stabilisation se comportent de façon très différente des systèmes traditionnels. Vous devez comprendre le fonctionnement du vôtre; avant de partir au terrain de vol, vous devrez investir un peu de temps d'apprentissage.

Lisez le manuel et lisez-le une fois de plus... Ensuite, apportez-le au terrain de vol afin de pouvoir le consulter sur place! La plupart des problèmes que vivent les pilotes avec ces systèmes de stabilisation, nous pouvons les éviter en suivant à la lettre les

instructions.

Par exemple, les systèmes SAFE ne fonctionneront tel que conçus que si l'émetteur est bien configuré : débrayements (travel) à 100 %, aucune sous-compensation (sub-trim), fonction « high rate » aussi à 100 % et « expo » à faible (low), comme l'exigent les instructions. Lorsque votre compensation (trim) est réglée à 0 %, assurez-vous que vos gouvernes soient au neutre et n'ajustez mécaniquement que si vous vous en avez besoin. En vol, n'utilisez que de petites quantités de compensation (trim); à l'atterrissage, prenez en note les réglages (settings), centrez la compensation et ajustez les guignols (clevises) afin de vous conformer aux nouveaux paramètres de la position neutre.

Malheureusement, plusieurs modélistes

suite à la page 91



R/C FLOATPLANES

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Here I am on a cold raining April Sunday afternoon writing the next floatplane report. Hopefully, it will warm up soon so we can get some flying in and not be like last year, where winter never seemed to end.

As a different kind of note, five of the local clubs around the London (Ontario) area

got together and did a mall show. Various kinds of planes were on display including a flying boat. We also had a flight simulator going for people to try.

Now, you may be wondering what this has to do with float flying. The answer is nothing, except we managed to generate four potential new members for the various clubs. That, in itself, is great news.

I also discovered that the Woodstock Club is working on trying to get a float flying site set up again, which is more great news. So as

you can see, getting the local clubs together can achieve great results.

As for float flying, I know the B.C. people get to fly year-round but for the rest of us, I see there are quite a few Float-Flys already in *Model Aviation Canada*. There are also a number of float fly groups that just get together and float fly and I know they would be more than happy to have you join them. So get out and give it a try: you will be glad you did. ✈

HYDRAVIONS RC

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Me voici lors d'un après-midi froid et pluvieux d'avril en train de rédiger la prochaine chronique des hydravions. Avec un peu de chance, il fera chaud avant longtemps de sorte à ce que nous puissions effectuer des vols et que le scénario de l'année dernière ne se répète pas; l'hiver n'en finissait plus de finir!

Sur une autre note, cinq clubs de la région de London (Ontario) se sont réunis et ont organisé une exposition

de centre commercial. Plusieurs variétés de maquettes étaient en montre, y compris un avion à coque (flying boat). Les passants pouvaient aussi essayer un simulateur de vol.

Maintenant, il se peut que vous vous demandiez quel est le rapport avec le vol d'hydravions. Réponse : rien, si ce n'est que nous avons réussi à recruter quatre membres potentiels aux clubs. En soi, ce sont de bonnes nouvelles.

J'ai aussi découvert que le Club de Woodstock s'affaire à obtenir un autre site de vol pour hydravions, ce qui constitue une autre bonne nouvelle. Comme vous pouvez le constater, on obtient de bien

beaux résultats en unissant les efforts de clubs locaux.

Quant au vol sur flotteurs, je sais bien que les adeptes de la Colombie-Britannique arrivent à faire évoluer leurs maquettes tout au long de l'année, mais pour le reste d'entre nous, je constate que plusieurs rassemblements Float-fly sont déjà au calendrier dans les pages de *Model Aviation Canada*. On retrouve plusieurs groupes qui aiment se rassembler afin de faire voler leurs hydravions et je suis persuadé qu'ils seraient enchantés de vous accueillir dans leurs rangs. Allez, sortez et essayez cela; vous serez heureux de l'avoir fait. ✈

R/C HELICOPTER



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Here's a question that I've been thinking a lot about lately. What are you doing to promote this amazing hobby that we're a part of? I'm thinking mostly about RC helicopters, but it could be for any form of RC flying.

It often seems like the demographics in our hobby is slowly getting older and older. While I'm not personally concerned with our hobby dying completely, I do think that it

could be doing better. What do you do to try get new people interested?

One thing that keeps growing, in our culture today, is social media. There are many dangers and pitfalls that can be associated with social media platforms but the fact remains that a very high percentage of people use it regularly, especially our younger generations. Posting about your flying adventures can be a great way to show just how much fun and safe our hobby can be.

This year, I've decided that I'm going to try to take more videos of me and my friends flying. My plan is to post these videos on

social media sites as a way for my non-flying friends to see just how much fun it is. Pictures and short quick write-ups could probably also help.

One of my old clubs used to do a mall show once or twice a year. While shopping at a brick and mortar store is declining, malls are still a great place where lots of people wander around each day. Bringing a few aircraft and even having a couple of simulators for people to try can be a great hook.

I've found that the wider the variety of aircraft, the more chances of people stopping by. Many children really like the small micro-helis and planes as it's something they can relate to a bit better. Some malls can sometimes even give you access to an empty store to fly tiny micro aircraft for flight demonstrations as well.

I'm also constantly inviting friends to come out and check us out at our club field. I often try to be ready to buddy-box someone. I bought a used T-Rex 550 recently specifically for buddy boxing. I've found that a 550-sized heli is large enough to be easily visible at safe distances away, and is stable enough to give a first timer a good experience as well.

If you've never tried buddy-boxing someone on a heli, there are a few specific

continued on page 90

HÉLICOPTÈRES RC

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Voici un sujet auquel je songe beaucoup, dernièrement. Que faites-vous pour faire la promotion de ce passe-temps? Je pense surtout aux hélicoptères télécommandés mais il pourrait s'agir de n'importe quel volet de notre passe-temps.

Il me semble que la démographie chez nous est vieillissante. Bien que je ne crois pas que notre passe-temps mourra complètement, il pourrait mieux se porter. Que faites-vous pour y intéresser de nouveaux adeptes?

Ce qui prend de l'ampleur au sein de notre culture, ce sont les médias sociaux. Plusieurs y perçoivent des dangers mais



un fait demeure : quantité de gens s'en servent régulièrement, surtout les plus jeunes. Afficher nos exploits aériens, c'est une bonne façon de montrer le plaisir – en sécurité! – que procure notre passe-temps.

Cette année, j'ai décidé de tourner davantage d'extraits vidéo de mes amis et moi en train de piloter nos machines. Mon plan : afficher ces vidéos aux sites de médias sociaux de sorte à ce que mes amis non modélistes voient à quel point c'est

agréable de s'adonner à cette activité. Des photos et de brèves descriptions aideraient aussi.

Un de mes anciens clubs organisait une exposition au mail commercial une fois ou deux par an. Même si les consommateurs délaissent les établissements, ces centres commerciaux demeurent tout même des endroits où bon nombre de personnes déambulent quotidiennement. Si vous apportez quelques maquettes et quelques simulateurs de vol, les curieux seront enclins à en essayer.

Je me suis aperçu que plus grande est votre variété d'aéronefs, plus vos chances que les gens arrêtent augmentent. Plusieurs enfants aiment beaucoup les micro-hélicoptères et avions puisqu'ils

suite à la page 91

R/C INDOOR

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Wow! Another season is pretty much done. Around here (London, Ontario) indoor wraps up with our BMO event on May 3. I know other clubs run through the summer months. I've only heard that this is true and don't have any concrete details. If you're interested in summer indoor flying, check with your local clubs (or check via the clubs' fields listings on the www.maac.ca website).

I've enjoyed indoor this season, but am definitely ready for some fresh air. I'm planning to take in my usual summer camp-and-fly event which is Flite Fest in Ohio (www.flitefest.com). As well, I will try to get out to some local club events. That said, if you have some interesting Indoor-related content you'd like to share in this column, please let me know via the e-mail form on the MAAC committee page here: <https://bit.ly/2UvulS2>.

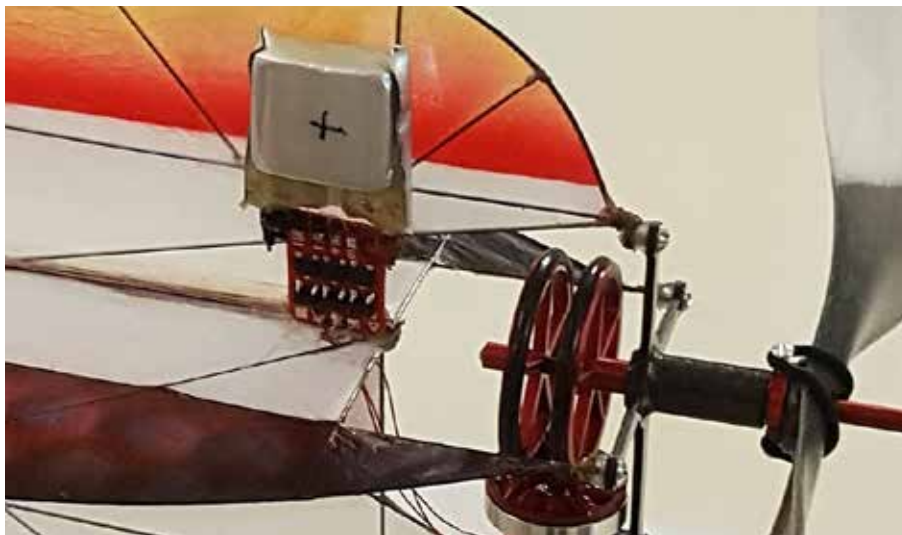
Over the last couple months, Xavier Mouraux took part in the Indoor Aerobatics World Championship in Greece. While there, he learned a valuable lesson that he's going to share with us, this month.

USING THE EQUIPMENT YOU LIKE

by Xavier Mouraux

"My friend Richard often says that you must be comfortable with your choice of equipment and installation because if something goes wrong one day, you'll be sorry you didn't change it to your liking.

"You may remember my nice plane from



a previous column. From the start, I didn't like the way the battery was connected directly to the ESC. From the designer point of view, it is the lightest installation. From my point of view, it was tricky to connect and any vibration from the prop or motor was shaking the battery badly. But, I figured that if so many people use that system on that same model, it should be fine, and that I needed to live with it.

"It happened a few times that the battery fell off the plane. Thanks to the super light weight of the plane, it doesn't get damaged when it falls out of the sky like this. I decided to be more careful when plugging the battery and I added a piece of tape to help hold it in place as well.

"It partially fixed the issue as occasionally, the battery would just move enough to cut the motor off, but the tape would prevent it from falling. I thought about changing the installation many

times but for various reasons, I did not.

"My last round of the World Championships was going well when, in the middle of the fourth manoeuvre, the battery moved, and the motor stopped. My flight was wasted.

"I lost many possible points and dropped a few places in the standings. I was not happy, to say the least. The next day, I was back to normal, making plans for the next contest... and how to modify the plane.

"All this is to say that if there is something on your plane that bothers you, change it so you are happy with it. It could be to make it easier to use, more reliable, have better performance, or any other reason. In the case of my light plane, it didn't get damaged or injure anyone, but if the same thing happens on a bigger plane, it could have had serious consequences." ✈

VOL INTÉRIEUR RC

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UTILISEZ L'ÉQUIPEMENT QUE VOUS AIMEZ

par Xavier Mouraux

« Mon ami Richard dit souvent que vous devez avoir confiance en le choix de votre équipement et de

votre installation, car si un problème survenait un jour, vous regretteriez de ne pas l'avoir modifié à votre goût. Vous vous souvenez peut-être de mon avion de compétition dans un article précédent. Dès le début, je n'aimais pas la façon dont la batterie était branchée directement sur le bout du contrôleur. Du point de vue du concepteur, c'est l'installation la plus légère. De mon

point de vue, le branchement était délicat et toute vibration de l'hélice ou du moteur secouait la batterie. Je me suis dit que si autant de personnes utilisent ce système sur ce même modèle, je ne devrais pas m'en faire.

« Il est arrivé à quelques reprises que la batterie tombe de l'avion. Heureusement que grâce à son faible

suite à la page 92

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Si cela fait plusieurs années que vous êtes impliqué au sein de notre passe-temps, vous aurez réussi à vous faire des amis et des connaissances; c'est certainement le cas de ma femme Jean et de moi-même. Depuis que je me suis joint à la communauté des pilotes de jets – voilà déjà un moment – le phénomène s'est produit à plusieurs reprises.

Dans le cadre de cette chronique, j'avais décidé de cibler un couple que j'ai rencontré au fil des années, un couple parmi plusieurs avec qui j'ai partagé des moments ludiques, des rires et tout simplement des bons moments. Ce couple, c'est Bruce et Marilyn Bender, en compagnie de leur mignon petit chien, Chipper.

J'ai rencontré Bruce pour la première fois lors des rassemblements Calgary Classic Scale des années 1980. J'étais alors un juge et je ne me souviens pas si j'avais un préjugé contre lui (puisque j'étais de Calgary et que Bruce était d'Edmonton).

Notre amitié a véritablement progressé lorsque j'ai fait mon entrée dans l'univers des maquettes à turbine; nous participions souvent à des rassemblements ensemble et nous nous croisions souvent, d'autant plus que nous étions tous les deux de l'Alberta.

De fil en aiguille, j'ai demandé à Bruce si je pouvais l'interviewer. En véritable gentleman qu'il a toujours été, il m'a répondu qu'il m'épargnerait du temps et de l'effort et qu'il s'en chargerait. Merci, Bruce.

Jean et moi-même avons hâte de vous revoir (ainsi que Marilyn) lors de plusieurs événements futurs.

BRUCE SUR BRUCE

par Bruce Bender

« L'aviation m'a toujours fasciné et ce, depuis mon plus tendre jeune âge alors que je grandissais dans une communauté agricole du sud de l'Alberta au cours des années 1940. Lorsqu'un avion nous survolait (ce qui n'arrivait pas souvent), mes amis et moi levions toujours les yeux en l'air, en nous demandant comment le vol était possible.

« Cela m'a mené vers la construction de maquettes, que nous achetions au magasin Woolworth's local. La première



avec laquelle j'ai eu du succès était un 'Little Rascal' (de Top Flite), un avion à propulsion élastique que j'ai assemblé avec mon père lorsque j'avais huit ans. Je crois qu'il m'avait coûté un dollar, ce qui était une fortune à l'époque. Mais au-delà de ça, cet avion a volé... et je suis accro depuis ce moment.

« J'ai finalement effectué un vol en J-3 lorsque j'étais adolescent, ce qui a renforcé mon enthousiasme, et j'ai passé d'innombrables heures à l'aéroport local afin de laver des avions, de balayer le plancher du hangar et à aider au moment où les mécaniciens planchaient sur le certificat de navigabilité... tout ce temps espérant bien fort pouvoir obtenir des tours d'avion et du temps au manche à balai. C'était pendant l'une de ces séances que j'ai entendu quelqu'un en train de faire tourner

un moteur de maquette d'avion.

« Je suis allé jeter un coup d'œil et j'ai aperçu un groupe de personnes qui faisaient voler des maquettes télécommandées à l'aéroport. L'un des appareils étaient un Mighty Mamba, l'autre était un Champ (un design de 'Pappy' de Bolt). C'était vers 1960 et l'équipement alors en vogue était un radio à relais à voie simple et à six voies sur l'autre composante. Ces systèmes étaient capricieux mais ils fonctionnaient suffisamment pour que je sois très impressionné et voilà, c'était mon baptême des maquettes télécommandées.

« Avant trop longtemps, je m'étais doté de ma propre maquette Champ et d'un moteur K&B .19 ainsi que d'un émetteur à voie unique Kraft qui utilisait le mécanisme

suite à la page 90

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If you have been in this hobby for any length of time, you have made some great friends and acquaintances, Jean and I certainly have. Since joining the jet community, a while back, this has even taken that to a new level.

For this column, I have decided to single out just one couple, out of the many we have played, laughed and just had an all-out good time with. That couple is Bruce and Marilyn Bender, and their cute little dog the mighty Chipper.

I first met Bruce at one of the Calgary Classic Scale events back in the 80s. I was a judge back then and I can't remember if I was biased against him or not (me being from Calgary and Bruce from Edmonton).

Our friendship really flourished when I started into the turbine jet scene, when we attended rallies together and we would run into each other many times, both being from Alberta.

Anyways, I asked Bruce if I could do a spotlight interview of him and being the gentleman that he is, he said to me that he would save the time and the effort on my part and do it for me. Thanks Bruce.

Jean and I look forward to seeing you and Marilyn at many more events in the future.

BRUCE ON BRUCE

by Bruce Bender

"I was always fascinated with aviation as a youngster growing up in a farming community in southern Alberta in the 1940s. When an airplane flew over (which was not very often), you would always stop to watch in awe of how this was possible.

"This led to building models, which were bought at the local Woolworth's store. The first successful one was a Top Flite "Little Rascal" rubber-powered model that I built with my dad when I was eight years old. I think it cost one dollar, which at that time, was a fortune for me. More importantly, it flew and I have been hooked ever since.

"It was not until my teens that I got a ride in a J-3 that further reinforced my enthusiasm and I would spend countless hours at the local airport washing airplanes, sweeping hangar floors and helping with C of As, all in the hopes of getting rides and some stick

time on the real thing. It was during one of these sessions that I heard someone running a model airplane engine.

"Checking it out, a group of individuals were on the airport flying RC models. One was a "Mighty Mamba" and another a deBolt Champ. This was about 1960 and the equipment being used was single channel and a 6-channel relay-type radio. Very temperamental radios but they worked well enough to really impress me, and it was the beginning of RC aircraft for me.

"I soon managed to purchase a deBolt Champ along with a K&B 19 RC engine and a single-channel Kraft radio using escapements to drive a rudder and throttle control. There were hours of prep and if you had a successful flight, you were a hero.

"I never did really master this, but somehow the model survived long enough for me to get a 12-channel Kraft reed radio. Quite a step up from single channel and it cost a fortune. Again, this did not work very well, too many buttons.

"I graduated to a F&M 5-channel proportional radio in 1963 or 64. This really got me flying the deBolt Champ and led to even more sophisticated models like the Sr. Falcon, and Kwik Flis, in the following years.

"In 1969, I moved to Edmonton from Medicine Hat to complete a university degree after being laid off my job a number of times. This exposed me to a more diverse group of modelers and it was about the time that Dave Platt was promoting Stand-Off Scale.

"Always being interested in the full-scale stuff, I began to try my hand at building scale models while at the same time participating in pattern flying and racing. I found pattern flying required more discipline than was acceptable to me and racing, while very exciting, required a lot of traveling that I could not afford. Scale models satisfied my interest in historical aviation and at the same time, allowed for some creative and technical interests. My first successful scale model was a Platt T-28 which I used at the 1976 Calgary Nationals.

"After the Calgary Nationals, I became involved in more scale competitions like the Calgary Classic Scale and eventually, the US Scale Masters both as a competitor, organizing local scale competitions, and serving on the advisory committee for the organization. While involved with the Scale Masters, I met a lot of very talented and very

nice people at various contests in the U.S. They were all more than willing to share their skills and knowledge with the duffer from Canada. I like to think that many became friends.

"Along the way, I collected a lot of hardware as well as some technical and building skills. One of the most memorable awards and very surprising was receiving the 'Harris Lee Memorial Award.' Harris was one of the founders of the US Scale Masters and a major financier of many of their finals during the time he was alive. He was one of those truly nice people that you meet in this activity.

"While attending Scale Masters competitions, more and more ducted fan jets were appearing. While impressive scale models, I could never get past the sound and it wasn't until I saw a turbine flown locally that I began to think seriously about trying one. The cost was a barrier as well as the support equipment required with the early turbines. However, the realism really impressed me as well as the technical aspect.

"It wasn't until I attended an event at Innisfail, Alberta, that I became serious about jets. It began to look like something I could manage dollar-wise and the turbines didn't require separate oil systems and scuba tanks to get them started.

"The rest is history, almost 20 years later, I've had a few jets, crashed a number of them, and built even more for a number of others. The most memorable are the DV8Rs -- I've owned three and crashed two -- and a BVM Bandit which I lost last year when an elevator servo failed after nine years of flying.

"I still find jets the most challenging and satisfying models to build and fly and hope to continue as long as I can. Presently, I will be campaigning an Elan and an Avanti S, both sport jets. Although I'd love to have a scale jet, they may be beyond my flying capabilities so I will enjoy watching others flying theirs and helping where I can.

"For those who maybe considering a jet, it has never been easier. Engines are now very affordable and radios are super reliable. The cost is not too much different than a large scale aerobatic or scale model. Also, there are now a lot more people who are doing jets who can help you get started.

"Use the talent and experience available. It will save you a lot of money and effort." ✈

ACROBATIE DE PRÉCISION RC

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CHAMPIONNAT MONDIAL

Les Championnats mondiaux de F3P et de F3P AFM ont récemment eu lieu à Heraklion (Crète, une portion de la Grèce). C'est une magnifique région et Rosemary et moi avons beaucoup apprécié notre séjour.

L'équipe canadienne a dû composer avec des problèmes dont elle nous fera part, sans doute, dans le cadre d'un rapport subséquent. Quelque 40 concurrents se sont inscrits en F3P et 20 autres en AFM. C'était la première fois que l'AFM devenait une discipline de championnat mondial et Donatas Pauzuolis l'a remportée.

Quant au champion de F3P, cet honneur est une fois de plus allé à Gernot Bruckmann, le gagnant des quatre épreuves mondiales précédentes.

Au classement par équipe, le Canada est arrivé 9^e sur 14. Notre meilleur pilote – et aussi notre plus jeune – James Millson, a terminé 24^e sur 40 et, au classement junior, a terminé 6^e sur 10. James s'améliore d'un championnat mondial à l'autre.

Pat Mackenzie a terminé 33^e, Xavier Mouraux est arrivé 35^e et notre autre pilote junior, Alex Gareau – c'était sa première participation mondiale – est arrivé 36^e (et 10^e au classement junior).

Beau travail, les gars.

RÉUNIONS DE LA FAI

Récemment, je participais à la réunion

plénière de la FAI/CIAM à Lausanne (Suisse). Le sous-comité d'acrobatie F3 a proposé des modifications aux règlements ainsi que de nouvelles séquences. En F3A, les séquences A23, P23 et F23 ont été approuvées. En F3P, les séquences AA21, AP21 et F21 ont été approuvées. Des modifications de règlements entreront en vigueur le 1^{er} janvier 2020, dont :

Les captations de bruit ne sont pas échantillonnées lorsque le vent souffle à plus de 5 mètres/seconde pendant plus de 30 secondes. Toute mesure de son sera interdite lorsque des rafales soufflent.

Lors des rondes finales d'un championnat mondial ou continental impliquant plus de 40 concurrents, deux « assistants-juges » (l'un du panel, l'autre du juge de réserve, si disponible et sinon, deux en provenance du panel) aideront les juges. Ils devront informer le panel de juges de toute fausse manœuvre en vol. Leur tâche sera déterminée par tirage au sort lors de toute ronde finale. Les assistants que le panel aura désignés ne seront admissibles (à travailler) que pendant une seule des rondes finales. Lorsque les assistants aux juges seront employés, ces derniers devront informer le panel de juges de toute fausse manœuvre pendant le vol. Advenant de tels cas, les juges devront se consulter après le vol et avertir le directeur de ligne de vol/directeur de concours.

Deux cercles de départ d'un diamètre de 3 mètres sont identifiés au milieu de la piste

Si la majorité des juges inscrivent la mention « pas observé », le concurrent a le

droit de réclamer un nouveau vol

Les pointages de manœuvres individuelles qu'accorde chacun des juges à chaque concurrent doivent être rendus publics à la fin de chaque **ronde** vol de compétition. Les dix meilleurs concurrents lors des demi-finales d'un championnat mondial ou continental – lors d'un concours réunissant plus de 40 concurrents – bénéficieront de **quatre** trois vols supplémentaires afin de déterminer le gagnant individuel.

Advenant qu'un championnat mondial ou continental réunisse moins de 40 concurrents, les cinq meilleurs se rendront en finale. ~~Deux~~ Un vol final sera exécuté selon la séquence connue (F) actuelle prévue pour les finales; deux autres vols seront exécutés selon les séquences inconnues (deux séquences différentes, la UK1 et la UK2) ~~en~~ **séquence alternative, en commençant par la séquence connue (F) prévue pour les finales selon** la séquence suivante : séquence inconnue 1, séquence finale F, séquence inconnue 2. ~~Le meilleur score~~ Toutes les rondes complétées compteront (au pointage).

Tous les juges (sauf les assistants-juges) évalueront toutes les manœuvres au cours des rondes finales des championnats mondiaux et continentaux. Des scribes électroniques doivent être utilisés pendant les rondes finales.

La France a proposé de retourner au mode de normalisation sur 1 000.

J'ai appuyé cette résolution mais malheureusement, elle n'a pas été adoptée; le vote était de 11 contre 17. ✨

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

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

R/C Precision Aerobatics

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(see 5.5). The known and unknown schedules must be flown in alternating sequence, starting with the known finals schedule (F), in the following sequence: Unknown schedule 1, Final schedule F, Unknown schedule 2. ~~The best score~~ All finished rounds count.

- All judges, (except the Judges assistants), will judge all manoeuvres of the final rounds of World and Continental Championships. Electronic scribes have to be used for final rounds.

There was a proposal from France to return to Normalizing out of a 1000, I supported this motion but unfortunately, it was not passed; the vote was 11 to 17. ✨

R/C PRECISION AEROBATICS



Harry Ells

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WORLD CHAMPIONSHIPS

The F3P Aerobatics and F3P AFM Championships were recently held in Heraklion, Crete. It is a beautiful region and Rosemary and I enjoyed being there very much.

The Canadian Team had a few issues which I am sure they will elaborate on in their team report. There were 40 competitors in F3P and 20 in AFM. This was the first time that AFM was classified as a World Championships and was won by Donatas Pauzuolis.

The F3P World Champion once again is Gernot Bruckmann. Gernot has won all four of the F3P World Championships.

In the Team standings, Canada finished 9th out of 14. Our best pilot -- and also our youngest -- James Millson, finished 24th out of 40 and in the Junior classification, was 6th out of 10. James continues to improve with each World Championships.

Pat Mackenzie finished in 33rd, Xavier Mouraux was 35th, and our other junior,

Alex Gareau in his first time in a World Championships, was 36th and 10th in the Junior classification.

Well done, guys.

FAI MEETINGS

I was recently participating in the FAI/CIAM plenary meeting in Lausanne (Switzerland). The F3 aerobatics subcommittee has proposed some rule changes and new schedules. For F3A the A23, P23, and F23 schedules have been approved. For F3P AA21, AP21, and F21 have been approved. The following are some of the rule changes that will come into effect January 1, 2020.

- Noise measurements shall not be taken with wind readings taken over 30 seconds of more than 5m/s. Gusts shall be avoided.

- For the final rounds of a World or Continental Championship with more than 40 competitors, two "Judges' Assistants" (one from the panel and the reserve judge, if available, or if not two from the panel) will serve to assist the judges. They will inform the judging panel of any wrong manoeuvres in the flight. Judge assistant assignments will be done by random draw for each final round. Judge assistants assigned from the

panel are eligible for only one of the final rounds. When Judging Assistants are being utilized, they will inform the judging panel of any wrong manoeuvres in the flight. Judges must confer after the flight in these cases, bringing it to the attention of the flight line director/contest director on site.

- Two starting circles of 3 meters diameter are marked on the middle of the runway

- If the majority of the judges score "Not Observed", the competitor has the right for a re-flight

- The individual manoeuvre scores given by each judge for each competitor must be made public at the end of each round flight of competition. The top ten competitors of the semi-finals of a World or Continental Championship where there is an entry of more than 40 competitors, will then have ~~four~~ three additional flights to determine the individual winner.

For a World or Continental Championship with less than 40 competitors, the top five competitors will advance to the finals. ~~Two~~ One final flight will be the current known finals schedule (F) and two will be unknown schedules (two different schedules, UK1 and UK2)

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COURSE AUTOUR DE PYLÔNES

Hank Kauffmann

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Le printemps a été plutôt tranquille du côté de la course, si bien que cette chronique constitue un salut aux personnes qui travaillent silencieusement en coulisse afin d'améliorer ces sports que nous adorons.

Par exemple, en course autour de pylônes, nous nous fions à un petit groupe de personnes qui travaillent dans l'intérêt du sport. Plusieurs des moteurs, hélices, avions, réservoirs et roues sont fabriqués par des collègues concurrents et sont disponibles auprès de n'importe qui, peu importe le niveau d'aptitude.

Au cours des années 1980, les moteurs disponibles pour la course étaient plus difficiles à faire tourner de manière fiable comparé à ceux d'aujourd'hui. Les dimensions physiques des designs étaient celles des moteurs sportifs; leur carter (case) possédait des parois plus minces et les têtes de cylindre étaient un peu plus petites.

Arrive Henry Nelson. Ce dernier a conçu un moteur spécialisé grâce à la rétroaction du pilote de course Dave Shadel. Le moteur de Henry était plus robuste que les .40 de l'époque et en fait, il avait environ la même dimension que les .60. Henry a aussi offert des bâti-moteurs (engine mounts) en aluminium usiné qui étaient nettement

supérieurs aux unités en fonte d'aluminium qui étaient très utilisées, à l'époque. La communauté des pilotes de course a rapidement adopté ce moteur robuste.

Quelques années plus tard, Henry a produit un moteur pour les courses Quickie. Plus tard, alors que la tendance s'éloignait des épreuves de Formula One en faveur des concours de Quarter-40 plus faciles à gérer – les moteurs étaient dotés d'une prise avant (front intake), d'un échappement latéral et au niveau sonore davantage contrôlé – Henry a modifié son moteur Quickie en conséquence.

Autre mise à jour sur ces moteurs : une course (stroke) allongée et calage (timing) d'échappement ajusté. Bien que les concurrents expérimentés aient préféré les moteurs plus performants et une grande vitesse de vol, on s'inquiétait que le Quickie soit dorénavant devenu trop rapide pour les événements d'introduction à la course. Autre inquiétude plus répandue : que les concurrents soient toujours obligés de faire augmenter la vitesse de leur maquette et qu'ils doivent sans cesse dépenser de l'argent afin d'effectuer une mise à jour de leur équipement. Par la suite, les règlements afférents aux moteurs et à l'équipement ont été resserrés.

L'épreuve Quickie (afin de récolter des points au classement national) a été modifiée vers un format d'épreuve à moteur unique (le Jett Sport 40 Quickie) que fabriquait le pilote de course Dub

Jett, au Texas. Le moteur Jett avait été rigoureusement testé à l'aide de plusieurs hélices et demeurait insensible aux modifications de dimension. Au cours des années suivantes, il s'est avéré très robuste et n'est pas sujet aux bris ou à l'usure.

Henry a pris sa retraite des moteurs pour la course autour de pylônes et il a transmis le flambeau à un autre coureur, le Canadien expatrié Mike Langlois, qui vit et travaille maintenant en Caroline du Nord. De jour, l'entreprise d'usinage de Mike produit des composantes pour les industries médicale et aéronautique à l'aide de tours (lathe) de découpage CNC multi-axes et d'équipement d'usinage. Lorsqu'il y a de petites pauses dans son horaire de production, Mike produit des pièces pour les moteurs Quarter-40, au besoin. Grâce aux caractéristiques de pointe de ces machines, les pièces de Q-40 sont fabriquées avec encore plus d'exactitude que celles auxquelles nous avons déjà accès.

La différence entre les deux moteurs est surtout redevable au calage (port timing) et au calage (timing) de l'échappement. Le moteur Jett est réglé afin de tourner statiquement à 18 500 tours/minute et plus et à faire tourner de plus grandes hélices comme une 8.75 pouces X 9.25. Quant à lui, le Nelson est réglé de façon à tourner à 25 000 tours/minute et plus à l'aide d'une plus petite hélice comme une 7.4 pouces x 7.6 pouces. ✈

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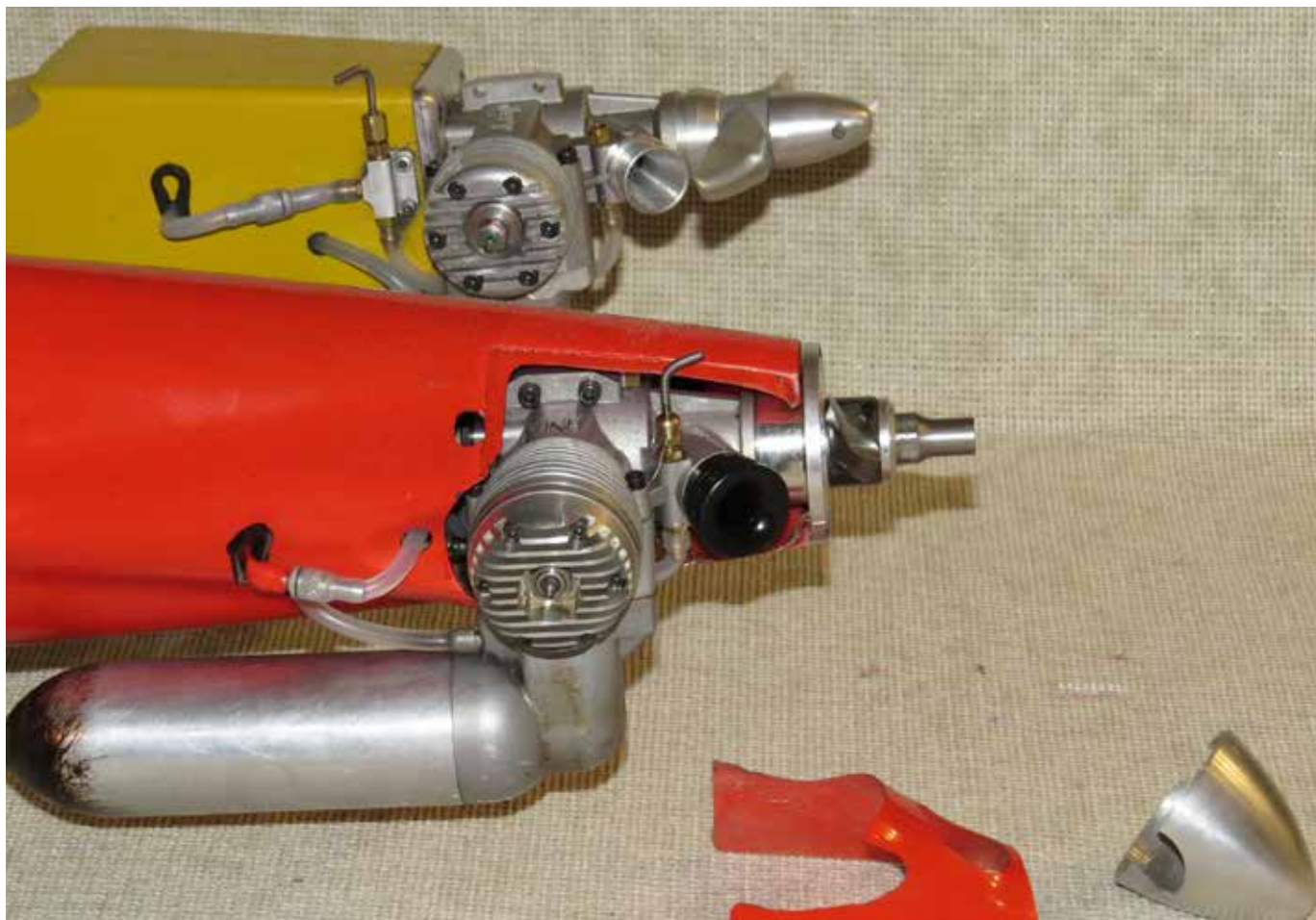
Les profils de maquettes devraient compter environ 300 mots et comporter de 4 à 6 photos.

Pylon

from page 69

milling machines. Mike uses gaps in his production to make parts for the Quarter-40 motors as required. Using the advanced feature of his machines to perform composite machining operations, the Q40 parts are produced even more accurately than those we were already enjoying.

The difference between the two motors is mainly due to port timing and muffler timing with the Jett tuned to run static RPM of 18,500+ with larger propellers such as a 8.75" x 9.25", and the Nelson tuned to run 25,000+ RPM with a smaller prop such as a 7.4" x 7.6". ✈



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It has been a quiet spring for racing so far, so this report is a quick shout-out to all the folk who quietly work in the background to improve these sports we are passionate about.

For example, in pylon racing, we rely on a small group of folks who work in the best interests of the sport. Many of the motors, props, planes, tanks and wheels, are made and sold by fellow racers and are available to any competitor no matter what skill level or who you know or don't know.

Back in the 1980s, motors available for racing were much harder to run consistently than those we race today. The physical dimensions of the engine design were that of sport motors with their cases made with thin walls and their cylinder heads were similarly undersized.

Along came Henry Nelson who developed a purpose-built motor with feedback by racer Dave Shadel. Henry's motor was much beefier than the current .40s of the day and in fact, it looked about the same size as .60s. Henry also supplied machined aluminum engine motor mounts that were superior to the cast aluminum mounts we were using at the time. The racing community embraced the robustly-designed powerplant.

Fast-forward a couple years and Henry had also produced a Quickie motor. Later when there was a push away from Formula One towards an easier to run Quarter-40 event with a front-intake, side exhaust, muffled powerplant, Henry also updated his Quickie motor for that event.

An update to these motors was a change to longer stroke and adjusted pipe timing. While the experienced racers liked the higher performance motors and faster plane speed, the concern was that Quickie was now too fast to be an entry-level event into

racing. There was also a broader concern around speed creep and the need to spend money to continually update equipment. Subsequently, rules around motors and equipment were tightened.

The Quickie event for national points was changed to a single engine event using the Jett Sport 40 Quickie motor produced by racer Dub Jett of Texas. The Jett motor had been extensively tested with a variety of propellers and proved fairly insensitive to propeller selection. Over the ensuing years, it has proven to be quite robust and is unlikely to wear out or break.

Henry retired from making motors for pylon racing and the baton was passed on to pylon racer Mike Langlois, a Canadian ex-pat who is now living and working in North Carolina. Mike's machining company's day job is to produce parts for the medical and aeronautical industries using numerous high-end multi-axis CNC lathes and

continued on page 68

COPIES VOLANTES RC

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Je remercie Mike Sebastien de m'avoir envoyé cet article sur sa reconstruction et son détaillage (detailing) de DC-3! Si vous avez quelque chose à soumettre à la communauté des adeptes des copies volantes, faites-le moi savoir!

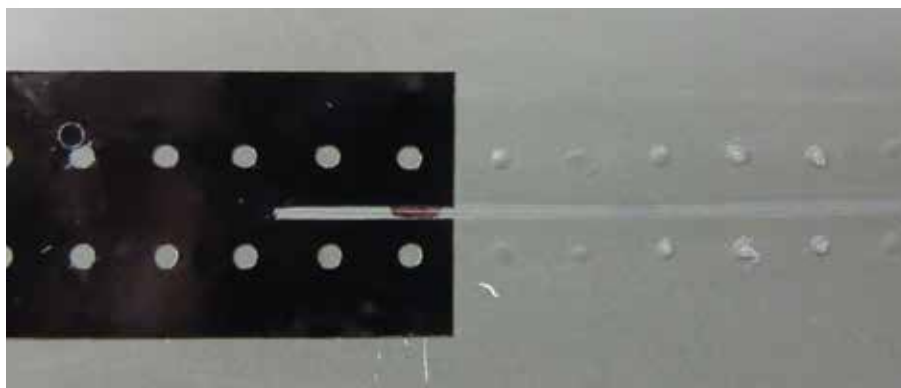
RECONSTRUCTION D'UN DC-3

par Mike Sebastien - 18840

«J'ai construit un Douglas DC-3 (depuis des plans de Nick Zirolli) et pendant que j'explorais quelle livrée (colour scheme) adopter, j'ai découvert que l'Escadron 423 de la RCAF utilisait des DC-3 pendant la Seconde Guerre mondiale. Ces appareils et leurs équipages transportaient des marchandises au-delà de la tristement célèbre butte de Burma (les anglophones l'appellent Burma Hump). Puisque j'étais un technicien des cellules (airframes) lorsque j'étais militaire et que j'étais affecté à la 435, il était évident qu'il fallait que je reproduise cette apparence sur ma maquette.

«J'ai terminé mon avion et je l'ai piloté l'été dernier mais il s'est écrasé à la suite d'une panne moteur. Cette défaillance a été causée par la conduite de carburant du plongeur (clunk) de réservoir qui était trop raide et qui ne pouvait se rendre au fond du réservoir. Les moteurs Zenoah G38 tournaient merveilleusement mais si l'un d'entre eux manque d'alimentation... eh bien, vous imaginez la suite. Je n'ai consommé qu'un demi-réservoir avant que l'un d'eux ne rate, menant à l'écrasement.

«J'étais sur le point de jeter mon avion mais je l'ai soigneusement examiné et j'ai décidé que je pouvais le reconstruire. J'ai construit un nouveau panneau central des ailes; j'ai aussi réparé le fuselage et les panneaux d'ailes extérieurs. J'ai aussi incorporé un grand nombre de modifications afin de rectifier des techniques de construction que je n'avais pas aimées au cours de la construction initiale. Chemin faisant, j'ai réduit la cellule de quatre livres! J'ai aussi installé un système de synchronisation des moteurs Wilkes Twin. J'ai bien hâte de refaire voler mon DC-3, cet été.



«En cours de reconstruction, j'ai décidé d'ajouter du détaillage (detailing) de rivets. Comme vous pourrez le constater grâce aux photos, j'ai découpé un gabarit (template) de rivets à l'aide de mon outil à découper Silhouette. Pour le prix, cet outil fonctionne bien. J'ai légèrement agrandi les trous de rivet afin de compenser la réduction de la goutte de colle Weldbond lorsqu'elle sécherait. Cette colle est disponible chez Home Depot. Elle demeure transparente en séchant et agit de la même façon que la colle RC56 pour canopy.

«J'ai ajouté le gabarit de vinyle par-dessus la ligne des panneaux l'alignant soigneusement. À l'aide d'une seringue, j'ai appliqué de la colle Weldbond à chaque trou de rivet et j'ai immédiatement retiré le masque improvisé. Si vous attendez trop longtemps, la colle va s'étirer en filament (comme de la tige d'étable ou du fromage fondu) et vous devrez recommencer. En cas d'étirement minime, j'utilisais un couteau X-acto afin de retirer le filament ou le rivet

au complet et je recommençais à la main. Le masque de vinyle ne peut servir qu'à quelques applications avant qu'il ne perde de son adhérence. J'ai aussi nettoyé les gabarits de vinyle après chaque utilisation à l'aide d'un chiffon humide. On peut facilement retravailler sa dimension selon l'échelle de votre projet.

«Le résultat final a fière allure et cela m'a beaucoup simplifié une tâche qui aurait pu être astreignante. Avec un peu de chance, les photos illustrent suffisamment le procédé que j'ai utilisé. J'ai utilisé de la peinture Krylon (camouflage) en canette d'aérosol, aussi disponible chez Home Depot. Celle-ci est agréable à utiliser et offre un fini mat. J'ai appliqué une couche supérieure de satin afin de faire reluire mon travail et d'en faciliter le nettoyage.» ✈



Scott Crosby - 23964

Committee Chair

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I want to thank Mike Sebastien for sending in this article to me about his DC-3 rebuild and detailing! If you have something you'd like to share with the scale community, let me know!

ZIROLI DC-3 REBUILD

by Mike Sebastien - 18840

"I built a Zirolli DC-3 kit and while researching for a colour scheme, I discovered that RCAF 435 Sqn. flew DC-3s in WW2. They were flying supplies to China over the famous and treacherous Burma Hump. I was an Airframe Tech in the military, and a member of RCAF 435 Sqn., so of course I had to do that scheme.

"I completed the model and flew it last summer and lost it due to an engine failure. The engine failure was caused by the tubing on the tank clunk being too stiff, and not being able to go to the bottom of the

tank. The Zenoah G38s ran great but if one runs out of gas well... I only got less than a 1/2 tank of gas out of it before it quit, resulting in the crash.

"I was going to scrap it, but I had a good look at it and decided it was repairable. I built a new center wing for it; the fuse and outer wings were also repaired. I did a bunch of changes to the model to fix things that I wasn't very happy about during the initial build. In the process, I shaved off four pounds from the airframe! I also installed a Wilkes Twin engine sync system also. I am looking forward to flying it again this summer.

"While doing the rebuild, I decided to add rivet detail. As you can see from the pictures, I cut a rivet template from vinyl using my silhouette vinyl cutter. It is a great vinyl cutter for the price. I oversized the rivet holes a touch to allow for shrinkage of the Weldbond Universal Adhesive glue. Weldbond is available at Home Depot. It dries clear and is the same as RC56 canopy glue.

"I applied the vinyl template over the

panel line using the cut lines to make sure it was aligned properly. Using a syringe, I applied the Weldbond glue to each rivet hole and pulled the mask off immediately. If you wait too long the glue will string and will have to be redone. If there is any minor stringing, then I would use a X-acto knife and remove the string, or the whole rivet and redo it by freehand. The vinyl mask is only good for a couple of applications before it loses its tackiness. I also cleaned the vinyl template after each use with a wet cloth. The vinyl template can be easily resized for different scales.

"It turned out very well and made a tedious task more enjoyable. Hopefully, the pictures help explain the process. The paint I used is a Krylon camouflage paint spray can, also available at Home Depot. It is really great paint to use, and is a flat paint. I applied a satin top coat to give it some shine and it is also a lot easier to clean." ✈

COPIES VOLANTES ACROBATIQUES RC

Lee Prevost - 9551L

Chef de Comité

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LES ÉPREUVES CANADIENNES!

D'ici à ce que cette chronique soit publiée, les vols auront repris pour l'été et avec un peu d'espoir, plusieurs d'entre nous aurons disputé quelques concours avant la tenue de Épreuves canadiennes d'acrobatie de copies volantes. J'ai eu la chance de participer à deux concours internationaux et à plusieurs concours canadiens et je peux vous dire que l'excitation et l'enthousiasme sont au rendez-vous... le stress aussi!

D'ici aux Épreuves canadiennes, nous pouvons appliquer ces notions afin de diminuer le stress et l'anxiété lors d'un tel événement important.

BONNE PRÉPARATION DE L'AVION

Le pilotage de style IMAC n'est pas du style libre! Les débattements (throws) sur une maquette d'IMAC pourraient rendre votre avion trop lâche mais rappelez-vous qu'il faut exécuter les manœuvres avec précision et en douceur. Les débattements typiques sont de 10-12 degrés sur le gouvernail de profondeur, de 18 à 25 sur les ailerons et de 20 à 30 sur le gouvernail de direction.

Ce sujet pourrait lancer bien des débats et durer des jours, alors les débutants devraient se lier d'amitié avec quelqu'un qui a déjà disputé un concours acrobatique, de la voltige ou de l'IMAC afin de vous donner un coup de main à régler votre maquette.

LA CLÉ : LA PRATIQUE ET LA ROUTINE!

Si vous pratiquez les séquences connues de façon méthodique, cela vous prépare à la compétition mais vous exercerez la mémoire des muscles de sorte à ce que vous n'ayez pas à songer à chaque petite correction lorsque viendra la grande fin de semaine (de concours).

Maintenez aussi une routine, ce qui vous donnera un air professionnel : vérification

des débattements des gouvernes avant un vol, refaire le plein après votre vol, vérification des boulons, etc.

OBSERVATEUR RÉGULIER

Il n'est pas toujours possible de faire appel à votre observateur (caller) préféré pendant les concours d'importance mais à votre terrain, vous voudrez pouvoir compter sur un observateur régulier, quelqu'un qui puisse vous offrir des critiques constructives et vous encourager.

Un bon observateur décèlera souvent les erreurs dont vous ne vous êtes pas aperçu ou encore, il suggérera des façons d'améliorer votre technique, même s'il n'est pas nécessairement pilote. Rappelez-vous : l'IMAC, c'est comme le patinage artistique et pas seulement une question de précision dans l'exécution. Il ne faut pas oublier la fluidité (flow), le style et la composante artistique!

OBSERVEZ LES PILOTES D'EXCEPTION ET IMITEZ-LES

Ceci signifie aussi que vous devriez utiliser ce qu'ils utilisent et vous préparez comme ils le font eux-mêmes. Bien sûr, un pilote inscrit en catégorie Basic n'a nullement besoin d'un émetteur de 3 000 \$, d'un moteur à quatre cylindres et d'une copie volante à l'échelle 42 % pour livrer combat en compétition... mais les petits détails sont importants.

Pour commencer, essayez de vous procurer les meilleurs servos que vous pouvez vous payer ainsi qu'un émetteur qui est au moins moyennement programmable. Heureusement, la plupart des systèmes aujourd'hui ont des fonctions programmables pour les servos (exponentiel, multi-rates et appairement – linking – de certaines voies, nos « channels »).

Deuxièmement, procurez-vous un moteur fiable. Il n'y a rien de plus aggravant, le grand jour de concours venu, de se battre avec un moteur réticent!

Troisièmement, inspectez soigneusement votre maquette et assurez-vous que rien ne

se brisera ou ne défaillera au pire moment (souvent lors du concours!). Ceci signifie que vous devez vérifier chaque vis, boulon et votre accastillage avant le concours.

Par exemple, j'utilise la super-colle Locktite bleue sur tous les bras de servo, les boulons de fixation du moteur, etc. et je vérifie constamment les boulons de fixation du stabilisateur, du train d'atterrissage, etc., tout au long de la saison de vol.

PRÉPAREZ-VOUS À CE QUI POURRAIT MAL VIRER!

Ceci signifie que vous devriez apporter des batteries, durites (conduites) de carburant, servos et boulons (ailes/stabilisateur/canopy) supplémentaires, des raccords d'échappement, des hélices et des roues. Ces articles sont ceux dont vous avez souvent besoin. Il n'y a rien de pire que d'être cloué au sol parce qu'il vous manque quelque chose de tout simple!

PRENEZ SOIN DE VOUS!

Ceci signifie que vous devriez vous munir d'une crème solaire, des lunettes, des chapeaux, une chaise confortable et de beaucoup d'eau. Reposez-vous comme il faut avant la fin de semaine du concours et ne vous tracassez pas pour les petits détails! Finalement, je ne saurais trop insister sur l'importance d'établir une bonne routine lorsque vous pilotez à votre terrain habituel, ce qui réduira votre stress, le jour du concours.

Mon meilleur conseil, c'est de ne pas vous laisser distraire lorsque vous préparez votre avion en matinée. Refaites le plein immédiatement après votre plus récent vol et replacez votre appareil dans l'aire des puits lorsqu'il est prêt à reprendre la voie des airs.

Les Épreuves nationales servent à déclarer un vainqueur, bien sûr, mais aussi à s'amuser et à partager une joie commune : piloter votre appareil de façon coordonnée et exécuter des manœuvres aérienne en parfaite symbiose avec le ciel!

Allons nous amuser! ✈

R/C SCALE AEROBATICS

Lee Prevost - 9551L
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THE NATIONALS ARE HERE!

By the time this article comes out, flying will be in full-on mode and hopefully, many of us will have competed in a few contests prior to the Canadian Scale Aerobatics Nationals. I've been fortunate to have participated in two Worlds competitions and many Nationals and the excitement and enthusiasm one sees at such venues is invigorating and, yes, stressful!

In preparation for the Nationals, there are a few things we can all do to lessen the stress and anxiety associated with this, or any, high-profile event.

PROPER AIRPLANE SET-UP

IMAC-style flying is not freestyle! The throws on an IMAC plane will initially make your plane feel dead and unresponsive but remember, it's all about precision and smooth execution. Typical throws are 10-12 degrees for elevator, 18-25 on aileron and 20-30 on rudder.

This topic is huge and we could go on for days, so best bet for beginners is get someone who has flown scale aerobatics, pattern or IMAC to help set you up.

PRACTICE AND ROUTINE ARE KEY!

Practicing the known manoeuvres in a methodical manner not only prepares you for the competition, but also builds muscle memory so that you don't have to think about every little correction when the big weekend comes.

Routines such as always checking your throw directions before a flight, refuelling after a flight, checking bolts etc. not only is good practice, it also removes anxiety and makes one look professional!

TRY TO HAVE A CONSISTENT CALLER

It's not always possible to get the caller you want at big events, but at your home field, you want to have a regular caller who can also critique you and give you positive reinforcement.

A good caller often will see mistakes that you may not realize, or have suggestions for improvement, even if they themselves aren't

pilots. Remember that IMAC is like figure skating and not only precision execution. A big part is flow, style and artistry!

WATCH TOP PILOTS AND TRY TO COPY THEM

This also means use what they use and

prepare like they prepare. Of course, a Basic pilot doesn't need a \$3,000 radio, four-cylinder engine and giant 42% airplane to get going but little things matter.

To start, try getting the best servos you can afford and a radio with some degree of

continued on page 92



Calling All Pilots Past and Present!
Welcome to the 2019 Canadian Scale Aerobatics IMAC Nationals and also celebrating our 15th year of the NOIC! Our host club is the Sudbury Model Aircraft Club.
(<http://smac.vianet.ca>)
Pilots Meeting 8am sharp!
Wheels up at 8:30!



In preparation we are pulling out all the stops and will be running a **full 3 day contest** with awards to third place in all classes, along with prizes, great food and lots of fun! We will be flying the **regular** routine with **two** flight lines and **unknowns on Saturday and Sunday** along with **freestyle** on both those days!

The field will be open for practice all week prior to the contest and also for camping plus RV parking if required. Sorry no hookups.

Banquet Dinner - On Saturday at 7pm. Location TBA

Spectators Welcome!
BBQ, Drinks, Fun!

We hope to have a great turn out in all classes and especially invite Basic pilots to try their mettle in competition where we will help you in every manner to have a successful contest! There will be food and drink available at the field on all days. Watch for pilot specials!

IMAC Site: mini-iac.org
Club Site: smac.vianet.ca

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

WANTED: Old radios for private collection. Any old radio from the 50's, 60's or 70's. These can be single channel, reeds, proportional etc. Send list to Charles Chomos, 369 Pepper Dr., Burlington ON L7R 3C8. Ph. 905.632.4479 cchomos@hotmail.com

FOR SALE: Custom Decals and Roundels for all scale Modelers. Lettering. Numbers and Art for all models. Call: 807-598-0564 or email: gwensgraphics@gmail.com (11/18)

WANTED: Engines, and tether or push cars for private collection. Anything from the 1970's and earlier, glow, diesel, ignition, engine parts, boxes, displays etc. Especially looking to buy the Canadian built Ajax, Canuck, Banshee, Drimmie, Fitzpatrick, Hurricane, Merlin, Monarch, Queen Bee, Ram and Cox engines. Send list to Frank Klenk, Tillsonburg, Ontario 519-550-7955. flyanextra@gmail.com (01/13)

FOR SALE: Estate services offered. Will inventory all your items, sell items for you or buy outright. Call or write for details. Protect your valuables and know what they are worth. Plan ahead. Contact Frank Klenk, Tillsonburg, Ontario. 519.550.7955. flyanextra@gmail.com (01/13)

FOR SALE: G.P. Super Skybolt ARF NIB \$275.00; Pica Aeronca Sedan kit in box \$275.00; G.P. 20 size Cub kit \$125.00; O.S. 25 F.P. 2 stroke NIB \$100.00; 2 X OS 46 FX NIB \$125. ea. e-mail Ed Voth at edvoth@gmail.com. Ship at your cost from Steinbach, Manitoba. (05/19)

WANTED: Gas conversion kit for Super Tiger 3000. Stan at 902-765-4304 or Email stanwatton@eastlink.ca (05/19)

FOR SALE: Vintage OS NSU/Wankel 49-PI .30 engine. New in box - \$350. Warren 403 527 0569 or wsmguitars@shaw.ca (05/19)

FOR SALE: New JR Ventrua Helicopter, OS engine and JR radio, has all the extras. Factory built and tested. \$350 OBO, 250-353-2624 afull8moon@gmail.com (05/19)

FOR SALE: New OS Max (in orig. pkg) glow engine parts incl. an OS 30 4-cy (NIB). Retail \$1400.00 – yours for \$350.00. Can send complete list. E-mail : Flitesup@Island.net Ph. 250-337-5320 (03/19)



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. 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 retracts, 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 PBV 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 retracts. 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; 1/4 scale Proctor Nieuport 28, 80", \$650; Phaeton 90 70: \$200; Ikon N'West 1/4 scale D145 Monocoupe 96" \$300; 1/4 Scale Fun Arrow 80" SE5A \$400; Fuji BT-64ei Gas engine, never run, \$500; Fuji BT-32b \$175; Fuji 50-sa never run \$250; Four Zenoh G23 used but in perfect shape \$150 each; OS GT15 Gas \$375. 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 repairable. 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)



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COMING EVENTS

ALBERTA - A

JUNE 15, 2019 - SATURDAY | Competition | 1 Day | ERCS Spring Combat | EDMONTON RADIO CONTROL SOCIETY | ERCS field. | Spring Combat Over Bremner Field! Come join us for a day of fun and excitement at our annual spring combat competition. Max engine size is 46 gfo or equivalent. Non members and spectators are welcome. Planned event time is 10:30am to 3:30pm. All pilots must have an active MAAC membership. Hard hats are mandatory for pilots and will be supplied. Entry fees are \$20. A lunch will be served. | 2019-1155 | <http://www.ercs.ab.ca>

JUNE 15, 2019 - SATURDAY | Fun Fly | 1 Day | Float Fly | WINDY WEST R.C. CLUB | Park Lake Provincial Park | Enter through north gate - area west of boat launch. | 2019-1122 | <http://windywest.weebly.com>

JUNE 15, 2019 - SATURDAY | Fun Fly | 1 Day | Spring Fun Fly | AIRDRIE MODELERS AIRCRAFT SOCIETY | NORTH OF GAS PLANT | Pilots \$15 (includes unlimited flying, lunch and door prize) Open to the public Must have active MAAC membership Pilots meeting at 10am In case of severe weather alternate day is Sunday June 16th Events: Limbo Egg Drop Dead Stick Landing Combat Food(non pilots)\$5 BBQ Hamburgers Smokies Water Pop | 2019-1212 | <http://www.amasrc.ca>

JUNE 15, 2019 - SATURDAY | Fun Fly | 1 Day | June Fun Fly | CALGARY RADIO AERO MODELLERS SOCIETY | FIELD | General fun fly for all aircraft and focusing on soaring and aerotowing. Events, demos, BBQ lunch available for \$5.00 Contact Mike for more info. | 2019-1231 | <http://www.crams.ca>

JUNE 22, 2019 - SATURDAY | Fun Fly | 1 Day | SCRCMC Open Fun Fly | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRCMC | SCRCMC is hosting an open fun fly at our field east of Calgary, and all pilots with valid MAAC or AMA membership are welcome. Bring your families and come out for a day of flying and socializing. Coffee and refreshments will be provided and there will be a complimentary BBQ lunch served around noon. Be sure to check the SCRCMC website before coming out in case of cancellation or postponement due to weather. | 2019-1266 | <http://www.scrmc.ca>

JUNE 29, 2019 - SATURDAY | Fun Fly | 3 Days | Airshow "40" | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | Come celebrate model aviation at the 40th Model Airshow with CMA at ALA near Bawlf, AB. All types of aircraft welcome. Bring your old aircraft, radio gear & engines for static or flying display. The "Byron Originals" products are of special interest built or kit. A 26x40' canvas hanger available for static displays. Dry camping & aircraft storage/storage on site. Concession available. The old hobby store will open limited hours for

treasure hunting. Contact Reg @ 780-679-7342 Email blackwellreg@gmail.com | 2019-1117 | <http://www.camrosemmodellars.ca>

JUNE 30, 2019 - SUNDAY | Fun Fly | 1 Day | Canada Day Fun Fly | FT SASKATCHEWAN RC FLYING CLUB | FORT RC FLYING CLUB FIELD | Community Fun Fly June 30/2019 Fort Saskatchewan RC Flying Club join us at the Galloway Field in fort Saskatchewan AB, to kick off Canada Day/Weekend Festivities. We have a large flying field with nicely manicured grass runways that are suitable for most RC aircraft. This is the time of the year when the local community is invited out to view what RC flying is all about. Good opportunity to showcase our models and flying skills to the general public. For registered participants, we will provide

hotdogs and pop on site, as well as a chance to win door prizes. Flying starts at 10am. No landing fees, but pilots must provide proof of M.A.A.C. membership. Hope to see you there! Any questions please contact: Steve Sakaluk @ rebellss@telus.net or 780-919-1931 | 2019-1290 |

JULY 01, 2019 - MONDAY | Fun Fly | 1 Day | Canada Day Fun Fly | DIDS BURY R/C FUN FLYERS | MacNair Field | Canada Day Fun Fly, Monday July 01 2019 DIDS BURY R/C FUN FLYERS 1 day, Flying starts at 10 am at MacNair Airfield. Valid MAAC required. Spectators invited for Monday afternoon Dry camping available for flyers Map and info on club website www.DRCFF.NET | 2019-1163 | <http://www.drcff.net>

JULY 06, 2019 - SATURDAY | Competition | 2 Days | CRAMS IMAC Challenge | CALGARY RADIO AERO MODELLERS SOCIETY | FIELD | CRAMS IMAC CHALLENGE Saturday, 07/06/2019 - Sunday, 07/07/2019 Please join us for a weekend of fun and IMAC competition at Irricana Alberta. IMAC classes Basic through Advanced will be flown, the Unknown sequences will be given out after flying on Saturday and will be flown Sunday morning. The Basic class will fly a single sequence round of their 2019 Known as their Unknown. On Sunday we'll fly additional Known round(s) as time allows. We'll be wrapping up early afternoon on Sunday for those traveling longer distances. New this season to IMAC is the Novice class. This class is specifically for pilots who would like to try IMAC in a contest environment on the Saturday only. Aircraft for this class must have a wingspan of 97" or less and DOES NOT need to be an aerobatic aircraft. The Novice class pilots will fly the 2019 Basic sequence, be judged and scored by IMAC certified judges but these scores will not be entered into the actual competition. In addition you'll receive tips, techniques and all the help you can stand! Anyone who is interested please let me know - and bring your friends! Entry Fees: IMAC Members : \$40.00 Non-IMAC Members : \$60.00 First Time Basic : \$20.00 Novice class pilots : \$10.00 Pilot meetings at 9:00 am both days. Wheels up shortly thereafter. See www.crams.ca | 2019-1217 | <http://www.crams.ca>

JULY 06, 2019 - SATURDAY | Fun Fly | 1 Day | Taber Memorial | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | The club welcomes everyone to come enjoy a fun day of flying and remembering the members the started the club and sparked an interest in so many of us flying today. | 2019-1182 | <http://www.tabernighthawks.ca>

JULY 11, 2019 - THURSDAY | Fun Fly | 4 Days | Tofield Funfly | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | TOFIELD 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 |

JULY 13, 2019 - SATURDAY | Fun Fly | 1 Day | Fun Fly | STRATHCONA REMOTE CONTROL FLYERS ASS. | STRATHCONA SCIENCE PARK | SRCFA is holding our annual Fun Fly July 13th 2019. Come fly from the best fabric runway in the region. We can handle even the smallest wheels. On calm days we fly 12 inch wingspan indoor planes from our smooth surface. | 2019-1261 | <http://www.srcfa.ca>

JULY 19, 2019 - FRIDAY | Fun Fly | 3 Days | Fun Fly 2019 | PONOKA RADIO CONTROL FLYERS ASSOCIATION | MOOSE FIELD PONOKA | We love to Fly and it Shows. The Ponoka RC Flyers are proud to host. FUN FLY 2019 open to all MAAC approved Aircraft and MAAC Pilots. Free dry camping. Onsite concessions Saturday and Sunday with a Steak barbecue Saturday night. No admission or registration fees. | 2019-1225 | <https://www.facebook.com/ponokarcflyers>

JULY 27, 2019 - SATURDAY | Competition | 1 Day | Q500, AMA 426 (Quickee 500) | CALGARY MINIATURE PYLON RACING ASSOCIATION | FIELD | Quickie 500 class racing. All competitors welcome, Current MAAC membership required. This is the second official race of 2019 of the Canadian Prairie Pylon Racing Association (CPPRA). New racers welcome. | 2019-1251 |

JULY 27, 2019 - SATURDAY | Fun Fly | 2 Days | ERCS Scale Funfly | EDMONTON RADIO CONTROL SOCIETY | ERCS field. | Open to all Scale and Stand off Scale Aircraft Including ARFs Sat. ,Sun. July 27, 28 ,2019 ERCS Bremner Field Landing fees \$15.00 Prizes, Raffle, Pilot's Choice Award Concession on site Dry Camping available for the weekend N/C MAAC and or AMA membership required For more info call Scott 780-220-1195 Come on out and show off your talents in building and flying | 2019-1205 | <http://www.ercs.ab.ca>

JULY 28, 2019 - SUNDAY | Competition | 1 Day | Quarter 40 (AMA 422, FAI-F3T) | CALGARY MINIATURE PYLON RACING ASSOCIATION | FIELD | Quarter 40 racing in Calgary. This is the second contest of the year for the Canadian Prairie Pylon Racing Association (CPPRA) Q40 class. This race will follow the AMA 422 rules, as

well planes that meet FAI-F3T specifications will be accepted. Points will be applied to NMPRA points race for pilots that are members of the National Miniature Pylon Racing Association (NMPRA). | 2019-1252 |

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 Free dry camping at East end of the field, all parking inside the gate please. | 2019-1017 | <http://windywest.weebly.com>

AUGUST 09, 2019 - FRIDAY | Fun Fly | 3 Days | Valley Model Aeronautics Club Fun Fly | VALLEY MODEL AERONAUTICS CLUB | Valley Model Aeronautics Flying Field | Valley Model Aeronautics Club 17th Annual Fun Fly - August 9, 10 & 11, 2019 - 10:00 am til dusk. Free Admission - Camping Available (no hookups). Location - 11kilometers North of Drayton Valley on Highway #22 - on East side of Highway. Potluck Supper on Saturday Night - bring your own meat - Barbeques available. For more information please contact Ken @780-898-3894(kmashon@telusplanet.net) or Brian @780-621-3655(bdtucker@telusplanet.net) | 2019-1245 |

AUGUST 10, 2019 - SATURDAY | Competition | 2 Days | MacNair RC Scale Aerobatic Competition | DIDSBUry R/C FUN FLYERS | MacNair Field | Dry camping on site. Pilot lunch available. Check our web site for up to date info. | 2019-1074 | <http://www.drcff.net>

AUGUST 10, 2019 - SATURDAY | Fun Fly | 2 Days | Sexsmith Sky Raiders 2nd Annual Fun Fly | SEXSMITH SKY RAIDERS RC CLUB | Sexsmith Sky Raiders RC Club | The Sexsmith Sky Raiders invite you to our 2nd Annual Fun Fly. Come enjoy a fun-filled and relaxing weekend of flying with pilot prizes and no entry fee! We are looking forward to seeing your participation and spectators are encouraged to come watch the action! As well, we are looking to book a Food Truck again for this year's event being it worked out so well last year. So bring your planes, helis, lawn chairs and empty stomachs for a weekend of fun and good food. In the event of poor weather we will notify members by email and a Facebook post with an alternate date. Location: Sexsmith Sky Raiders RC Club Flying Field, see directions below For more information please send a pm, email skyraidersrcfacebook@gmail.com or call 780-402-9226. August 10 & 11 (8 am - 7 pm) - gate opens 8:00 am, pilot registration 9:00 am - all non-club members must bring proof of MAAC membership - free entry - pilot raffles - food truck will be onsite - open to the public (Bring your lawn chair!) - pets must be on leash at all time Directions to the Field: - From Highway 2, travel west approx 1.6 km on 95 Avenue (Sexsmith South Access) to 106 Street - travel north on 106 Street, approx 1.0 km to flying field access road, first left at the gate GPS Location: 55.352768, -118.803577 | 2019-1142 |

AUGUST 16, 2019 - FRIDAY | Competition | 3 Days | 2019 PRAIRIE FIRE ANNUAL CONTEST | ALBERTA CONTROL LINE FLYING CLUB | NAMAo SCHOOL 2-24400 HWY 37 STURGEON COUNTY AB | The 2019 Edmonton Annual PRAIRIE FIRE contest welcomes all contestants & interested spectators. Friday will be the official "WARM-UP" with all with 3 circles being provided for novice & expert alike. Saturday morning will see the beginning of the competition with all classes of C/L PRECISION AEROBATICS: Basic flight, Beginners, Intermediate, Advanced, and Expert. Saturday evening will host the customary restaurant dinner get together to follow. Sunday morning will feature Profile Stunt and the Classic-Nostalgia 30 Stunt classes. For more info call Organizer: Bruce Perry (780)940-8800 | 2019-1138 |

AUGUST 17, 2019 - SATURDAY | Fun Fly | 2 Days | Corn Roast 2019 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTEST AIRPORT | Camrose Modellers Assoc. invite you to our Annual Corn Roast. Celebrate the harvest at our field near Bawlf, AB. All types of aircraft welcome. Camping & aircraft charging/storage on site. Hay rides & special activities for the family. No Concession Contact Reg @ 780-679-7342 Email: blackwellreg@gmail.com | 2019-1120 | <http://www.camrosemodellervers.ca>

AUGUST 17, 2019 - SATURDAY | Fun Fly | 1 Day | August Fun Fly | CALGARY RADIO AERO MODELLERS SOCIETY | FIELD | General fun fly for all aircraft and focusing on soaring and aerotowing. Events, demos, BBQ lunch available for \$5.00 Contact Mike for more info. | 2019-1232 | <http://www.crams.ca>

AUGUST 24, 2019 - SATURDAY | Fun Fly | 2 Days | Fall Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | 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 |

AUGUST 24, 2019 - SATURDAY | Fun Fly | 1 Day | Cornfest FunFly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | The club welcomes everyone to come to the field for some good old flying fun and busing. Donations for food always welcome. | 2019-1181 | <http://www.tabernighthawks.ca>

AUGUST 24, 2019 - SATURDAY | Fun Fly | 1 Day | CRAMs Summer Combat | CALGARY RADIO AERO MODELLERS SOCIETY | FIELD | Come join us for the Combat at CRAMS. Engine size 0.46 max or equivalent electric. All pilots must be MAAC members and hardhats (supplied at field) are mandatory. CRAMs field is located just south of Irricana off highway 9. Admission covers the BBQ lunch and supply of streamers. | 2019-1185 | <http://www.crams.ca>

AUGUST 24, 2019 - SATURDAY | Fun Fly | 1 Day

| Wings Over The Fort | FT SASKATCHEWAN RC FLYING CLUB | FORT RC FLYING CLUB FIELD | Wings Over The Fort The Fort Saskatchewan RC flying club is pleased to announce the second annual "wings over the fort" fun fly, takes place August 24th with an August 25th alternate day in case of bad weather. Come out for day of laughing, flying, storytelling and eating, with other RC enthusiast. Flying starts at 10AM and proof of a current M.A.A.C. membership is required. Door prize draw and lunch for registered flyers and no landing fees! Any questions please contact: Steve Sakaluk @ rebellss@telus.net or 780-919-1931 | 2019-1291 |

SEPTEMBER 07, 2019 - SATURDAY | Competition | 2 Days | 2019 FALL CLASSIC | ALBERTA CONTROL LINE FLYING CLUB | NAMAo SCHOOL 2-24400 HWY 37 STURGEON COUNTY AB | www.facebook.com/groups/AlbertacontrollineFC/ | 2019-1140 |

SEPTEMBER 07, 2019 - SATURDAY | Fun Fly | 1 Day | ERCS electric fun fly | EDMONTON RADIO CONTROL SOCIETY | ERCS field. | Come on out for a day of flying anything electric. No noisy gassers flying around just our electric powered planes! Landing fee this year is \$15 and valid MAAC is required. | 2019-1151 | <http://www.ercs.ab.ca>

SEPTEMBER 07, 2019 - SATURDAY | Fun Fly | 1 Day | Fall Fun Fly | AIRDRIE MODELERS AIRCRAFT SOCIETY | NORTH OF GAS PLANT | Pilots \$15 (includes unlimited flying, lunch and door prize) Open to the public Must have active MAAC membership Pilots meeting at 10am In case of severe weather alternate day is Sunday Sept 8th Events: Limbo Egg Drop Dead Stick Landing Combat Food(non pilots)\$5 BBQ Hamburgers Smokies Water Pop | 2019-1214 | <http://www.amasrc.ca>

SEPTEMBER 07, 2019 - SATURDAY | Fun Fly | 1 Day | Fall Fun Fly | AIRDRIE MODELERS AIRCRAFT SOCIETY | NORTH OF GAS PLANT | Pilots \$15 (includes unlimited flying, lunch and door prize) Open to the public Must have active MAAC membership Pilots meeting at 10am In case of severe weather alternate day is Sunday Sept 8th Events: Limbo Egg Drop Dead Stick Landing Combat Food(non pilots)\$5 BBQ Hamburgers Smokies Water Pop | 2019-1213 | <http://www.amasrc.ca>

SEPTEMBER 14, 2019 - SATURDAY | Competition | 1 Day | ERCS Fall Combat | EDMONTON RADIO CONTROL SOCIETY | ERCS field. | Fall Combat Over Bremner Field! Come join us for a day of fun and excitement at our annual fall combat competition. Max engine size is 46 glo or equivalent. Non members and spectators are welcome. Planned event time is 10:30am to 3:30pm. All pilots must have an active MAAC membership. Hard hats are mandatory for pilots and will be supplied. Entry fees are \$20. A lunch will be served. | 2019-1156 | <http://www.ercs.ab.ca>

SEPTEMBER 28, 2019 - SATURDAY | Meeting/Seminar/Clinic | 1 Day | Annual Zone Meeting | ALBERTA/NORTHWEST TERRITORIES ZONE | CARFF Red Deer | "A" Zone (Alberta, Nunavut,

NWT) AZM Saturday, Sept 28, 2019, 1 to 3 pm. Hosted by CARFF (Central Alberta Radio Fun Flyers), Red Deer, at their club house. | 2019-1296 |

OCTOBER 05, 2019 - SATURDAY | Fun Fly | 2 Days | October Fall Fun Fly and Potluck | ROCKY BARNSTORMERS R/C CLUB | Valley of Hope | 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 |

OCTOBER 05, 2019 - SATURDAY | Fun Fly | 1 Day | Frozen Fingers | WINDY WEST R.C. CLUB | Paskuski R/C Field | Club's last formal flying event of the year - bbq lunch will be available at nominal cost. Start may be slightly delayed if we must yet blow out irrigation lines. | 2019-1123 | <http://windywest.weebly.com>

OCTOBER 26, 2019 - SATURDAY | Auction | 1 Day | ERCS Annual Auction | EDMONTON RADIO CONTROL SOCIETY | Baturyn Community Hall | ERCS Annual Auction Baturyn Community Hall 10505-172 Ave Edmonton Doors open at 8AM for consignment. First item on the Auction block at 10:00 AM All payments by Cash, Debit, or Credit Card (no cheques) Consignees: Auction fee is 15% of selling price. For more info and registration forms see ERCS website. This is a no reserve Auction!! Concession on site. Come out and join us in a day of fun and good company Bring all your old planes and accessories to sell. And you never know what you'll be taking home !! | 2019-1247 | <http://www.ercs.ab.ca>

ATLANTIC - B

JUNE 29, 2019 - SATURDAY | Fun Fly | 1 Day | Canada Day Fun Fly | BAY ST GEORGE FLYERS | BAY ST. GEORGE FLYERS FLYING FIELD | BBQ lunch provided. All skill levels welcome. Weather alternate dates June 30 or July 1. | 2019-1224 |

JULY 06, 2019 - SATURDAY | Fun Fly | 1 Day | Regis Landry Warbird over the Atlantic. | MINIATURE AIRCRAFT SOCIETY OF TRURO | TRURO | Miniature Aircraft Society of Truro. The Annual Regis Landry Warbird over the Atlantic is again hosted by the Truro Club, and the event is on Saturday July 06, 2019. Rain date is Sunday July 07, 2019. The event is open to all types of Military Aircraft in Military colours. Barbeque Burgers, Hot Dogs with pop and water is free of charge courtesy of your Zone. Hope to see you all there now that we have changed the date away from the July 1th week-end. MAAC or AMA current membership is required. | 2019-1102 | <http://www.mast-rc.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.ssrcf.ca/>

JULY 13, 2019 - SATURDAY | Fun Fly | 1 Day | 2019 SRCF Fun Fly | SHEARWATER RADIO CONTROL FLYERS | SHEARWATER DECOMMISSIONED RUNWAY | The Shearwater R/C Flyers will be holding their annual Fun-Fly at the old Shearwater 10,000 ft runway. Plenty of room for RVs, tents, and access to the MacDonald Beach Rec site, fun for the whole family. Friday evening, field is open for campers, and relaxed flying - main event Saturday (Sunday rain date). Sunday is open for flying as well. Contests, prizes, BBQ, fire pit, vendors, and swap-shop | 2019-1101 | <http://shearwaterflyers.proboards.com/>

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.ssrcf.ca/>

JULY 20, 2019 - SATURDAY | Fun Fly | 1 Day | Fun Fly Event | ST JOHN'S R/C FLYERS | HARBOUR GRACE AIRFIELD | Come enjoy a fun day of flying at Historic Harbour Grace Airfield. BBQ included. Rain date July 21st. | 2019-1176 | <http://www.sjrccf.ca>

JULY 20, 2019 - SATURDAY | Fun Fly | 1 Day | ASRCM Annual Funfly | ATLANTIC SOCIETY OF R/C MODELERS | FIELD | ASRCM is once again happy to host our Annual Fun Fly. The date is Saturday July 20th with the 21st as the designated rain date. Flying will begin at 9am and a free BBQ lunch will be provided. There is no entry fee and we hope to see you all out again this year! | 2019-1272 |

JULY 27, 2019 - SATURDAY | Competition | 1 Day | MultiGP Qualifier event | CHALEUR DRONE RACING | Nigadoo sportplexe | This is a MultiGP Qualifier event, so come and have fun doing some Drone racing and enjoy the friendship, for more info, call Danny at 506-543-4177. | 2019-1276 | <https://www.facebook.com/groups/219058551193720/>

JULY 27, 2019 - SATURDAY | Fun Fly | 1 Day | Avon RC Airshpw and Funfly. | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | The Avon RC Flyers are again hosting their Annual Air Show / Fun Fly on July 27/2019, rain date July 28/2019. Registration fee is \$10.00. There will be a BBQ. Bring whatever you have, and join the fun. We are located at 4499 Highway #14 on the Windsor Forks Road behind the Bent Ridge Winery. | 2019-1137 | <http://www.avonflyers.ns.ca>

AUGUST 10, 2019 - SATURDAY | Fun Fly | 1 Day | 7th Annual Fun Fly & Open House | SOUTH WEST FLYERS | ROLAND BOURQUE FIELD | 7th Annual Fun-Fly & Open House. Once again we would like to welcome all MAAC members to our field for a day of relaxed flying, good conversation and good food. We may be a little farther to get to, but hey, we're worth it! Mark it on your calendar now, Sat. Aug. 10th, rain date Sun. Aug. 11th. See you there! | 2019-1145 | <http://southwestflyers.com>

AUGUST 10, 2019 - SATURDAY | Fun Fly | 1 Day | Helis East | WINGS OF WELLINGTON | FIELD - 520 MIDDLE DYKE ROAD KINGS CO. NS | Wings of Wellington is proud to once again host Helis East. This fun fly is for helicopter & multi-rotor pilots, come out and enjoy a great day of flying fun, and stretch your rotor blades with us. Freewill offering to help offset the food cost is always appreciated, (Lunch BBQ). (Note) There will be (no rain date) for this event, so fingers crossed that Mother Nature is nice to us on Aug 10th. Hope to see you all there. | 2019-1162 | <http://wingsofwellington.ca/>

AUGUST 17, 2019 - SATURDAY | Fun Fly | 1 Day | 2019 Lawrencetown Slope Fest | HALIFAX ELECTRIC FLYERS ASSOCIATION | Lawrencetown Slope | Come join us for the 7th Annual Lawrencetown Slope Fest!! It's the most R/C flying fun you can have without a motor! Slope soaring intro lessons available. MAAC required for all flyers. Parking available at the Lawrencetown and Stoney Beach parking lots. Free overnight camping available within sight of the slope at Vic and Mary's place. Rain date is Aug 18th. Contact Vic Ruzgys (CF Av8or on HEFA forum) for more info. | 2019-1193 | <http://www.halifaxelectricflyers.com>

AUGUST 17, 2019 - SATURDAY | Fun Fly | 1 Day | Signal Hobbies Appreciation Day | ST JOHN'S R/C FLYERS | BELL ISLAND AIRSTRIP | Come join our appreciation day with our regular BBQ and gift draws. Rain date August 18th. | 2019-1216 | <http://www.sjrccf.ca>

AUGUST 23, 2019 - FRIDAY | Fun Fly | 3 Days | Eastern Canada Fun Fly | LES AILES DU MADAWASKA | Aeroport du Madawaska Inc. | Le Club Les Ailes du Madawaska, tiendront leur FUN FLY de l'EST du CANADA, les 23, 24 & 25 Août 2019 a l'Aéroport d'Edmundston. Un rendez-vous pour modélistes et pilotes d'avions, jets et hélicoptères. Le Vendredi 23 août sera une journée de vol libre, les 24 et 25 Août seront journées ouvert au publique. Cantine, hangar pour la nuit (avec électricité). Camping sur le terrain (sans service). Camping Provincial et motels a moins de 10km. L'aéroport est situé a la frontière Nouveau-Brunswick / Québec, sur l'autoroute 2. A surveillez pour les nouvelles sorties de l'autoroute. Pour plus d'information, visiter notre site web www.lesaillesdumadawaska.com ou contacter Paul Belzile 506-740-0565, courriel: paulbelzile70@gmail.com ou Luc Belanger 506-740-6083, couriel: "lucbelangers9@gmail.com" Les Ailes Du Madawaska will be hosting their annual "Eastern Canada Fun Fly" at the Edmundston municipal airport on August 23, 24 & 25th 2019. It's the perfect meeting place for hobbyists and pilots. Airplanes, jets and Helicopters are welcome. Free flight day on Friday the 23, and Fun Fly open to the public on the 24 and 25th 2019. Concessions, hangar for night storage (with electricity). Camping on site with no services. Motels and Provincial Camping at less than 10km. The airport is located on side of the Trans Canada hwy #2 at the Quebec / New-Brunswick Border. For info you may check our web site at www.lesaillesdumadawaska.com, or contact Paul Belzile, 506-740-0565, email:

paulbelzile70@gmail.com, or Luc Bélanger, 506-740-6083 email: lucbelangers59@gmail.com | 2019-392 | <http://lesaillesdumadawaska.com>

AUGUST 24, 2019 - SATURDAY | Fun Fly | 1 Day | Float Fly Event | ST JOHN'S R/C FLYERS | MILLER'S POND | Come enjoy a day of float flying at Miller's Pond. BBQ included. Rain Day August 25th. | 2019-1177 | <http://www.sjrcc.ca>

AUGUST 31, 2019 - SATURDAY | Fun Fly | 1 Day | Labour Day Fun Fly | BAY ST GEORGE FLYERS | BAY ST. GEORGE FLYERS FLYING FIELD | BBQ Lunch provided. All skill levels welcome. Weather alternate dates are September 1 or September 2. | 2019-1223 |

SEPTEMBER 07, 2019 - SATURDAY | Fun Fly | 1 Day | Ches Lockhart Memorial Scale Cup | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | AVON RC Fliers will be hosting the third annual "Ches Lockhart Memorial Cup" scale event on September 7/19, rain date the 8th. Any and all scale planes are welcome, no matter the size. Foam, balsa, composite, electric, glow, gas...if it represents an actual plane it is welcome. That includes IMAC planes, civilian cruisers, military hardware, any year from the Wright brothers to present. Landing fee of \$10.00 lets you fly all day, eat at the BBQ, and also gives you a ballot to vote on the "Pilots' Choice" award. Take the morning to cruise the pits and make your selection for the best plane there. Weather Go/No Go will be posted here as soon as we know on Friday. | 2019-1071 | <http://www.avonflyers.ns.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.ssrcc.ca/>

SEPTEMBER 14, 2019 - SATURDAY | Fun Fly | 1 Day | Fun Fly Event | ST JOHN'S R/C FLYERS | HARBOUR GRACE AIRFIELD | Come enjoy a fun day of flying at our club owned field. BBQ included. Rain Date September 15th. | 2019-1178 | <http://www.sjrcc.ca>

OCTOBER 05, 2019 - SATURDAY | Fun Fly | 1 Day | Oktoberfest | WINGS OF WELLINGTON | FIELD - 520 MIDDLE DYKE ROAD KINGS CO. NS | Considered to be the last fun fly of the season, Wings of Wellington is once again proud to host the Oktoberfest Fun Fly. Come out and enjoy a day of fun, feasting (BBQ), flying and fellowship. Freewill offering to offset food cost is appreciated. Rain date will be Oct 12th <https://www.facebook.com/groups/689306671183181> | 2019-1230 | <http://wingsofwellington.ca/>

OCTOBER 19, 2019 - SATURDAY | Fun Fly | 1 Day | Season end- Field closing | ST JOHN'S R/C FLYERS | WITLESS BAY LINE | Come and enjoy a fun day as we close down our field with the last fun fly event for the season. BBQ included. Rain Date October 20th. | 2019-1179 | <http://www.sjrcc.ca>

BRITISH COLUMBIA - C

JUNE 12, 2019 - WEDNESDAY | Air Show/Demo | 1 Day | Seniors Airshow | KAMLOOPS MODEL AIRPLANE SOCIETY | Tolko Airfield | Kamloops Model Airplane Society is pleased to host an airshow for the local seniors. The residents of the senior retirement homes are all invited to enjoy a day of model airplane flying. | 2019-1211 | <http://www.kmasrc.ca/>

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 Ogoopogo 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 21, 2019 - FRIDAY | Fun Fly | 3 Days | Vernon 4th annual Aero-tow | ST ANNES RC AIR FORCE | 707-7995 ST ANNES RD OKANAGAN | Come and enjoy aero-towing beautiful large scale gliders in BC's Okanagan valley at a time when thermals are plentiful. Slope lift may also be available depending on wind direction thanks to the 300 ft slope just off the southeast end of the grass runway. Launch off the grass and land on large smooth area with no fences or obstructions to snag tow lines or cause damage during landings. Bring your sailplane with an aero-tow release installed Electric sailplanes can be flown but aerotowing activity takes precedence and will limit "electrics" flying time | 2019-1161 | <https://www.facebook.com/groups/1161637637208567/>

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 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 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 Aeromodellers 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), Pro/AM Unlimited (Expert Flyers), 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 | 2019-22 | <http://vrcas.org>

JULY 19, 2019 - FRIDAY | Fun Fly | 3 Days | 1st Annual - Logan Lake Fly-In | HIGH COUNTRY FLYERS | Logan Lake Flying Field | 1st Annual - Logan Lake Fly-In July 19,20,21,2019 Logan Lake, British Columbia Flying Dawn to Dusk Engine size limited to 1.20 Glow or 26cc Gas \$10.00 Landing Fee Dry Camping Available – Logan Lake Accommodations link on website poster. Come and enjoy some 'High Country' hospitality away from the heat of the valley. Pot Luck BBQ Saturday Night - bring your own meat, BBQ provided Directions to Logan Lake Field - GPS: 50.598596 -120.308754 Take Hwy 970 west out of town and turn left .5km before the turn towards Merritt. Take road to ball diamond - field is on the right. Contact Glenn Piper - mgpiper@telus.net or 250-640-8441 | 2019-1289 | <http://www.highcountryflyers.org>

JULY 27, 2019 - SATURDAY | Fun Fly | 2 Days | 100 Mile Model Flyers Summer Fun Fly | 100 MILE MODEL FLYERS | 900 AINSWORTH RD. 100 MILE HOUSE | 100 Mile Model Flyers Invites you to attend our annual summer fun fly. JULY 27th & 28th 2019. All types of aircraft welcome. No landing fees. Flying from 9am to 4pm. Pilots must have M.A.A.C. Event at 100 Mile Model Flyers home field. 900 Ainsworth Rd. turn at railway overpass 2 kilometers south of 100 Mile. Follow signs. Travel north or travel south we will see you at the 100 Mile Model Flyers Summer fun fly. Centrally located in Zone C. Dry camping at field. Hotels, Motels, and other amenities 10 min away Please let us know if planning to attend. Early bird camping is available. Contact: Bill Hood 250-397-2575 billnlinda@bcinternet.net John Code 250-395-1219 thecodejc@gmail.com Denis Doucette 250-397-2125 drsmducette@gmail.com | 2019-1113 |

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 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 02, 2019 - FRIDAY | Fun Fly | 4 Days | To Sink It | BULKLEY VALLEY R/C FLYERS | Dave Hopper | To Sink It float fly at Dave Hoppers for four days, dry camping by the lake, pot luck dinner Saturday night. | 2019-1256 |

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 11, 2019 - SUNDAY | Fun Fly | 1 Day | Penmac Float Fly | PENTICTON MODEL AVIATION CLUB | PYRAMID PARK/KICKINEE PROVINCIAL PARK | Penmac (Penticton Model Airplane Club), Cam Reiss Memorial Float Fly, Registration is Free, Pilot draws, food will be available. | 2019-1100 | <http://www.penmac.org>

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 ¼ 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 | 2019-845 | <http://www.highcountryflyers.org>

AUGUST 30, 2019 - FRIDAY | Fun Fly | 4 Days | Larry Christensen Memorial Fun Fly | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A CROSS RD VERNON BC | The 24th. Annual Larry Christensen Memorial Fun Fly will be held at the Vernon R/C Aeromodellers field north of Swan Lake starting Friday August 30th., 2019; 9:00am until Labour Day Monday afternoon. No landing fee, free parking/dry camping available for RVs beginning Tuesday, August 27th. after lunch (first come, first serve); this is a non-smoking site. Daily 50/50 draws, on site concession. See website www.vrcas.org for info & location map. Contact Conrad Papointe at: chevrolettrucks41@gmail.com, 250-503-8543 (text only) or Greg Milne at: gdm-milne@shaw.ca | 2019-687 | <http://vrcas.org>

SEPTEMBER 03, 2019 - TUESDAY | Fun Fly | 6 Days | SLAM FALL CLASSIC | SHUSWAP LAKE AERO MODELERS | Sandy Point Campground - Float Plane 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 09, 2019 - MONDAY | Fun Fly | 7 Days | New Denver Float Fly | WEST KOOTENAY MODEL CLUB | New Denver | New Denver Float

Fly September 9th - 15th ...Due to local noise bylaws please leave loud models at home...thanks | 2019-1210 |

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>

SEPTEMBER 25, 2019 - WEDNESDAY | Fun Fly | 5 Days | Gerard McHale Memorial Jet Rally | PRINCETON R/C JET FLIERS | FIELD - 153 AIRPORT RD. PRINCETON | Bring your Turbine and High power EDF aircraft to Princeton BC for the annual Gerard McHale Jet Rally As this is Turbine power based event, EDF's are welcome as long as they can fly "in the pattern" with the Turbine jets. Other planes may be flown after hours - ie evenings with the understanding Turbine powered models will be given priority. We'll be hosting the usual Friday night Pizza, Wings and potluck at the field. Camping for spectators/pit crew is also welcome at the field off the pit line by registering at the event. Anyone is welcome to come out to the events - please bring your MAAC cards for pit access. | 2019-1126 | <https://www.facebook.com/groups/Princetonjets/>

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 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 | 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

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.rugbylakedodge.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!! | Nov-19 |

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 (unserviced) 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! | Oct-19 |

JULY 21, 2019 - SUNDAY | Competition | 1 Day | 2nd Annual Pattern Competition | DIAMOND ACES R/C FLYING CLUB | Diamond Aces RC Flying Club Inc | Please join us for a day of friendly competition at the second annual Diamond Aces Pattern Contest. Open to all MAAC and AMA members. All aircraft open to participate. Lunch provided for participants. Sequences found at www.nsrca.us. Pilots meeting at 9:30. | 2019-1191 | <http://www.diamondacesrc.ca>

JULY 27, 2019 - SATURDAY | Fun Fly | 2 Days | 2019 Airfest | LAKEHEAD AEROMODELERS | BOULEVARD LAKE | 2019 Airfest at Lakehead Aeromodellers main airfield, (see MAAC for location) Hwy 61 adjacent to Green For Life Recycling and directly across from Little Norway Road. Food and bevies available, pilot draws and donation prizes. All RC aircraft welcome, all frequencies welcome and there is always plenty of available spots on the flightline. MAAC or

AMA required to fly. \$10 "landing fee", free for spectators. | 2019-1259 | <https://www.facebook.com/groups/LakeheadAeromodellers/>

AUGUST 03, 2019 - SATURDAY | Fun Fly | 1 Day | Winkler Wings Fun Fly | WINKLER WINGS - R/C FLYING CLUB | Winkler Wings - R/C Flying Club | Join us for our Fun Fly Aug 3, 2019 from 1:00 pm to 8:00 pm. Spectators and pilots welcome. Pilots must be MAAC or AMA members to fly. Air combat with ribbons. Prize draw for pilots. If we don't have food available at the event, there are various restaurants in Winkler to choose from. See you at the Fun Fly. | 2019-1109 | <https://www.winklerwings.com/>

AUGUST 11, 2019 - SUNDAY | Fun Fly | 1 Day | Cellar Deller Hobby Supply Annual Fun Fly | WINNIPEG RADIO CONTROL CLUB | WRCC MAIN FIELD WHEELS | Cellar Dweller Hobby Supply Annual Fun Fly. No entry fee. On site Food vendor. Silent auction, pilot prizes. Location WRCC flying field. MAAC or AMA membership required to fly. Spectators welcome. | 2019-1132 | <http://www.wrcc.info>

AUGUST 17, 2019 - SATURDAY | Fun Fly | 1 Day | Diamond Aces Annual Fun Fly | DIAMOND ACES R/C FLYING CLUB | Diamond Aces RC Flying Club Inc | The Diamond Aces RC Flying Club Inc annual Fun Fly will be Aug 24, 2019. If you want to fly, proof of MAAC Membership must be presented. There are no rain dates, or fees. There will be a pilot draw. A food vendor will be on site over the noon hour. There are also many restaurants and fast food establishments nearby. Our motto is "Fly Safe - Have Fun". Come fly with us, meet other RC enthusiasts and enjoy our great hobby. | 2019-1081 | <http://www.diamondacesrc.ca>

AUGUST 22, 2019 - THURSDAY | Fun Fly | 5 Days | Gimli Gathering of Aeromodellers formerly GMF | MANITOBA/NORTHWESTERN ONTARIO ZONE | INTERLAKE RADIO CONTROL MODEL CLUB | Gimli Gathering of Aeromodellers (GGAM) was formerly known as Gimli Model Fest. GGAM is a late August, weekend rc aeromodeler gathering event, though some modellers come and stay and fly for a week or more. The event is held at the Interlake Radio Control Model Club (IRCMC) "Jack Yablonski" field at Gimli Manitoba. For more info on being a member of IRCMC (\$40 per year) and on the many aeromodeler rc fly-in events held at IRCMC visit <https://www.facebook.com/groups/ircmc/>. You must also have your MAAC or AMA membership to fly at the IRCMC. Entry into Gimli Gathering of Aeromodellers is complementary with an IRCMC membership. | 2019-1075 |

MIDDLE - E

JUNE 15, 2019 - SATURDAY | Air Show/Demo | 1 Day | Fonthill Rotary Family Funfest | NIAGARA FPV SQUAD | Bissells | Join Niagara FPV Squad and the Fonthill Rotary Club at Family Funfest 2019. Niagara FPV Squad will be hosting an FPV racing demo and learn how to fly a drone as one of the activities. Come see some of Canada's fastest pilots race at high speeds on a challenging track.

See if you can fly fpv on a flight simulator. Along with your entry is access to all the activities and splash pad. | 2019-1277 |

JULY 13, 2019 - SATURDAY | Fun Fly | 1 Day | 2019 NRMFC Fun Fly | NIAGARA REGION MODEL FLYING CLUB | WALKER FIELD | This Semi Charity event will include all you expect from a Fun Fly. Mid Day Demo show, open flying, prizes. Food will be available too; BBQ burgers, Hot Dogs, and fresh cut fries, and beverages. All this while we help to raise funds for The Niagara Children's Center a group that helps with early education prep and therapy for kids with developmental needs. All this plus and opportunity to make new friends and memories and good will. | 2019-1131 | <http://www.nrmfc.ca>

JULY 14, 2019 - SUNDAY | Fun Fly | 1 Day | Members Fun Fly with guests | NIAGARA REGION MODEL FLYING CLUB | WALKER FIELD | Although this will be a Club Members specific event with free BBQ lunch for members, lunch will be available to guests for a donation towards the previous day's charity event. Guests with current paid MAAC or AMA may also Fly! Campers who remain at the previous day's event may also fly. It is Sunday so no flying earlier than 9:30 am please. | 2019-1130 | <http://www.nrmfc.ca>

JULY 20, 2019 - SATURDAY | Fun Fly | 1 Day | CMACi Annual Fun Fly | CAMBRIDGE MODEL AERO CLUB INC. | CMACI FIELD | <http://www.cmaci.50webs.com/> | 2019-1147 | <http://cmaci.50webs.com>

JULY 27, 2019 - SATURDAY | Fun Fly | 1 Day | Garth Mitchel Memorial Float Fly | NIAGARA REGION MODEL FLYING CLUB | BIEDAS FLOAT FLY FIELD | Come experience Float Flying at its best! World class man-made lake boasts and ideal setting. Easy access to flying site, launching area and retrieval. PLUS great company! \$5 Splash Down Fee includes a free BBQ lunch. Rain Date: July 28th, 2019 | 2019-1167 | <http://www.nrmfc.ca>

AUGUST 17, 2019 - SATURDAY | Fun Fly | 1 Day | 9th Annual Vintage Fun Fly | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | RCMF's will be hosting the 9th Annual "Vintage" Fun Fly on Saturday 17th August 2019 starting at 09:00 AM and officially ending at 3:00 PM at our Marshville Airpark, Wainfleet, Ontario (Raindate Sunday 18th August). Spectators are welcomed to visit and watch the event. This event focuses on the flying of sport and scale aircraft models that represent aircraft that flew between the 'Beginning of Flight' to 1939 ONLY. Therefore, this does not include jets or rockets please. ONLY MODELS OF AN AIRCRAFT THAT ACTUALLY EXISTED FROM THIS TIME PERIOD WILL BE ALLOWED. Following 3:00 PM (or earlier depending on how the day goes) other types of model aircraft will be allowed - no turbine jets. Bring your lawn chairs and sun screen and enjoy some refreshments available at noon hour such as roast beef on a bun, fresh cut fries, and pop / water / coffee. All MAAC and AMA members are welcome to fly with proof of current membership. There is limited camping space available for overnight guests from Friday to Sunday afternoon. No hydro

or water facilities on site. Contact Bob Gunter at rgunter1@cogeco.ca 905-736-9242, or Andy Fakla at andy.fakla@gmail.com 905-321-9099 for arrangements which is a first come first served. There may be night flying and a campfire Friday and Saturday evening. | 2019-1097 | <http://www.rosecitymodelflyers.com>

AUGUST 31, 2019 - SATURDAY | Fun Fly | 1 Day | Last Chance Float Fly | NIAGARA REGION MODEL FLYING CLUB | BIEDAS FLOAT FLY FIELD | The last chance to get your floats wet before the end of the year! Enjoy an amazing day of flying from one of the best Float Fly sites in the region. \$5 Splash Down Fee gets you a full day of flying and a BBQ lunch! Rain Date: September 1st | 2019-1166 | <http://www.nrmfc.ca>

SEPTEMBER 07, 2019 - SATURDAY | Air Show/ Demo | 2 Days | KW Flying Dutchmen Scale Rally | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | WATERLOO ROD & GUN CLUB | 50th Annual KW Flying Dutchmen Scale Rally Waterloo Rod & Gun Complex (Near St. Jacobs) September 7 & 8th, 2019 Saturday 9:00 a.m. - 5:00 p.m. Sunday 9:00 a.m. - 3:00 p.m. This being our 50th year, we have teamed up with KidsAbility and will be donating 100% of the gate proceeds to this great organization. Friday night we welcome the pilots with a corn roast in the evening. Flying begins at 9 a.m. each day, after the pilots meeting, and continues until 5 p.m. on Saturday and 3 p.m. on Sunday. Saturday Night - Wine & Cheese 5-6 pm for pilots. There is also an "Air Show" at 1:00 p.m. on both both days featuring aircraft from various eras, unique planes, helicopters, multi-engine aircraft, jets and a candy drop for kids. On site camping available, first come first serve. \$10 per night, \$15 with hydro. (limited sites). 72 mhz allowed but no impound available. Frequency pins will be self regulated. Admission is \$7 per day for spectators, kids under 12 years \$1 per day. Pilots are Free!!! | 2019-1129 | <http://www.kwfflyingdutchmen.com>

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. | Aug-19 | <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

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 15, 2019 - SATURDAY | Fun Fly | 2 Days | 44th Annual Fathers Day Funfly | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | On June 15th and 16th, the Kingston Radio Control Modellers will be hosting their 44th annual Father's Day Fun Fly at the club field on Fred Brown Road. The event will start at 9:30 on both days, with rounds of fun fly competition and open flying on both days. Breakfast and lunch will be available from the canteen both days, as well as an excellent Saturday evening dinner! Entry fee is \$30.00 for both days including one dinner ticket. There is ample space for camping so bring the family and come for the weekend! For additional information you may contact Matt Rodmell at mrodmed@hotmail.com or Mike Siemonsen at mike.siemonsen@gmail.com | 2019-1098 | <http://www.krcm.org>

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 for flying field directions and other information. | 2019-1042 | <http://www.phelanflyers.com>

JUNE 22, 2019 - SATURDAY | Fun Fly | 1 Day | Summer Float Fly | CORNWALL AEROMODELLERS | GUINDON PARK TRILLIUM DRIVE | The Cornwall Aeromodellers club is hosting its annual summer float fly on June 22, 2019. The event will take place at Guindon Park, Trillium entrance. Flying will start at 9am. Canteen will be open for lunch. \$10 landing fee at registration. Directions on club website. | 2019-1086 | <http://www.cornwallaeromodellers.ca>

JUNE 23, 2019 - SUNDAY | Fun Fly | 1 Day | Float Fun Fly #2 | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Come out for our second Fun Fly and test your water take off and landings at our beautiful waterfront site in Deseronto. BBQ as usual for club fundraising. Be part of the unofficial landing judge committee. A great group of people as you know and it's a lot of fun folks! | 2019-1235 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

JULY 06, 2019 - SATURDAY | Fun Fly | 1 Day | ORCC'S ANNUAL WARBIRD EVENT AND PIG ROAST | OTTAWA R/C CLUB | FIELD - 4550 CAMBRIAN ROAD | Come join us for an excellent day of flying on our 800 ft runway. Lunch and refreshments will be available as well as Roast Pig for dinner. There will be night flying at dusk, a bonfire then a movie. Camping is available (no hookup-s). This event is open to all kinds of aircraft (doesn't have to be a Warbird) open flying after 15:00. | 2019-1154 | <http://www.ottawarclub.ca/>

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 for flying field directions and other information. | 2019-1063 | <http://www.phelanflyers.com>

JULY 21, 2019 - SUNDAY | Fun Fly | 1 Day | Float Fun Fly #3 | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Come out for our third Fun Fly and test your water take off and landings at our beautiful waterfront site in Deseronto. BBQ as usual for club fundraising. A great group of people as you know and it's a lot of fun folks! | 2019-1236 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

JULY 24, 2019 - WEDNESDAY | Fun Fly | 1 Day | Senators Fun Fly | CORNWALL AEROMODELLERS | LEGER LANDING | This is a special event for all retirees to enjoy a casual mid-week fun fly and meet old friends in a relaxed atmosphere. BBQ at noon. | 2019-1087 | <http://www.cornwallaeromodellers.ca>

AUGUST 10, 2019 - SATURDAY | Fun Fly | 1 Day | Annual Fun Fly | CORNWALL AEROMODELLERS | LEGER LANDING | The Cornwall Aeromodellers club is hosting its annual fun fly on August 10, 2019. The event will take place at the CAM club field. Flying will start at 9am. Canteen open for lunch. Registration is \$10. A swap shop will also be set up to buy/sell your r/c equipment. | 2019-1088 | <http://www.cornwallaeromodellers.ca>

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 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>

AUGUST 25, 2019 - SUNDAY | Fun Fly | 1 Day | Float Fun Fly #4 | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Come out for our third Fun Fly and test your water take off and landings at our beautiful waterfront site in Deseronto. BBQ as usual for club fundraising. A great group of people as you know and it's a lot of fun folks! | 2019-1237 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

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JUNE 23, 2019 - SUNDAY | Air Show/Demo | 1 Day | WCRCAF Open House | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | UPPER COQUITLAM RIVER PARK | Come out to the flying field and see what RC aero modeling is about. Try your hand at an RC simulator and a chance to fly a trainer airplane with and instructor. Demos of many types of RC including 3D aerobatics, Warbirds, Fun Flyers, FPV - First Person View, Drones, Helis and more. All ages/genders welcome. | 2019-1084 | <http://www.wrcraf.com>

JUNE 23, 2019 - SUNDAY | Fun Fly | 1 Day | 2019 FUN SCALE FLY-IN | BURNABY LAKE FLYERS

| BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2019 FUN SCALE FLY-IN, Sunday June 23rd, 2019 (9am-6pm). Open to all currently registered MAAC and AMA pilots of all electric aircraft. Admission: \$5 (includes 1 raffle ticket), we are also accepting non-perishable food items to be donated to our local community food bank. Registration opens: 9:30am (overall field hrs: 8am-6pm). Pilot briefing: 10am. There will be open flying for anyone before and after the scale judging event. This year we are limiting the judging to planes that are either scratch built or kit built. So dust off your old Cubs, Warbirds etc. and bring them out for others to enjoy. Fun scale judging both static and in flight, will be judged by the entrants using anonymous ballots. Grand Prize for best overall plane will be a, Great Planes F4U Corsair 55" wingspan ARF. There will also be trophies for all aircraft classes. Judging won't begin till at least 11am and probably extend into the afternoon. There will be a raffle draw in the afternoon for some great prizes. Additional tickets for these prizes will be available throughout the event. Free pizza, pop and water for all registered pilots. Come one, come all, a day for everyone to relax, and enjoy some flying by some highly skilled RC pilots! Please monitor this forum thread SCALE EVENT for additional updates. | 2019-1170 | <http://www.hoods-up.net>

JUNE 30, 2019 - SUNDAY | Fun Fly | 1 Day | Nearly 1/2A fun fly | VANCOUVER GAS MODEL CLUB | RICE MILL ROAD | Nearly 1/2A funfly, Contact Bruce Duncan for more details | 2019-1172 |

JULY 01, 2019 - MONDAY | Fun Fly | 1 Day | Old time Stunt | VANCOUVER GAS MODEL CLUB | RICE MILL ROAD | Old Time Stunt, know the rules as to eligibility and legal mods. Contact Bruce Duncan for further information. | 2019-1173 |

JULY 07, 2019 - SUNDAY | Fun Fly | 1 Day | NS with BS and Combat control line fly-in | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | The famousness "NS with BS" control line fun-fly is back for the 2th time. The world famous, NS with BS control line fun-fly is back yet again. It will be held on the 7th of July 2019 at the Mission Wings Flying Club located at 10259 Farms Rd. Mission. Pilots meeting at 9.30am. Flying A.S.A.P. and continues till finished. All the usual silly antics can be expected. Such as balloon bust, bladder bust, longest flight, and Vintage combat Greg Davis will be in charge of the vintage combat events. Contact Greg at...250 833 1993 There could be scale planes. There could be a swap meet, even a buy and sell. Your junk is someone else's treasure. There is no entry fee. All control liners most welcome. Light lunch and liquid refreshments at no charge. Contest director is Paul Bedford. kiwipaul@telus.net | 2019-1092 | <http://www.missionwings.ca>

JULY 13, 2019 - SATURDAY | Competition | 2 Days | Pattern in the Valley | SPECTRUM FLYERS | FIELD - 4868 168 STREET SURREY | Pattern in the City contest. Spectrum R/C club field, Surrey B.C. Come out and enjoy 2 days of fun and friendly competition. Field will be open Friday for practice. All classes will be flown and trophies

awarded to 3rd place. First time pilots fly for free, all others pay a \$30 entry fee which includes morning coffee, and pizza for lunch. Lots of room for camping or RV%u2019s. Pilots meeting gam. For more information contact: Henry Piorun at piorun@uniserve.com or call me at 604-820-9324 Or Darren Bowman at darren@valley.bc.ca 604-556-6146 | 2019-1219 |

JULY 14, 2019 - SUNDAY | Fun Fly | 1 Day | WCRCAF Fun Fly | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | UPPER COQUITLAM RIVER PARK | Fun fly competition - bring your fun fly plane and see if you can win a prize. | 2019-1085 | <http://www.wrcraf.com>

JULY 19, 2019 - FRIDAY | Fun Fly | 3 Days | Fraser Valley Jet Jam | BROKEN PROP | Broken Prop | Come join us in Agassiz for a weekend of turning and burning. Enjoy a 1000' smooth grass runway and the incredible scenery the Fraser valley is known for as we burn up the sky. All jets welcome, turbine, glow ducted fan and edf. Foamy edf's not capable of 100mph in the pattern will be given time slots to fly so as not to create any traffic pattern hazards. This field is our mecca. Please treat it better than if it were your own. Limited camping space will be available. Please let us know ahead of time if you will be bringing trailers. *EVENT WILL BE CANCELLED IF CONDITIONS ARE TOO DRY* We will update with event conditions on Facebook on the Princeton Jets page and RCCanada. Entry fee \$20. | 2019-1215 |

JULY 20, 2019 - SATURDAY | Fun Fly | 1 Day | Mission Wings RC Helicopter Fun Fly | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | It's another year for the Mission Wings RC Helicopter fun fly! As usual, this is a 1 day only event that will happen on July 20th 2019. This is a great event for pilots of all skill levels and experience from beginner to pro. If you've never been to an RC helicopter event, this is a great one to have as your first event. All types of radio control helicopters are welcome, from scale to 3D to vintage, and all types of RC helicopter pilots are welcome, from beginners to pros. Come on out for a great day of flying, visiting, food, and fun. Cost is free, BBQ hamburgers will be provided, donations are welcome. Pilots briefing will be at 9:00 am and flying starts immediately after that. From Mission, head east on Lougheed Highway (Hwy 7), turn north (Left) on Sylvester Rd, turn West (Left) onto Farms Rd (Big tree in the middle of the Y in the road), turn left at the Anderson Farm. Drive dead slow through the farm, turn left at the sign pointing to the field and continue on through to the field. Address is 10279 Farms Rd. For more information, Contact Darren Wiens: rchelidarren@gmail.com | 2019-1133 | <http://www.missionwings.ca>

JULY 20, 2019 - SATURDAY | Fun Fly | 2 Days | Comox Valley Scale Rally, swap n shop! | RADIO CONTROL AERONAUTICS ASSOCIATION | MERVILLE FIELD | 2 DAY EVENT!!!!!! No entry fees this year! More importantly, we are ditching the " must fly "rule so bring out your non flying models too. Lets get a great display out there! I'll

personally bring out half a dozen giant war birds... lets get off our butts and bring out those planes... flying or not! Best plane award goes on the yearly trophy. SWAP N SHOP starts sat a.m. We will be CAMPING and BBQing! Bring a steak! Camp out! | 2019-1158 | <http://rcaa.ca/>

JULY 26, 2019 - FRIDAY | Fun Fly | 3 Days | 2nd Annual Agassiz Aerotow | BROKEN PROP | Broken Prop | 2nd Annual Aerotow at the spectacular Agassiz Broken Prop flying site. Three days of great flying in the Fraser Valley, lots of tugs, on site camping is available (from Thursday night), or motels close by in Hope or Chilliwack. Pilot's meeting each day at 9:30, flying 'til we drop. No host dinner at the Wildcat Grill on Saturday evening. \$20 entry fee for the entire weekend. Electricians welcome to join in but true sailplanes and aerotow will take preference. Come and fly, or just hang out to experience this great aspect of our hobby! | 2019-1152 |

AUGUST 03, 2019 - SATURDAY | Competition | 2 Days | Western Canada Stunt Championships | VANCOUVER GAS MODEL CLUB | RICE MILL ROAD | Western Canada Stunt Championships Control Line Stunt August 3rd and 4th Saturday (09:00 - 1700) Practice and Coaching Clinic Saturday evening : BBQ at the Cox Home (All forms of control line stunt will be discussed at length) Sunday (9am - Finish) Precision Aerobatics: Beginner, Intermediate, Advanced and Expert Classes Contest Director Chris Cox @ (604) 562-1840 | 2019-1174 |

AUGUST 09, 2019 - FRIDAY | Air Show/ Demo | 3 Days | Victoria's Largest Little Airshow | VICTORIA RADIO CONTROL MODELERS | MICHELL AIRPARK | 18th Annual VICTORIA'S LARGEST LITTLE AIRSHOW - August 10 & 11, 2019. Admission by donation. ALL proceeds to local charity. Over 4000+ spectators. All scale pilots welcome, no entry fee, free Saturday night dinner. Must arrive no later than Friday morning for plane inspection and practice flights. Registration in advance is mandatory. Contact JackPrice@shaw.ca and visit <https://www.facebook.com/VictoriasLargestLittleAirshow/> | 2019-1119 | <http://www.vrcms.org>

AUGUST 11, 2019 - SUNDAY | Fun Fly | 1 Day | Mission Wings Fun Fly | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | The annual Mission Wings Members and guest's fun fly August 11th 2019 Members are invited to the annual Mission Wings fun fly. Members may bring a guest. It will be held on Sunday August 11th, 2019. Pilots meeting 9.30am. Flying starts 10am All pilots will be required to sign in. Must have MAAC card. There is no entry fee Come and enjoy a day's flying with the other members of your club. Members may bring a guest. There will be lots of food and drink available all day for your enjoyment. The club house will be open with gourmet coffee. If you have anything to sell, swap or give away, bring your stuff / junk to the fun-fly. Your stuff / junk are someone else's treasure. Paul Bedford, friendly, effervescent, event director. Don't contact me, just be there. | 2019-1093 | <http://www.missionwings.ca>

AUGUST 23, 2019 - FRIDAY | Fun Fly | 3 Days | The Wet and Dry Summer Fly | CHILLIWACK ELECTRIC FLYERS | SHXWHAY LAKE AIRPARK | www.maac.ca | 2019-1196 | <http://www.ccf.club>

AUGUST 25, 2019 - SUNDAY | Fun Fly | 1 Day | 2019 JACQUES HEYRMAN MEMORIAL FLY-IN, Sunday August 25th, 2019 (9am-6pm) | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2019 JACQUES HEYRMAN MEMORIAL FLY-IN, Sunday August 25th, 2019 (9am-6pm). open to all currently registered MAAC and AMA pilots of all electric aircraft. Admission: \$5 (includes 1 raffle ticket), we are also accepting non-perishable food items so they can be donated to our local community food bank. Registration opens: 9:30am (overall field hrs. 8am-6pm). Pilot briefing: 10am. Open flying before and after competitions, also this year we will limit the competitions to one in the morning and one in the afternoon. Additional raffle tickets for some great prizes will be available throughout the event. Competition and raffle prize draws will be held in the afternoon. Free pizza, pop and water for all registered pilots. This is a great way to spend a Sunday afternoon with friends and others who enjoy the hobby as much as we do. Please monitor this forum thread JACQUES HEYRMAN for additional updates | 2019-1171 | <http://www.hoods-up.net>

SEPTEMBER 15, 2019 - SUNDAY | Fun Fly | 1 Day | Scale fun fly | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | September 15, 2019 . Scale Fun Fly...1 day RC Scale Fun Fly, bring your replica and show off your scale building skills. MAAC scale rules and flight maneuvers will be disgust and shown. This event is open to planes and heli's.. no official judging, but pilots choice for best static and best flight of the day .. pilots meeting 09:30, flying starts at 10:00...CD Bruce Caird...contact rbcaird@hotmail.com | 2019-1094 | <http://www.missionwings.ca>

SEPTEMBER 21, 2019 - SATURDAY | Fun Fly | 1 Day | WCRCAF Float Fly | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | Day use beach Area - Alouette Lake - Golden Ears Provincial Park | Open float flying from the day use beach at Alouette lake in Golden Ears Provincial Park. Come early for the best flying in calm winds and sometimes the beach gets crowded in the afternoon and the event closes. Rain date will be the following Saturday. | 2019-1083 | <http://www.wrcraf.com>

QUEBEC - I

JUNE 15, 2019 - SATURDAY | Competition | 2 Days | Imac Québec 2019 | CLUB AIR MODELISTE | RUE PETIT ST-JEAN, ST-ETIENNE(Lévis) | Le club airmodéliste tiendra sa compétition iMac Québec 2019 le 15-16 juin. Il y a du camping sans service à partir du vendredi. Le pilote meeting se fera le samedi à 8:30 et la compétition débutera à 9 hrs . Les frais d'inscription s'ont de 40\$. Débutant ou expert venez vous amuser. Bienvenue à tous. coordonné

gps 46° 40'16.7" N 71° 18'30.1" W | 2019-1160 | <http://www.clubairmodeliste.com>

JUNE 22, 2019 - SATURDAY | Competition | 2 Days | Qualification Canadienne MultiGP serie 2019 #1 | TEAM D.O.D | terrain baseball de d'Alembert | <https://www.facebook.com/groups/188031425015282/> | <https://m.facebook.com/groups/188031425015282>

JULY 06, 2019 - SATURDAY | Competition | 2 Days | Imac Beauce | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | CLUB D'AEROMODELISME LES PHOENIX | Bonjour à tous. Comme l'an passé, le Club d'Aéromodéliste les Phoenix renouvellera le Imac Beauce encore une fois cette année. Nous vous attendons donc en grand nombre pour venir passer une fin de semaine avec une gang hors paire au club enchanteur de Saint-Jean De-La-Lande les 6 et 7 juillet 2019. Le camping est gratuit avec aucun service. Il sera possible pour vous d'arriver à partir du vendredi matin. Le pilote meeting débutera à partir de 8:30h le samedi matin pour débiter les compétitions à 9:00h. Voici donc les coordonnées GPS pour vous rendre au site 46.032928, -70.705304. Invitez vos amis à venir participer ou tout simplement passer une fin de semaine avec nous. Pour les basic, le prix de participation sera de 20\$ et pour les autres sera de 40\$. Au plaisir de vous voir bientôt!! Hello everyone. As last year, the Phoenix Model Aircraft Club will renew the Imac Beauce once again this year. We are waiting for you in large numbers to spend a weekend with a gang at the enchanting club of Saint-Jean De-La-Lande July 6 and 7, 2019. Camping is free with no service. It will be possible for you to arrive from Friday morning. The meeting driver will start from 8:30h on Saturday morning to start the competitions at 9:00h. Here are the GPS coordinates to get to the site 46.032928, -70.705304. Invite your friends to participate or simply spend a weekend with us. For basic, the price of participation will be \$ 20 and for others will be \$ 40. Hope to see you soon!! Daniel Laliberté 418-957-8323 | 2019-1073 | <http://www.clubphoenixbeauce.weebly.com>

JULY 13, 2019 - SATURDAY | Fun Fly | 2 Days | Fun Fly annuel | CLUB AIR MODELISME | RUE PETIT ST-JEAN, ST-ETIENNE(Lévis) | Le Fun Fly du Club Air Modéliste aura lieu les 13 et 14 juillet 2019 à la piste du club à Lévis (St-Étienne). Tout les pilotes de téléguidé d'avions, d'hélicoptères, planeurs et drones sont invités à venir démontrer leurs habiletés de vol. Le spaghetti sera en honneur pour le dîner du samedi et les hot dogs pour le dimanche. On vous attend. | 2019-1233 | <http://www.clubairmodeliste.com>

JULY 20, 2019 - SATURDAY | Competition | 2 Days | IMAC 2019 | CLUB AEROMODELISME SAGUENAY INC. | VILLE DE SAGUENAY | Les 20 et 21 juillet prochain se tiendra la 3e édition d'une compétition IMAC qui se tiendra dans notre belle région à St-Jean Vianney au Saguenay, tout les pilotes intéressés de la province sont invités venez découvrir notre site sur un piste asphaltée une cantine sera présente tout au long de la fin de semaine, bienvenu à tous. | 2019-396 | <http://www.aeromodelismesaguenay.com>

JULY 20, 2019 - SATURDAY | Competition | 2 Days | Qualification Canadienne MultiGP serie 2019 #2 | TEAM D.O.D | terrain baseball de d'Alembert | <https://www.facebook.com/groups/188031425015282/> | <https://m.facebook.com/groups/188031425015282>

AUGUST 03, 2019 - SATURDAY | Fun Fly | 2 Days | Funfly Annuelle | CLUB LES AILES DE L'AIGLE MONTMAGNY L'ISLET INC. | TERRAIN - 40 ROUTE CENDREE LAFEUILLE L'ISLET | Le club les Ailes de l'aigle de Montmagny-L'islet tiendra le 3 et 4 Août prochain sont Funfly annuelle au site du club. Il y aura sur place petite cantine. L'entrée est gratuite. Stationnement pour roulotte et tante disponible sur le site. Les gens peuvent arriver vendredi le 2 Août en après midi et le départ peut ce faire lundi le 5 Août au matin. Bienvenue à tous | 2019-1273 |

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. 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 17, 2019 - SATURDAY | Fun Fly | 2 Days | Funfly 2019 | CLUB AEROMODELISME SAGUENAY INC. | VILLE DE SAGUENAY | Les 17 et 18 août 2019 se tiendra notre festival annuel à notre terrain de St-Jean-Vianney au Saguenay, grand terrain pour des roulottes mais sans service d'eau, une cantine et des toilettes sur place seront à votre disposition Bienvenue à tous. | 2019-611 | <http://www.aeromodelismesaguenay.com>

AUGUST 24, 2019 - SATURDAY | Fun Fly | 1 Day | journée planeur | CLUB AIR MODELISME | RUE PETIT ST-JEAN, ST-ETIENNE(Lévis) | Le club air modéliste tiendra son quatrième événements de remorquage de planeur à son terrain de St-Etienne de Lauzon (Lévis) le 24 août 2019. L'activité débutera à 9h30 pour toute la journée et seras remise au lendemain en cas de pluie. Nos remorqueurs peuvent tirer des planeurs jusqu'à 6 mètres et les planeurs motorisés électriques sont également bienvenue. Des frais de 5 dollars seront demandé pour tous les participants, ces frais couvriront le dîner au hot-dog et les bouteilles d'eau pour la journée. tous les pilotes devront être membre en règle du MAAC. Il y a possibilité de camper au terrain pendant la fin de semaine mais sans services, pour plus d'info communiquer avec Pascal Mercier au 418 831-9235. | 2019-1268 | <http://www.clubairmodeliste.com>

AUGUST 31, 2019 - SATURDAY | Fun Fly | 2 Days | Festival Provincial 2019 | CLUB D'AVIONS

MINIATURES LES PHOENIX INC. | CLUB D'AEROMODELISME LES PHOENIX | Les 31 août et 1 septembre le Club d'Aéromodéliste les Phoenix vous invites au Festival Provincial 2019 qui aura lieu a notre piste de st-georges (secteur st-jean-de-la-lande). Au programme démonstration de vol acrobatiques, scales, jet, hélicoptères. Souper mechoui samedi soir sous le chapiteau. Méga feu de camp. Animation pour enfants et groupe de musique en soirée. Autre surprise à venir... Camping sans service sur place, le terrain sera accessible à partir du mercredi. Pour info : Daniel Morin danmor@globetrotter.net 418-221-4258 | 2019-1076 | <http://www.clubphoenixbeauce.weebly.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/> | Dec-19 | <http://arpentsvairrc.org/>

ST LAWRENCE - J

JUNE 22, 2019 - SATURDAY | Competition | 2 Days | Qualification Canadienne MultiGP serie 2019 #1 | TEAM D.O.D | terrain baseball de d'Alembert | <https://www.facebook.com/groups/188031425015282/> | 2019-1241 | <https://m.facebook.com/groups/188031425015282>

JULY 20, 2019 - SATURDAY | Competition | 2 Days | Qualification Canadienne MultiGP serie 2019 #2 | TEAM D.O.D | terrain baseball de d'Alembert | <https://www.facebook.com/groups/188031425015282/> | 2019-1242 | <https://m.facebook.com/groups/188031425015282>

JULY 27, 2019 - SATURDAY | Fun Fly | 2 Days | FUN FLY AMICAL du CARC LANAUDIÈRE | CARC LANAUDIÈRE | TERRAIN 991 Rang Montcalm, St-Liguori | FUN FLY AMICAL au CARC LANAUDIÈRE DE ST-LIGUORI les 27 & 28 Juillet 2019 Venez visiter le site de vol qualifié du plus beau au Québec par plusieurs pilotes. Il sera possible de camper sur le site si les conditions du terrain le permettent. Vols de Nuit et Feux de Camp en soirée. Coordonnées GPS N46.013, W73.575. Entrée du terrain face au 991 Rang Montcalm à St-Liguori. Pour informations : Pierre Morel 450 760-9828 ou aeropm@videotron.ca | 2019-1194 |

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 MODÈLE DE GRANBY 3-4 août 2019 camping sauvage à partir du 2-3-4 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 | 2019-860 |

AUGUST 17, 2019 - SATURDAY | Fun Fly | 2 Days | FunFly 2019 | CLUB AEROMODELISME MARS INC. | Club Mars Lachenaie | Spectacle

Aéromodélisme FunFly 2019 Bienvenue à tous. Aucun Frais pour les pilotes qui s'inscrivent pour voler. (MAAC-AMA Valide Requis) AUCUN ESPACE DE CAMPING cet année sur place. 3 Campings entre 15 et 30km. - Aire de pique-nique, - Aire de jeux pour enfants, - Apporter votre lunch ou cantine disponible sur place, - Prix par automobile de \$10 Nous donnerons accès aux puits des pilotes régulièrement pour échanger avec ceux-ci et voir nos modèles de plus près. SVP CONTACTER info@clubmars.org ===== 2019 FunFly Aeromodeler Show Welcome to everyone. No fees for visiting pilots registering to the event. (Valid MAAC-AMA Required) NO CAMPING ON SITE THIS YEAR. 3 Campgrounds with 15-30km. -Picnic area, -Kids Playground, -Bring your lunch or Canteen available on site, -Entrance fee is \$10 per car . We will give access to the Pilot's Pits on regular basis to exchange with them and have a closer look at the models. PLEASE CONTACT info@clubmars.org | 2019-1284 | <http://www.clubmars.org>

SEPTEMBER 07, 2019 - SATURDAY | Fun Fly | 2 Days | Funfly 2019 | AIR CALM INC. | TERRAIN - 600 BOUL. DE L'AEROPARC LACHUTE | Funfly! Bienvenue à tous! 2 jours de plaisirs à Lachute, tous les types d'avions (foamie,arf,construction,jets) bienvenue. Piste de 600pi asphalté et 600pi gazonné adjacent, (note: AUCUN hélico, drone,quad ou fpv permis). Kiosque de hotdogs/chips/liqueur/œuf le midi sur place (\$), café et muffins le matin (\$). Camping sur le site disponible. Venez faire un tour dans notre petit paradis! :) Info facebook 'Club RC AirCalm Lachute' Questions: jacques.taillefer@videotron.ca Funfly! Welcome to all! 2 days of fun in Lachute, all aircraft types (foamie,arf,build,jets) welcome. 600' feet asphalt runway and 600' feet grass along side. (note: NO helicopters,drones,quads or fpv permitted). Food stand hotdogs/chips/softdrinks/water on site for lunch (\$) and coffee/muffins in the morning (\$). Camping on site available. Come and enjoy our little corner of paradise! :) Info facebook 'Club RC AirCalm Lachute' Questions: jacques.taillefer@videotron.ca | 2019-1246 | <http://www.facebook.com/groups/aircalm/>

SASKATCHEAWN - K

JUNE 15, 2019 - SATURDAY | Fun Fly | 2 Days | Father's day Fun Fly | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK | Swift Wings would like to invite you all to our Father's day fun fly for 2 days of flying fun. Flite Test combat is one possibility we will be offering this year, so remember to bring them with you. Washrooms, concessions, and dry camping with power all available on site. | 2019-1239 | <http://www.smms.org/swiftwings>

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 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/MJRCAClub?ref=hl> | 2019-1052 | <http://breto45.wixsite.com/mjrc>

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 |

AUGUST 10, 2019 - SATURDAY | Fun Fly | 2 Days | Fun Fly | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK | Come join us for our August Fun fly, at Chase field. Bring your favorite aircraft, along with your Flite Test foamies, or Spads for possible/attempted combat excitement. Concessions, Washrooms, and dry camping with power hook ups available. | 2019-1240 | <http://www.smms.org/swiftwings>

SEPTEMBER 14, 2019 - SATURDAY | Meeting/Seminar/Clinic | 2 Days | Regina Stunt (Control Line) and Fellowship Weekend | REGINA WINDY FLYERS INC | REGINA WINDY FLYERS | Regina Stunt (Control Line) and Fellowship Weekend September 14, 15, 2019. To be held at the Regina Windy Flyers field. Practise, coaching, fellowship, fly what you bring. Flying starts at 9:00. No entry fee just MAAC/AMA membership required. The following weekend is the rain date. Please let Doug Moisuk know if you are coming so you can

be contacted should we have to change plans. Doug Moisuk Home: 1-306-584-7730 Cell: 1-306-529-2535 Email: dmoisuk@accesscomm.ca | 2019-1143 | <http://www.reginawindyflyers.ca>

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

JUNE 15, 2019 - SATURDAY | Air Show/Demo | 1 Day | Come-Fly-With-Us | 905 SQUADRON (A DIVISION OF THE AURORA MODEL AIRCRAFT CLUB INC.) | MAIN FIELD | The public is invited to attend the annual 905 Squadron Come-Fly-With-Us airshow. See flying demos of all kinds of aircraft and helicopters. At the bottom of each hour, guests are invited to "Come-Fly-With-Us" with our club instructors and their aircraft free of charge. Hot-dogs and drinks will be served free of charge to all in attendance at noon. | 2019-1294 | <http://www.auroramodelaircraft.com/>

JUNE 15, 2019 - SATURDAY | Fun Fly | 1 Day | KAWARTHA LAKES RC FLYERS SCALE RALLY - CANCELLED | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | DIANNE & BARRY TRAYNOR | June 15, 2019: Saturday - Scale Rally - CANCELLED due to poor field conditions | 2019-1061 | <http://www.kawarthaflyers.com>

JUNE 15, 2019 - SATURDAY | Fun Fly | 1 Day | 61st Anniversary Fun Fly | PETERBOROUGH R/C CLUB INC. | 596 COUNTY RD 8, DOURO DUMMER | "OUR 61st ANNIVERSARY Fun Fly" by Peterborough Radio Control Model Flying Club will be held at Brown's Field Saturday 0930 June15/2019, rain date Sun 16 (Father's Day). This will be informal flying event featuring historic and modern airplane types, with some competitive challenges staged during the day on a sign in basis. Lunch will be available. Contact Mel Johnson (mel169@mac.com), or Walter Gebhart (waltergebhart@outlook.ca). See MAAC website or (www.prcmfc.com) for directions to our club field, 5 km East of Douro, Ont." | 2019-1103 | <http://www.prcmfc.com>

JUNE 21, 2019 - FRIDAY | Fun Fly | 1 Day | Sumer Solstice Pizza & Wings Night | WHITBY AEROMODELLERS | CENTRAL ONTARIO CONSERVATION AUTHORITY | WAM annual Solstice fly til you cant see your plane anymore night to celebrate the longest day of the year. at their field in Brooklin Ontario. \$5 fee for visiting Pilots to fly. Pizza, Wings and drinks available. | 2019-1203 | <http://www.whitbyaeromodelers.com>

JUNE 22, 2019 - SATURDAY | Competition | 2 Days | 12th Annual Gord Silver Memorial Precision Aerobatic Contest | NORTHUMBERLAND ELECTRIC AVIATORS | Millson Field, CMF4 | All

MAAC Precision Aerobatic classes and FAI P19 will be flown. Awards will be presented to third place. FAI will use FAI rules. Aircraft will not be weighed. Any MAAC legal electric powered model may be flown in Sportsman Class. Please note: The local club rule permitting ELECTRIC AIRCRAFT ONLY will be in effect. For safety purposes, No Flying will be permitted during BBQ Location: GPS N43.991765 W78.428149 or N43deg. 59.491 mins W78deg. 25.793 mins. Directions: Leave Hwy 401 at Exit #456. Go north 1 km. to County Road #2, turn left and proceed west 1.6 km. to County Road #65. Turn right and drive 4 km. to the 5th Line. Turn left and you will see the field on the left. Please drive along the edge of the full size runway on the west side. Fee: \$40.00 includes the Saturday night BBQ and lunch both days. Registration: To register, please phone or email pre-registration information, including: Name Class Frequency MAAC/AMA Number Email address to: Harry Ells (905) 342-2128 harryells@gmail.com Site Registration from 9:00 am to 9:30 am. Flying starts Saturday and Sunday at 10:00 am | 2019-1153 |

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 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 | 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 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 | 2019-1039 | <http://www.keswickmac.ca>

JULY 20, 2019 - SATURDAY | Competition | 1 Day | Canada Cup | TORONTO FREE FLIGHT GROUP | Tottenham | Canada Cup - FAI World and America Cup Free Flight Competition F1A Glider F1B Wakefield F1C Power | 2019-1264 |

JULY 21, 2019 - SUNDAY | Competition | 1 Day | Huron Cup | TORONTO FREE FLIGHT GROUP | Tottenham | Huron Cup - FAI World Cup and America Cup F1A, F1B, F1C, F1G, F1Q, F1J/P | 2019-1265 |

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 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 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 | 2019-1037 | <http://www.keswickmac.ca>

AUGUST 17, 2019 - SATURDAY | Air Show/Demo | 1 Day | Open House | EDENVALE RADIO CONTROLLED AIRCRAFT CLUB INC. | 2 K SW OF 5195 HWY 26E | Edenvale Radio Controlled Aircraft Club is having a membership drive with an "Open House" on 17AUG2019. All are welcome to come and see our excellent field (500 x 100 ft. runway) and fly as a guest. Club membership is open to all flyers (fixed and rotary wing but no turbine aircraft allowed) | 2019-1286 | <http://www.edenvaleflyers.ca>

AUGUST 17, 2019 - SATURDAY | Fun Fly | 1 Day | warbird and scale fun fly | SEATON VALLEY R/C MODEL CORP. | SEATON VALLEY R.C.M.C. FLYING FIELD | August 17th - Saturday, warbird and scale rally location Seaton Valley model airplane Club field 20th sideroad Durham come enjoy a day of flying with seaton valley members all Maac members I know you did there will be an airshow performed by Seaton Valley members, 50/50 draw and barbecue bring your airplane and fly with us. | 2019-1208 | <http://www.seatonvalleyrc.club>

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 | 2019-855 | <http://www.omfc.org>

AUGUST 31, 2019 - SATURDAY | Competition | 2 Days | Labour Day Pattern Contest | 905 SQUADRON (A DIVISION OF THE AURORA MODEL AIRCRAFT CLUB INC.) | MAIN FIELD | 905 Squadron is proud to host this years Labour Day Precision Aerobatics Contest. August 31 & Sept 1 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 \$40.00 on the day of the contest. Includes lunch both days. Send no money. Pay at the contest. Start time 0900 H Saturday. Registration 0700 to 0830 H Saturday. C.D. Max Perez email: fly.amac@yahoo.ca Points will be awarded toward the S.E. Zone Championship. Dry Camping IS available at the field. No bonfires are permitted. | 2019-1136 | <http://www.auroramodelaircraft.com/>

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 | 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 or www.lsflayers.com or face book page Long Sault Flyers | 2019-847 | <http://www.lsflayers.com>

SEPTEMBER 21, 2019 - SATURDAY | Competition | 2 Days | Balsa Beavers 62nd Anniversary Event | Balsa Beavers MFC INC. | CENTENNIAL PARK FLYING CIRCLES | Sept. 21/22 2019 Balsa Beavers 62nd Anniversary Event Location: Centennial Park Flying Circles, Etobicoke, Ontario Time: 8:30AM to 5:00PM Saturday events: F2D Combat, Old Time Stunt, Old Time Scale, Limited Stunt Sunday events: 500 Lap LA .15 Sport Race Marathon, Fun Fly Event fee: \$ 30.00 maximum Contact person: Chris Brownhill Email: cbrownhill@sympatico.ca | 2019-1187 | <http://www.balsabeavers.com>

SEPTEMBER 21, 2019 - SATURDAY | Fun Fly | 1 Day | WAM Autumn Corn Roast Fun Fly | WHITBY AEROMODELLERS | CENTRAL ONTARIO CONSERVATION AUTHORITY | The Whitby Aero Modellers are having a Corn-Roast Fun Fly at their field in Brooklin Ontario. \$5 fee for visiting Pilots to fly. Food and drinks available. | 2019-1200 | <http://www.whitbyaeromodellers.com>

OCTOBER 26, 2019 - SATURDAY | Fun Fly | 1 Day | WAM Fall Chilli Cook-off Fun Fly | WHITBY AEROMODELLERS | CENTRAL ONTARIO CONSERVATION AUTHORITY | The Whitby Aero Modellers are having their annual competitive Chilli Cook-off and Fun Fly at their field in Brooklin Ontario. \$5 fee for visiting Pilots to fly. Chilli and drinks available. | 2019-1201 | <http://www.whitbyaeromodellers.com>

NOVEMBER 11, 2019 - MONDAY | Fun Fly | 1 Day | Remembrance Day Tribute Day. | WHITBY AEROMODELLERS | CENTRAL ONTARIO CONSERVATION AUTHORITY | WAM annual Remembrance Day event featuring Warbird massed take-offs, Fly pasts and Dogfights. All Warbirds welcomed. Moment of silence at 11.00 No fees. | 2019-1202 | <http://www.whitbyaeromodellers.com>

SOUTH WEST - M

JUNE 15, 2019 - SATURDAY | Air Show/Demo | 1 Day | Strathroy Hometown Festival Including a Public Aeronautical Demonstration and Static Display by The Strathroy Flying Farmers | STRATHROY FLYING FARMERS R/C | Royals Field | The 2019 Strathroy Hometown Festival is proud to welcome back our Model Aircraft attraction this year. We welcome the Strathroy Flying Farmers Aeronautical demonstration of flight and display. They will be showing off a large

number of Remote control aircraft such Quad Copters and Foam / Park Flyers, Trainers, Scale and Jets taking place at Royals Baseball Field, Saturday June 15th from 1-4pm. | 2019-692 | <http://sites.google.com/site/sffrcplaneclub>

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 | 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 22, 2019 - SATURDAY | Competition | 2 Days | The Bean Field Gran Prix | THE BEAN FIELD FLYERS | Ken Pegg | Welcome to our traditional two day event. Saturday will feature Speed Limit (80mph) Combat . The BBQ follows the carnage Saturday night. Sunday showcases F2D International class combat . Both days will be double elimination. Primitive camping free at the field . This contest will be conducted at the BeanField Flyers north east of Dresden On.. | 2019-1227 |

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.bluewatercflayers.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>

JULY 18, 2019 - THURSDAY | Fun Fly | 4 Days | Wingham Jet rally | WINGHAM JET CLUB | RICHARD W. LEVAN AIRPORT 40647 AMBERLY RD WINGHAM | The Wingham Jet Club welcomes model jet enthusiasts from across Canada and internationally. Spectators are welcome on Saturday parking is \$10 per car. Camping for the event is on the farm beside the airport. There is a concession for food on Friday, Saturday and Sunday run by the local Air Cadets. Pilots and friends/family are provided a Saturday night banquet included in pilot registration, additional dinner tickets are \$20 ea. Pilot registration is \$70. During the event there is a raffle of great Hobby stuff and a 50/50 draw. On Saturday at noon we will be holding a mass Foamy launch and a flying display of some of the great jets. Please test fly your models on Thursday and Friday before the public come on Saturday. | 2019-1116 |

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 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.bluewatercrrcflyers.com/>

AUGUST 10, 2019 - SATURDAY | Competition | 2 Days | Southern Ontario Control Line Championships | THE BEAN FIELD FLYERS | KEN PEGG 30148 EASTERVILLE RD DRESDEN | Welcome to the Balsabeavers Southern Ontario Control Line Championships hosted by the BeanField Flyers. MAAC and AMA membership required. Saturday we have Speed Limit Combat, LA .15 Sport Race, Limited Stunt, Jim Walker, A BBQ follows. Sunday features F2D Combat, Profile Stunt, C/L Precision Aerobatics | 2019-1229 |

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/>

AUGUST 15, 2019 - THURSDAY | Air Show/Demo | 4 Days | South West Zone Camp and Fly | SKY HARBOUR MODELERS | Goderich Municipal Airport | Annual South West Zone Camp and Fly hosted by Sky Harbour Modelers. This is a fun filled event of comradery and flying for all. Cost \$35 for the four days \$25 for two days or \$15 per day. Kids candy drop, Fly through the "Out House", noon hour flying demo, one hour pit walk. Weekend food vendor and model display. All Jets, EDF, Prop and Helicopters welcomed. Rough camping available. | 2019-1104 | <http://facebook.com/skyharbourrc>

AUGUST 24, 2019 - SATURDAY | Air Show/Demo | 2 Days | Public air show | SUN PARLOR R/C INC. | TOWER FIELD 4819 CON #4 AMHERSTBURG ON | welcome to all fun for the family with a candy drop for kids and a build your own glider with the kids this is a great deal of fun to participate in or just watch. Jets, war birds, multi rotors and 3d planes. It does not get much better air craft lovers. Hope to see you there | 2019-1220 | <http://www.sunparlorflyers.com>

AUGUST 24, 2019 - SATURDAY | Fun Fly | 1 Day | Pre-Labour day weekend fun fly | LONDON MODEL AIRCRAFT CLUB | FIELD - 2150 RIVER ROAD LONDON | All fliers welcome fixed wing and Heli Free registration, a draw for registered pilots only ...a selection of prizes Food will be available for a small fee | 2019-1115 | <http://www.LMAC.ca>

AUGUST 31, 2019 - SATURDAY | Fun Fly | 3 Days | Flying Follies Fun Fly | THE BEAN FIELD FLYERS | KEN PEGG 30148 EASTERVILLE RD DRESDEN | Welcome to the 2019 Follies Fun Fly. This event is open to all control line flyers. If you are a MAAC or AMA member that presently or formerly has flown this style of model please join us for our celebration of things on strings. No entry fee! Two grass circles, three BBQ's, lots of stories. We will run a NO ENTRYNO PRIZE LA .25 Sport Race and a Vintage Combat Speed Event. Combat Speed. Dead engine start, start your own. Pre 1974 designs. All engines plain bearing, baffle type. A Ringmaster with a Fox Stunt will work. Contact me for the rules. | 2019-1228 |

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 |

OCTOBER 06, 2019 - SUNDAY | Swap Shop | 1 Day | LMAC 31st Annual Swap Meet | LONDON

MODEL AIRCRAFT CLUB | Carling Heights Community Centre | London Model Aircraft Club 30th Annual Swap meet Oct. 14 9:00 am to 2:00 pm Vendor check-in 7:00 am to 9:00 am Doors open to visitors at 9:00 am Tables \$28.00 visitor \$8.00 | 2019-915 | <http://www.LMAC.ca>

Québec (1)

suite de la page 20

quai avec son épouse et prendre un café durant les belles soirées d'été.

Étant sur roues, le quai a pu facilement être sorti de l'eau à l'automne et être remis sur la berge pour l'hiver. Le printemps venu, il sera tout aussi simple et facile de le remettre à l'eau pour la saison suivante. Ce fut un beau projet de groupe qui a solidifié l'esprit d'équipe des membres du club et qui a fait augmenter la motivation de chacun pour notre passe-temps. ✈

South-east Ontario (L)

from page 88

The juniors are 18 and under and make no mistake, they are extremely competitive and are every bit as proficient as the open category flyers.

There is wonderful camaraderie existent within this community of flyers. As an example, Alex Gereau had a servo fail on his F3P airplane and Pat Mackenzie, with head-mounted magnifier and soldering iron in hand, was able to remove the bad servo but left the main servo gear with custom modified control horn and top cover intact. Pat was able to remove the circuitry of the good spare servo and solder the part in place and Alex was able to test fly and then compete on the F3P category.

Final winning results after 6 rounds (4 rounds to count) were:

Sportsman category: Doug Deyell
Intermediate category: Scott McNaught

Advanced category: Larry Lai
F3P category: James Millson

Members of the Canadian Team which will be participating at the F3P World Championship in Heraklion, Crete (Greece) from March 17 to 23, 2019 are: James Millson (junior), Pat Mackenzie, Xavier Mouraux, Alexandre Gareau (junior). Harry Ells will be a judge at the contest. Judges are by invitation!

Congratulations and have a successful competition.

For more information on the contest, see the 2019 F3P World Championship Website (<http://2019f3pwcw.elao.gr/>) ✈

'escapement' afin de contrôler le gouvernail de direction et les gaz. Je devais passer des heures à le préparer et si vous pouviez effectuer un vol avec succès, vous étiez un héros.

« Je n'ai jamais su bien maîtriser la technique mais la maquette a survécu suffisamment longtemps pour que je me munisse d'un émetteur Kraft à 12 voies, cette fois à système 'reed'. C'était toute une évolution par rapport à l'ancien à voie unique et il coûtait une fortune. Une fois de plus, cela ne fonctionnait pas bien pour moi parce qu'il y avait trop de boutons.

« Je suis passé à un système proportionnel F&M à cinq voies en 1963 ou 1964. Cet équipement m'a véritablement permis de piloter mon Champ et a ouvert la voie à des maquettes plus performantes comme le Sr. Falcon (de Carl Goldberg) et à des Kwik Flis, au cours des années suivantes.

« En 1969, je suis déménagé à Edmonton depuis Medicine Hat afin de terminer un baccalauréat universitaire après avoir été mis à pied une fois de plus. Cela m'a exposé à un groupe disparate de modélistes et c'était à cette époque que Dave Platt faisait la promotion de la discipline des copies volantes 'Stand-Off' (c'est-à-dire plus ou moins fidèles aux véritables proportions).

« Puisque les appareils à l'échelle réelle m'avaient toujours intéressés, je me suis lancé dans la construction de copies volantes tout en participant à des concours de voltige et à de la course. Je me suis aperçu que la voltige exigeait plus de discipline que ce que j'étais prêt à tolérer et que la course, bien qu'excitante, nécessitait beaucoup plus de voyageant que ce que j'étais en mesure de me payer. Les copies volantes nourrissaient mon intérêt pour l'aviation historique tout en me permettant d'explorer mes intérêts créatifs et techniques. Ma première

maquette avec laquelle j'ai eu du succès, c'était un T-28 (de Dave Platt) que j'ai utilisé lors des Épreuves nationales à Calgary, en 1976.

« Après les Nationaux de Calgary, je me suis impliqué au sein de la compétition de copies volantes comme le Calgary Classic Scale et éventuellement, je me suis rendu aux US Scale Masters à titre de concurrent mais aussi à titre d'organisateur de concours locaux et en oeuvrant au sein du comité consultatif de l'organisme. Pendant mon implication au sein des Scale Masters, j'ai rencontré plusieurs pilotes aussi talentueux que gentils lors de divers concours aux États-Unis. Tous étaient heureux de partager leurs talents et leurs connaissances avec ce type canadien que j'étais. J'aime penser que plusieurs d'entre eux sont devenus mes amis.

« En cours de route, j'ai accumulé bien des trophées et prix, de même que des aptitudes techniques et de construction. L'un des prix aussi mémorables que surprenants, c'était de recevoir le Harris Lee Memorial Award (prix commémoratif Harris Lee). De son vivant, Harris était l'un des fondateurs des US Scale Masters et un philanthrope de plusieurs des finales. Il était l'un de ces types vraiment bien que l'on rencontre en exerçant ce loisir.

« Pendant que je participais à des concours Scale Masters, de plus en plus de jets de type 'ducted fan' faisaient leur apparition. Bien qu'ils étaient des copies volantes impressionnantes, je ne m'habituais pas à leur son (pas très réaliste) et ce n'est que lorsque j'ai vu un jet à turbine voler localement que j'ai sérieusement songé à me doter d'un tel appareil. Le coût était un obstacle, de même que l'équipement d'appui que nécessitait l'exploitation de ces premières turbines. Toutefois, le réalisme et l'aspect technique ont exercé une véritable fascination chez moi.

« Ce n'est qu'au moment où je me suis

rendu à un rassemblement d'Innisfail (Alberta) que j'ai abordé les jets avec tout le sérieux possible. Je me suis fait à l'idée que c'était quelque chose que je pouvais me permettre sur le plan financier, d'autant plus que les turbines ne nécessitaient pas des systèmes d'alimentation d'huile et des réservoirs d'air afin de les faire démarrer.

« Le reste est passé à l'histoire, presque 20 ans plus tard. J'ai possédé quelques jets et j'en ai fait écraser quelques-uns et j'en ai construit davantage pour d'autres modélistes. Les plus mémorables étaient les DV8R – j'en ai eu trois et en ai fait écraser deux – ainsi qu'un Bandit (de BVM); j'ai perdu ce dernier lorsqu'un servo de gouverne de profondeur a fait défaut, après neuf ans de vols continus.

« Je trouve encore que les jets constituent le plus grand défi en matière de maquettes mais il est très satisfaisant de les construire et de les piloter. J'espère continuer à les piloter le plus longtemps possible. À l'heure actuelle, je mettrai en service un Élan et un Avanti S, tous les deux des jets sportifs. Bien que j'aimerais beaucoup posséder une copie volante de jet, ils pourraient être un peu trop pointu au pilotage par rapport à mes aptitudes; lorsque je le pourrai, je prendrai toujours plaisir à voir d'autres personnes les piloter et à leur prêter main-forte, si je le peux.

« Avis à ceux qui songent à un jet, il est dorénavant plus facile de s'en procurer un. Les moteurs sont maintenant très abordables et les systèmes radio sont très fiables. Le coût ne diffère pas tellement de ce qu'il en coûte de se munir d'une maquette acrobatique ou une copie volante. Vous rencontrerez aussi plusieurs personnes qui évoluent dans ce volet de notre passe-temps et elles peuvent vous aider à vous lancer.

« Utilisez le talent et l'expérience qui sont disponibles. Cela vous épargnera beaucoup d'argent et d'effort. » ✨

R/C Helicopter

from page 62

things to be aware of but it's not difficult and can really give beginners a great experience.

Finally, be willing to offer help, even if it's a helicopter that you don't like. Yes, there are many helis out there that are really not very good for beginners, even if the manufacturer claims otherwise. I'm also a believer that cheap clones are not a good thing for the hobby. However, I've always tried to be

willing to help them get the heli flying.

If there is one thing that can push a person away from the hobby, it's having to deal with a grumpy person who has nothing good to say about the equipment the first timer bought. Yes, we need to steer them in a direction that gives them the greatest chance of success but just telling them that the heli they bought is junk isn't going to

help, either.

Send me an e-mail or give me a phone call and let me know where you've had success in promoting our hobby. I'm also still looking for pictures that I can put with the columns. I know you don't want to just see me and my heli stuff, each month. ✨

Maquettes électriques RC *suite de la page 60*

expérimentés – y compris des instructeurs – essaient de régler ce qu'ils perçoivent comme des problèmes en ajustant les paramètres selon la pratique traditionnelle. Ils peuvent réduire le débattement (control throws) qu'il juge excessif sans se rendre compte qu'en mode stabilisé, la maquette devient lourdaude, paresseuse.

Nous avons même vu des personnes retirer un récepteur de stabilisation parfaitement fonctionnel afin de le remplacer par un dispositif traditionnel (non stabilisé) uniquement parce qu'ils ne savent pas comment utiliser ce dont ils disposent déjà.

Il existe deux principaux modes de stabilisation et ils se comportent très différemment l'un de l'autre. La stabilisation qu'on retrouve à l'aide des récepteurs AS3X de la série Spectrum (rate) fait en sorte qu'une déflexion très brève est appliquée aux gouvernes afin de contrer les forces en vol (surtout la turbulence du vent) qui tentent de modifier la trajectoire de vol de la maquette. Il en résulte un vol plus uniforme mais la maquette n'a aucune façon de détecter le haut du bas... le pilote doit faire cela.

L'autre mode, c'est l'autoredressement (self-levelling) (mode SAFE chez Spektrum). Cette technologie accomplit exactement ce que le nom implique : la maquette maintient une trajectoire de vol bien droite et en palier (parallèle à l'horizon). Si vous voulez faire virer votre appareil, vous déplacez la manette

dans la direction voulue et maintenez-la jusqu'à ce que l'avion se dirige vers le cap désiré. Si la situation empire, pressez le bouton « Panic Recovery » et votre avion reprendra son vol rectiligne.

Il est facile de comprendre pourquoi les instructeurs traditionnels interdisent l'utilisation de ces systèmes pendant la formation de leurs élèves. Leur fonctionnement remplace les aptitudes que les pilotes doivent développer s'ils veulent éventuellement piloter des maquettes télécommandées non stabilisées normales. Mais ces systèmes peuvent aussi être très utiles lorsque de nouveaux pilotes se pointent, surtout les pilotes plus âgés qui gonflent maintenant les rangs de nos écoles de pilotage et qui nécessitent davantage de temps pour développer leur compétence de pilotage.

Lorsque la maquette se retrouve en mode SAFE, l'élève-pilote peut se concentrer à l'apprentissage d'autres aptitudes essentielles : garder la maquette dans sa ligne de vue, reconnaître l'altitude à laquelle elle vole, exécuter un circuit autour de la piste et juger correctement les manœuvres d'atterrissage. À mesure que l'élève-pilote évolue, il pourra se tourner vers les manœuvres et réflexes du vol conventionnel. Cette approche fonctionne bien tant et aussi longtemps que l'élève progresse vers un pilotage plus poussé. S'il est bien utilisé, le système de stabilisation peut beaucoup contribuer à l'agrément du pilotage de maquettes électriques. ✈

South-west Ontario (M) *from page 27*

off a large number of remote control aircraft such Quad Copters and Foam / Park Flyers, Trainers, Scale and Jets taking place at the Royals Baseball Field, Saturday June 15th from 1-4 p.m. Check out the Strathroy Hometown Festival on Facebook.

Woodstock will have its 5th annual IMAC contest on June 15 to 16.

The Beanfield Flyers will host the Beanfield Grand Prix on June 22 to 23; control line flying at its best with several classes of combat.

Bluewater RC Club has its open house June 29 to 30 (Canada Day).

Be sure to check the event listings on the MAAC site for event details. ✈



Tell Us Your Stories

We are looking for a few great stories!

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

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

editor@ModelAviation.ca

Hélicoptères RC *suite de la page 62*

peuvent s'y associer (côté dimension). Parfois, l'administration des centres commerciaux vous autorisera à présenter des démonstrations de micro-maquettes dans un local vacant.

J'invite constamment des amis à se présenter au terrain de vol. J'essaie souvent d'être fin prêt à les recevoir afin d'offrir du pilotage par boîte-école (*buddy box*). J'ai récemment acheté un TRex 550 usagé tout particulièrement à cette fin. Je me suis aperçu qu'un hélicoptère de dimension 550 est suffisamment gros pour qu'on l'aperçoive à une distance raisonnable. De plus, il est suffisamment stable pour qu'un(e)

néophyte vive une bonne expérience aux commandes.

Si vous n'avez jamais essayé d'offrir du pilotage d'hélicoptère par boîte-école à quelqu'un, vous devez savoir quelques paramètres mais ce n'est pas difficile... et les nouveaux venus aimeront bien ça.

Finalement, offrez un coup de main, même s'il s'agit d'un hélicoptère que vous n'aimez pas. Oui, on retrouve plusieurs machines qui ne sont pas très bonnes entre les mains de débutants, même si le fabricant affirme le contraire. Je crois aussi que les clones bon marché ne font pas l'affaire. Toutefois, j'ai toujours fait de mon mieux afin d'aider les nouveaux pilotes à faire voler leur hélicoptère.

Si un comportement détournera tout nouveau venu à tout jamais de notre passe-temps, c'est d'avoir affaire à un grognon qui n'a rien de bon à dire à propos de l'équipement dont il s'est doté. Oui, vous devez diriger ces nouveaux pilotes de sorte à ce qu'ils remportent un certain succès mais si vous leur dites que leur machine ne vaut rien, ça n'aidera pas les choses.

Envoyez-moi un courriel ou appelez-moi afin de m'informer de la façon dont vous avez fait la promotion de notre passe-temps. Je recherche aussi des photos que je pourrais inclure dans les chroniques. Vous ne voulez certainement pas ne voir que moi et mes machines à chaque mois! ✈

programming. Luckily, most radios today have programmable functions for servos such as expo, multi rates and linking of different channels.

Secondly, get a reliable engine. There is nothing more aggravating on game day than a balky engine!

Thirdly, go over your airplane and make sure nothing is going to break or fail at an inopportune moment (typically contest day!). This means check every screw, bolt and link prior to the contest.

For instance, I use blue Loctite on all servo arms, engine bolts etc. and

constantly check stab bolts, gear bolts etc., during the flying season.

PREPARE FOR THINGS THAT MIGHT GO WRONG!

This means, bring some extra batteries, fuel lines, servos and wing/stab/canopy bolts, header connectors, props and wheels. These items are the big ones that often are needed. Nothing worse than being grounded because of something simple!

TAKE CARE OF YOU!

This means have proper sunscreen, glasses, hats, a comfortable chair and lots of

water. Get good rest before the big weekend and don't sweat the small stuff! Finally, I can't stress enough that establishing a good routine to your flying at home will help lessen the stress, come contest day.

My best advice...don't be distracted when setting up first thing in the morning, and re-fuel immediately after flying and put your plane back in the pits where it's ready to go.

The Nationals is not about winning, it's all about having fun and sharing in a common joy, the joy of flying in a coordinated manner where you have full command and use your plane and the sky in a beautiful symbiosis!

Let's have some fun! ✨

Sud Est de l'Ontario (L)

suite de la page 24

Mackenzie, James Millson (junior) et Xavier Mouraux.

Les juniors, ce sont les jeunes âgés de 18 ans et moins et ne commettez pas l'erreur de penser qu'ils ne sont pas compétitifs; en fait, ils sont aussi efficaces que les pilotes de la catégorie libre.

On constate rapidement le merveilleux climat de camaraderie qui règne au sein de cette communauté. Par exemple, un servo sur la maquette F3P d'Alexandre Gareau a flanché et Pat Mackenzie, muni d'une lunette-loupe de front et d'un fer à souder, a retiré le servo défectueux mais a laissé intacts l'engrenage ainsi que le guignol personnalisé (custom) et le couvercle supérieur. Pat a retiré le circuit du bon servo de rechange et a l'a soudé en place, si bien qu'Alex a été en mesure de procéder à un vol d'essai pour ensuite livrer combat en F3P.

Les résultats après six rondes (dont quatre comptaient) :

Sportsman : Doug Deyell

Intermediate : Scott McNaught

Advanced : Larry Lai

F3P : James Millson

Les membres de l'équipe canadienne qui participait au Championnat mondial de F3P à Heraklion (en Crète, une portion de la Grèce) entre les 17 et 23 mars étaient : James Millson (junior), Pat Mackenzie, Xavier Mouraux, Alexandre Gareau (junior). Harry Ells agissait comme juge et ces derniers étaient invités à y aller!

Félicitations, j'espère que vous aurez connu une bonne compétition.

Pour de plus amples renseignements sur le concours, rendez-vous au site Web du concours, au <http://o2i9f3pwwch.elao.gr>. ✨

Vol circulaire

suite de la page 52

peinture peut être parfaitement agencé à la surface et une fois la couleur appliquée à l'aérosol, ce matériau devient invisible. De plus, l'installation est très propre, aérodynamiquement et dénuée de fente. Jusqu'à maintenant, aucune de ces peintures n'a encore cédé ou fait défaut en dépit de collisions violentes. Je les trouve très sécuritaires. Je n'ai connu aucun incident de colle qui cède, même à des vitesses atteignant *les 105 milles à l'heure*.

« Je dois avouer que je frémis à la vue des modélistes qui utilisent encore les peintures de tissu ou les peintures cousues sur leurs maquettes. Leur méthode fonctionne mais en ma qualité de 'constructeur utilitaire', ça me fait chaud au cœur lorsque des constructeurs chevronnés me demandent comment j'ai rendu les peintures invisibles sur mes gouvernails de profondeur. »

Vous POUVEZ apprendre de nouveaux tours à un vieux chien, comme le veut l'expression consacrée en anglais. Profitez-en! ✨

Vol intérieur RC

suite de la page 63

pois, l'avion ne s'abime pas lorsqu'il tombe. J'ai décidé d'être plus attentif lors du branchement de la batterie et j'ai ajouté un morceau de ruban adhésif. Cela corrigeait partiellement le problème, car il arrivait encore que la batterie se déplace suffisamment pour couper le moteur, mais elle ne tombait plus. J'ai plusieurs fois pensé à changer l'installation, mais pour diverses raisons, je ne l'ai pas fait.

« Mon dernier vol du Championnat avait bien commencé mais au beau milieu de la quatrième manœuvre, la batterie a bougé et le moteur s'est arrêté. Mon vol était gâché et j'ai perdu des places au classement. Vous pouvez facilement imaginer que je n'étais pas content et que j'ai dû retenir quelque 'sacres' pour ne choquer personne. Le lendemain, je m'étais calmé et je faisais des plans pour un prochain concours... et des modifications à l'avion.

« Tout cela pour dire que s'il y a quelque chose sur votre avion qui vous dérange, changez-le. Cela pourrait être pour en faciliter l'utilisation, le fiabiliser, améliorer les performances ou pour toute autre raison. Dans le cas de mon avion, il n'a pas été abimé et personne n'a été blessé, mais si la même chose se produisait avec un avion plus gros, les conséquences pourraient être bien plus coûteuses ou graves. » ✨



WILLIAM (BILL) HENRY FOSTER # 47562

Bill was born February 13, 1933 in Sherbrooke, Quebec. After graduating high school in 1951, Bill signed up for a tour of duty with the United States Air Force and was active for about four years as a waist gunner in a B 24 bomber. He returned home then and worked for Bell Canada Quebec then on to the Dew Line in Northern Canada. In the early 60's, he moved to St. Catharines and worked with Xerox Canada until retirement.

Bill was married to wife, Shirley, for 59 years and raised two children. Somewhere in his busy schedule, Bill continued his love affair with air-planes and started to build models and fly them. Bill was a member of the Niagara Region Model Flying Club and then the Rose City Model Flyers. Qualified as a flight instructor, Bill was always on hand to lend advice, coach a student, or just be on hand to participate in the joys of radio control modeling.

He was a member of MAAC from 1992 to present and was known to many as a kind, helpful gentleman. Bill was affectionately known as "The Colonel" at the field because he just fit the image.

Rose City's Marshville Airpark will always feel the presence of the Colonel, flying his plane or just sitting back enjoying the time.

Have a good flight my friend and we'll join you in time.

PATRICK O'DONNELL

Pat was born in Townsville Australia in 1948. He was involved in model Aircraft at a young age and continued that interest for approx 60 yrs.

Pat was an extremely talented individual. A steam fitter and fabricator by trade, he was also a machinist. He was also proficient in design and auto cad.

Pat and his wife Leigh moved to Canada in 1972. Shortly after He earned his pilot's license. In 1978 he completed the build of his first full size plane and flew out of delta air park where he also maintained the runway and grounds while belonging to the EAA (experimental aircraft association).

Pat was also heavily involved in hot rods and racing of all forms. He had a love of motorcycles and managed a Honda dealership for some time.

In recent years Pat was working in a shop building custom cars and hot rods while the evenings and weekends were full of building and flying model aircraft. He was well known for scratch building and testing new designs. Most recently he rekindled the love of control line flying.

He had been active with many clubs including RCFCBC, Pacific Aero modelers, Ridge Flyers and Renegade flying club.

Pat was always available to assist another, if someone needed something made, he would look at it and say "I think I can make or fix that for you."



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EFL9675 — V-22 Osprey VTOL PNP

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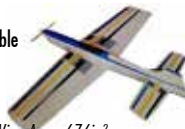
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