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Model Aviation

CANADA



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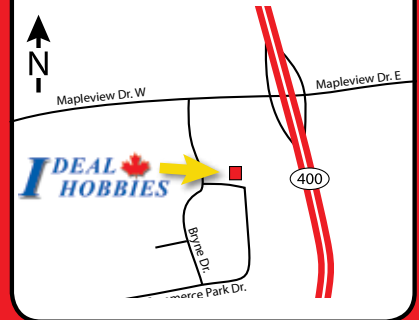
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Parce Que Vous Voulez"

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

Advisory Groups (Board Appointed)

AWARDS

Rodger Williams 9587L
rawilliams@videotron.ca

COMMUNICATIONS

Geoff Strotmann 30746
gstrotmann@jcis.ca

CONSTITUTION

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

FAI

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

INSURANCE

Tony Eberts 79936
Tobiano, BC
Tony.Eberts@aon.ca

SAFETY

Dave Cummings 77015
46-1150 Skyview Drive
Burlington, ON L7P 4X5
905-335-6478
davecumming59@gmail.com

TRANSPORT CANADA

Rodger Williams 9587L
8447 Lespérance
Quebec, QC G2K 1M4
418-564-5255
rawilliams@videotron.ca

Appointments (Board Appointed)

ACC DELEGATE

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

CHAIR OF COMMITTEES

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

CIAM DELEGATE

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

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

ARCHIVES

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

YOUTH AND BEGINNER

Todd Davis 26986
905 Juniper Rd.
Kelowna, BC V1x 3R8
778-436-9821
toddapril@shaw.ca

CONTROL LINE

Paul Gibeault
23 South Park Dr.
Leduc, AB T9E 4W9
780-716 2950
pgibeault@shaw.ca

CONTROL LINE AEROBATICS

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

FIRST PERSON VIEW

Vacant

FLYING FIELDS

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

FREE FLIGHT INDOOR

Dmytro Silin 86654
266 Buttonbush St.
Waterloo, ON N2V oB4
343-777-1303
dmytro.silin@gmail.com

SAM / FREE FLIGHT

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

MULTI-ROTOR

Jean Guy Ouellet 89520
514-705-9826
Deltasigma@videotron.ca

Model Aeronautics Association of Canada

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

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

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

President Peter Schaffer **president@maac.ca**
Vice President Frank Klenk **zd-m@maac.ca**
Executive Jean Paul Le Guilcher **zd-i@maac.ca**
Kevin McGrath **zd-f@maac.ca**
Geoff Strotmann **zd-g@maac.ca**
Secretary/Treasurer Linda Patrick **sec-treas@maac.ca**
Bilingual Reception and Membership Rivka Neal **office@maac.ca**

NOISE

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

PUBLIC RELATIONS

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

R/C COMBAT

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

R/C ELECTRIC AIRCRAFT

Nigel Chippindale 3778
19 Meadowcroft Cr.
Ottawa ON K1J 1G
613-747-9628
nchippin@gmail.com

R/C FLOAT PLANES

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

R/C HELICOPTER

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

R/C INDOOR

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

R/C JET

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

R/C LARGE MODEL

Michael Anderson 17752
122 Kingfisher Cr, RR3
Kemptville ON K0G 1J0
613-407-5914
mike.anderson.ca@outlook.com

R/C PRECISION AEROBATICS

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

R/C PYLON

Hank Kauffmann 28854
19 Somerset SQ SW
Calgary, AB T2Y 3C7
403-278-4403
hawksoft@telusplanet.net

R/C SAILPLANE

Fabien Gagné 87950
2045 Notre-Dame
Saint-Rémi, QC JoL 2Lo
450-454-3875
Fabien.Gagne@gmail.com

R/C SCALE

Scott Crosby 23964
59 Spruce Avenue
Sherwood Park, AB T8A 2B7
780-220-1195
crosby.scott@rocketmail.com

R/C SCALE AEROBATICS

Lee Prevost 9551
67 Cranbrook Cr
Sudbury ON P3E 2N4
705-522-3550 **leprevost97@yahoo.ca**

RADIO SPECTRUM

Mark Betuzzi 26605L
250-374-3683
mebetuzzi@shaw.ca

SPACE MODELLING

Peter Cook 82140
1391 Halifax Place
Burlington, ON L7S 1J7
905-681-8444
pecook@sympatico.ca

SURFACE VEHICLE

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WEBSITE

Peter Schaffer 44429
1256 Heenan Place
Kenora, ON P9N 2Y8
807-468-7507
pschaffer@kmts.ca

BOARD OF DIRECTORS

Alberta (A)

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

Atlantic (B)

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

British Columbia Interior / Yukon (C)

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

Southwest British Columbia (H)

John Deadman 26518 **zd-h@maac.ca**

Manitoba - Northwestern Ontario (D)

Jeff Esslinger 64851L
221 Athlone Dr., Winnipeg, MB R3J 3L6
204-632-1366 **zd-d@maac.ca**

Middle Ontario (E)

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

Northern Ontario (F)

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

Ottawa Valley (G)

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

Québec (I)

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

St. Lawrence (J)

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

Saskatchewan (K)

Brian Whitehead 14070
Box 183
Cochin, SK S0M oLo
306-441-3101 **zd-k@maac.ca**

South East Ontario (L)

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

South West Ontario (M)

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

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Publisher/Editor: Keith Morison
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Copy Editor: Colleen Hughes
Designer: Keith Morison

Editorial Department

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

Advertising

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

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One of many 4.2m wingspan Horizon Hobbies Blanik L-13s at the Windy Ridge Aerotow event.
The model is a great first large scale sailplane for new pilots trying aerotow.
More aerotowing action on page 38.

Photo by Jeff Duhaime.

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



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PRESIDENT'S MESSAGE



Peter Schaffer - 44429

President

807.468.7507 | zd-d@maac.ca

Recently, an individual expressed the opinion that "One would think that a 70-year-old organization, like MAAC, which was successful in the past, would only require minor tinkering (caretaking) at this stage of life in the organization."

Not so! That is the thinking that caused the demise of many old business such as Kodak and the loss of sales of the North American auto makers.

When organizations function well, they don't rest on their history or laurels, they anticipate and respond effectively to external regulatory changes, constantly update their business plans and practices, as well as take advantage of the current digital technologies, to control costs and improve service delivery.

Organizations must recognize that "the old grey mare ain't what she used to be", and neither is our world. Time marches on and stops for no person, or organization. Denial is a non-starter.

Big changes are impacting our personal lives, our communities' lives and our organizations. The main failure of the "caretaker" line of thinking, is that it tends to focus on maintenance of the past, instead of

being proactive in dealing with the present and preparing for the future. It is like closing the barn door after the horse has run away.

Talking about administration... attending meetings and making tough corporate decisions is never near the top of the list of fun things to do. In reality, it probably doesn't make that list at all for the majority of people. Thankfully, there are those who are willing to step forward to take on the tasks that are necessary for the survival of our organization and hobby. There should be no doubt in anyone's mind that our personal opportunity to fly our aircraft would have evaporated along time ago, if it had not been for the volunteers.

The volunteers are the under-appreciated, unsung heroes and largely taken for granted folks, who give freely of their time, to guide our organization as well as roll up their sleeves to do actual work. People rarely comment on things that are going well, which only happens when volunteers are fully engaged.

There is no point in griping in the background and saying that somebody should do this or that, unless you are prepared to take on the job yourself. The current volunteers have their hands full doing what they are now doing.

The upcoming Annual Zone Meetings are the opportunity for members to engage in the operation of our organization, MAAC.

It is, however, the only opportunity to move resolutions and recommendations forward to the Annual General Meeting for consideration by the entire membership.

The life of a Zone Director does have its fun moments, when he gets to travel to various clubs' activities. However, that is greatly offset by the actual grunt work that they do, to keep our organization functioning.

The Board of Directors (BOD) have formally dealt with 45 substantial items since January 1st and Jun 18th, 2019. The BOD is meeting constantly, using digital communication tools, in order to deal with items as they surface. The days of meeting once a year, to try to do all the BOD business at one time, are long gone.

Every committee's work is important to our organization. The workload for some committees waxes and wains throughout the year, while others, such as the Constitution Committee is very busy and constant. Some Advisory Committees, i.e. the Transport Canada Advisory Committee and the Safety Committee, are carrying a large, constant and critical workload, dealing with issues related to discussions with Transport Canada and NAV CANADA.

We need everyone to pitch in, be it at the club, zone or national level, or all three, to help build for the future. Its all up to you.



CHRONIQUE DU PRÉSIDENT



Peter Schaffer - 44429

Président

807.468.7507 | zd-d@maac.ca

Récemment, une personne notait à voix haute que « On pourrait penser qu'un organisme ayant soufflé ses 70 chandelles comme le MAAC – qui a remporté du succès par le passé – n'aurait qu'à minimiser ses efforts d'entretien à ce stade-ci de sa vie. »

Ce n'est pas le cas! C'est ce genre de mentalité qui a entraîné la perte de plusieurs vieilles entreprises comme Kodak et la chute des ventes chez les fabricants automobiles nord-américains.

Lorsque les organismes fonctionnent

bien, ils ne s'assoient pas sur leurs lauriers; ils anticipent et réagissent efficacement aux modifications des règlements, ils mettent à jour leur plan d'affaires et leurs pratiques exemplaires. Ils embrassent aussi les nouvelles technologies numériques afin de contrôler leurs coûts et d'améliorer la livraison de leurs services.

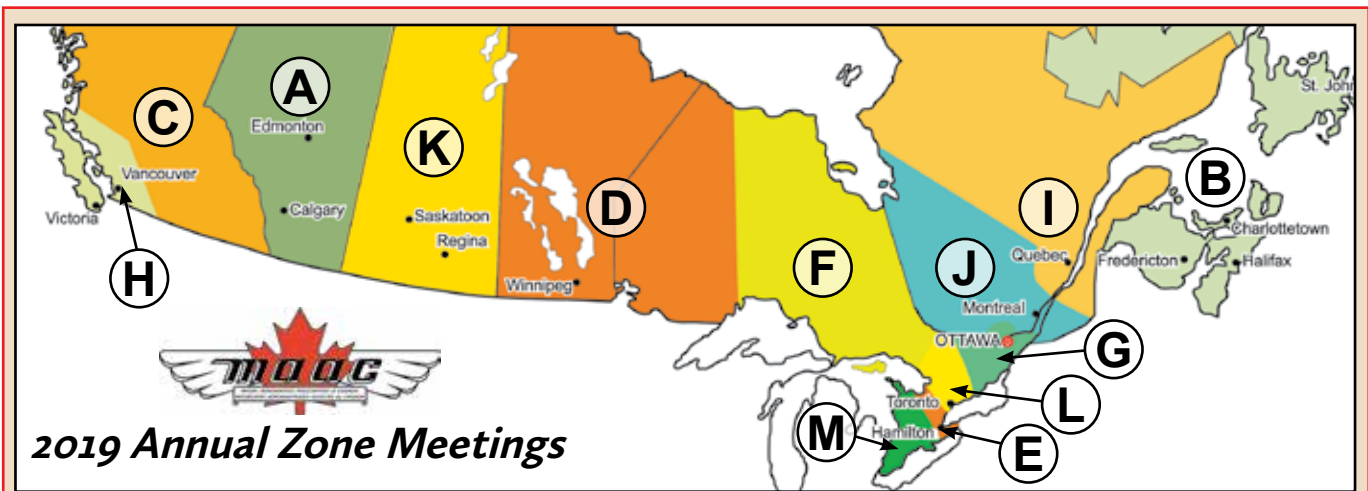
Les organismes doivent reconnaître que « la jument grise n'est plus ce qu'elle était »... notre monde non plus. Le temps ne s'arrête pas pour quelque organisation ou qui que ce soit. Le déni ne mène à rien.

De gros changements influencent notre vie personnelle, la vie au sein de nos communautés et nos organismes. Le principal défaut de quiconque cherche à « entretenir » l'état des choses, c'est que

cela insiste sur l'entretien du passé au lieu d'être proactif au présent et de se préparer pour l'avenir. C'est un peu comme si on refermait les portes d'une étable alors que le cheval s'est déjà enfui.

Parlant d'administration... c'est rarement plaisant de se taper des réunions et de prendre des décisions difficiles. La réalité, c'est que la plupart des gens ne nommeraient rien de cela sur leur liste de priorités. Heureusement, certaines personnes veulent bien s'avancer et acceptent les tâches nécessaires à la survie de notre organisme et de notre passe-temps. Personne n'en doutera : n'eût été des bénévoles, nos occasions de faire voler nos maquettes se seraient évaporées depuis

suite à la page 13



2019 Annual Zone Meetings

Alberta - Zone A

September 28, 1:00 PM
 Central Alberta Radio Fun Flyers flying field
 southeast of Red Deer, AB
 ZD: Roger Ganley - zd-a@maac.ca

Atlantic - Zone B

September 28, 1:00 PM
 Immaculate Conception Church
 699 Prince St., Truro, NS
 ZD: Cato Hansen - zd-b@maac.ca

British Columbia - Zone C

September 21, 10:00 AM
 Japanese Cultural Centre
 160 Vernon Ave. Kamloops, BC
 ZD: Roly Worsfold - zd-c@maac.ca

Manitoba - Zone D

October 26, 11:30 AM
 ANAVETS
 3584 Portage Ave, Winnipeg, MB
 ZD: Jeff Esslinger - zd-d@maac.ca

Middle Ontario - Zone E

October 12, 10:00 AM
 Brantford Tourism Centre
 399 Wayne Gretzky Parkway, Brantford, ON
 ZD: Roy Rymer - zd-e@maac.ca

Northern Ontario - Zone F

October 19, 1:00 PM (lunch at 11)
 MIC Restaurant
 200 Falconbridge Road, Sudbury, ON
 ZD: Kevin McGrath zd-f@maac.ca

Ottawa Valley - Zone G

October 13, 8:30 AM - TO BE CONFIRMED
 Canada Aviation and Space Museum
 11 Aviation Parkway, Ottawa, ON
 ZD: Geoff Strotmann - zd-g@maac.ca

BC Coastal - Zone H

September 15, 11:00 AM
 Sullivan Hall
 6306 152 St. Surrey, BC, V3S 3K9.
 ZD: John Deadman - zd-h@maac.ca

Québec - Zone I

19 octobre 9:00 AM
 Stade Honco Arena
 275 Avenue Taniata,
 Lévis, QC G6W 5M0
 ZD: Jean Paul Le Guilcher zd-i@maac.ca

St. Lawrence - Zone J

27 octobre
 Centre multifonctionnel
 Francine-Gadbois
 1075 Rue Lionel-Daunais
 Boucherville, QC, J4B 8N5
 ZD: Steve Woloz - zd-j@maac.ca

Saskatchewan - Zone K

September 15, 1:00 PM
 Regina Windy Flyers club field
 ZD: Brian Whitehead- zd-k@maac.ca

Southeast Ontario - Zone L

September 15, 1:00 PM
 The Oakville Milton Flying Club.
 785 Pacific Road, Units 13 & 14
 Oakville, ON, L6L 6M3
 ZD: Athol Cohen - zd-l@maac.ca

Southwest Ontario - Zone M

October 19 10:00 AM
 Fanshawe College School of Aviation Technology
 London Airport
 1000 Air Ontario Drive, London, ON
 ZD: Frank Klenk - zd-m@maac.ca

Annual Zone Meeting time is coming. This is your opportunity to discuss zone and national issues, and to contribute to the organization as desired.

Typical items discussed at zone meetings are, but not limited to: quorum, minutes of previous meeting, reports on activities within the zone, new business, election of zone director or deputy zone director (opposite years for two year terms), appointment of assistant zone directors, nominations of chairmen (must be done at zone meetings each year), nominations of committee members (must be done at zone meeting each year, limited to two per zone, not including chairman), nominees for Hall of Fame, Leader Membership, Pioneer Award, Lifetime Achievement, Bursary, resolutions and recommendations. Remember that MAAC is you, your needs and wishes drive the organization. If you can't attend, a proxy form is included so someone else can put forward your opinions, concerns or ideas. Call your zone director if you wish to be on a committee or serve as chairman if you can't attend, otherwise, your name might not come forward to the Board. Please consider attending and participating at your zone meeting.

NOTE: Persons willing to be nominated for the position of zone director or deputy zone director shall declare such intentions at least 30 days prior to the annual zone meeting. This intention shall be forwarded to the current zone director and MAAC head office for inclusion in the annual zone meeting agenda. This will allow such nominees to be properly included in the agenda of the annual zone meeting.

Les assemblées annuelles de zone approchent. C'est l'occasion rêvée de discuter des sujets de la zone ou nationaux et contribuer à votre organisme.

Pendant ces réunions, les sujets typiques comprennent, sans s'y limiter: les quorums, le procès-verbal de la réunion annuelle précédente, les rapports d'activités au sein de la zone, les nouveaux sujets, l'élection du directeur de zone ou du directeur adjoint de zone (aux années alternatives pour un mandat de deux ans), la nomination d'assistants directeurs de zone, la nomination de présidents de comité (ce qui doit être fait annuellement à des réunions de zone), la nomination de membres au sein de ces comités (ce qui doit être fait annuellement à des réunions de zone, limite de deux membres par zone, exclusion faite du président), les mises en candidature pour le Temple de la renommée, la désignation Leader, le Prix des pionniers, le Prix de l'accomplissement d'une vie, la remise d'une bourse (d'études), les résolutions et les recommandations. Souvenez-vous que le MAAC, c'est vous et que vos besoins ou volontés contribuent à faire avancer l'organisme. Si vous ne pouvez assister à la réunion, vous trouverez ci-joint un formulaire de vote par procuration que vous pouvez remplir afin que quelqu'un d'autre puisse rapporter vos opinions, inquiétudes ou idées. Si vous ne pouvez assister à cette réunion et que vous voulez siéger au sein d'un comité ou en diriger un, appelez votre directeur de zone; sinon, il se peut que votre nom ne soit pas présenté au Conseil de direction. Veuillez songer à assister et à participer à votre Assemblée annuelle de zone.

REMARQUE: Les personnes qui veulent bien être mises en candidature pour le poste de directeur de zone ou de directeur de zone adjoint devront déclarer leur intention au moins 30 jours avant l'Assemblée annuelle de zone. Cette intention devra être transmise au directeur de zone actuel et au siège du MAAC pour que ce sujet soit inclus à l'ordre du jour de l'Assemblée annuelle de zone. Cela permettra aux candidats d'être dûment insérés à cet ordre du jour.



Proxy Voting Form for Annual Zone Meeting

Open Members Only

Formule de vote par procuration pour l'assemblée annuelle de la Zone

Membres régulier seulement

fill out completely / complétez toutes les sections

This will allow / Ceci permet à _____ MAAC# _____
to vote on my behalf on all matters at the / de voter en mon nom sur tous les sujets discutés à l'assemblée annuelle de la Zone _____ Annual Zone Meeting
held / tenue le _____, 2019.

name/NOM _____ MAAC# _____

Signature _____ Date _____

AGM Minutes

The draft minutes from the Annual General Meeting held in Kamloops, BC on April 14, 2019 are available in your member dashboard once you log in to the "Member Sign In" on MAAC.CA. If you haven't already created your account, you can do so by following the 'create or reset your password' link on the login page.

Procès-verbal de l'A.G.A.

L'ébauche du procès-verbal de l'Assemblée générale annuelle à Kamloops, BC, le 14 avril, 2019, est disponible en ligne au dans l'onglet "Accueil" après s'être connecté via le lien "Ouverture de session" sur MAAC.CA. Si vous n'avez pas déjà créé un compte, vous pouvez le faire en appuyant sur le lien "Créer ou réinitialiser votre mot de passe" sur la page d'Ouverture de session.



\$5,000 Jack McGillivray Memorial MAAC Bursary

Bourse MAAC de \$5,000 à la mémoire de Jack McGillivray

Jesse McCutcheon #45487	L	1997	Mike Beasley #52781	A	2003	Colin Bell #61634	B	2009
Stephen Mailloux #49431	D	1997	Michel Griffioen #63486	F	2004	Harvey Dhiman #72204	H	2011
Dany Allard #39830	J	1998	Steven Prang #59431	E	2005	No Submissions		2012
Mark Harrington #58726	G	1999	Dimitri Cuesta Lavoie #56935	J	2005	Graeme Ellis #79914	F	2013
Daniel Bough #53860	E	1999	Steven Prang #59431	E	2006	Nick Playle #76165	D	2014
Matt Usher #51549	E	2000	Adam Buray #66989	C	2006	Ryan Petrie #83708	L	2017
No submissions		2001	Alexandre St-Germain #34218	J	2007			
Mike Beasley #52781	A	2002	Christopher Robert #71912	M	2008			

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

La bourse d'un montant de 5 000 \$ sera remise à un étudiant inscrit dans un établissement d'enseignement canadien reconnu inclus dans la liste des établissements admissibles aux demandeurs de prêts aux étudiants et / ou retraités des fonds du Régime enregistré d'épargne-études (REEE). Cet étudiant est ou sera inscrit dans une discipline aéronautique ou aérospatiale. La sélection par un panel de MAAC et de responsables de l'industrie aéronautique sera basée sur les CV soumis par un ou des membres de MAAC, en fournissant une confirmation de cette inscription, envoyé par la poste, par courrier électronique ou par fax avant le 1er novembre. L'application gagnante comprendra une lettre couverture par le demandeur, des commentaires sous forme écrite ou électronique par les représentants de l'école, collège, université impliquée. L'application contiendra également des lettres de référence des employeurs, etc., sous la forme d'un curriculum vitae complet. On devra inclure, dans ce résumé, des informations sur les activités du candidat dans la communauté du modélisme et / ou dans votre club; informations sur le succès dans les études; sur l'implication dans des groupes / activités communautaires locales et autres loisirs. La soumission soulignera l'intérêt soutenu pour la poursuite d'activités au sein de MAAC; l'intérêt soutenu pour la poursuite de leurs projets ou de leurs ambitions pour l'industrie de l'aviation. Enfin la soumission devra contenir des lettres de référence des membres et / ou des clubs affiliés de MAAC. Le candidat doit être membre du MAAC et avoir au moins 2 années d'affiliation consécutives. Le candidat autorisera, par écrit, le MAAC à utiliser son profil personnel pour promouvoir la bourse. Les formulaires appropriés relatifs à l'impôt seront émis à la fin de l'année de la bourse. Contactez le bureau pour un formulaire d'aide-mémoire en support à la soumission.



Hall of Fame

Warren Hitchcox #565	1991
Ken Groves #875L	1991
Branson St. John #12282	1991
Gerald Shaw #4477L	1991
John Bortnak #825L	1991
Frank Rutland #521L	1992
Jack McGillivray #1025L	1993
Paul Durant	1994
Lillian Hockin #7	1994
Ben Webb #8	1994
Frederick Stull #9	1994
Lavalle Walter #1	1994
Robert Moore #6	1994
Doug P. Collis #10	1994

Robb Webb	1994
Donald G. Prentice #5359L	1995
Mike Thomas #1964L	1996
Reg Dunning #2	1996
Bruce Lester #3	1996
Wilf St. John #5	1996
Roy Dolson #11	1996
H. R. Screamton #12	1996
Jim W. Graves #13	1996
Val Ure #714L	1997
Dave Henshaw #226L	1998
Jack Luck	1999
Harry Barnard #7233L	2000
Ray Gareau #369L	2001

MISE EN CANDIDATURE POUR LE PRIX DU TEMPLE DE LA RENOMMÉE

Critères d'attribution

1. Une personne qui a fait ses preuves en ce qui concerne l'obtention et la poursuite des buts et objectifs du MAAC tels qu'ils sont définis dans la Constitution et sans limiter la généralité de ce qui précède à ce qui suit:
 - a. Qui a favorisé, amélioré, assisté et développé l'avancement de l'aéromodélisme;
 - et
 - b. Qui a fait preuve de leadership dans le domaine de l'aéromodélisme; et / ou
 - c. Qui a contribué à définir les orientations dans la direction des affaires touchant l'aéromodélisme à l'échelle *nationale*.
2. Le candidat doit être ou avoir été membre de la MAAC pendant au moins dix (10) années consécutives. Dans des circonstances exceptionnelles, le comité de nomination peut faire exception aux 10 années consécutives dans leur recommandation et ce après approbation du conseil.
3. La date limite pour la soumission des nominations est le 1er novembre.

Méthode de nominations

1. Les demandes de nominations peuvent être déposées à l'AAZ, par l'exécutif d'un club affilié, par un directeur de zone ou par tout membres de MAAC.
2. Les demandes de nominations, incluant un curriculum vitae, devront être soumises en format électronique en format MS Word (.docx). Celles-ci devront être envoyées au bureau de MAAC avec copie au directeur de la zone.
3. Le conseil d'administration invitera les candidatures par courriel aux membres en juillet avec les critères et le formulaire d'application. La date limite de réception des candidatures est le 1er novembre.
4. Les nominations doivent être telles que le ou les récipiendaires, recommandés par le comité de nomination, soient choisis par le conseil d'administration lors d'une réunion précédant l'AGA.
5. Les candidats (es) seront élus par un vote à majorité simple du conseil d'administration.
6. Les lauréats seront annoncés à l'AGA.

Critères pour la soumission de demandes

Une attention particulière sera accordée à l'ensemble des réalisations du candidat en matière de modélisme, de participation aux compétitions, de types d'activités pratiquées, de contributions aux organisations de modélisme locales et nationales, de développement de nouvelles technologies et / ou de conception de modèles et de réalisations extraordinaires. Photos: Si de photos sont soumises, elles devront être incorporées dans le document Word.

Rapports: Les comptes rendus des activités du candidat, tel que rapportés

dans les médias (presse écrite, magazine, télévision, radio, etc.) devront être listés dans le document ainsi que leurs sources. Toutes publications, qu'elles soient canadiennes ou étrangères, sont admissibles pourvu que leurs références soient identifiées.

Contenu: Avant tout: Quand et comment le candidat a commencé dans le domaine du modélisme ?

Compétition: Le candidat a-t-il/elle participé à des compétitions. Celles-ci étaient-elles régionales, nationales ou internationales. Quels furent ses résultats.?

Expérimentation: Le candidat a-t-il/elle expérimenté dans la conception ou le développement pour faire progresser le modélisme?

Leadership: Le candidat a-t-il/elle détenu un poste exécutif dans un club, ou autre organisation de modélisme? A-t-il/elle contribué à fonder ou organiser ces club ou organisations? A-t-il/elle été un officier ou président de MAAC?

Publications : A-t-il/elle publié des rapports ou articles dans les médias dédiés au modélisme?

Commercialisation: Le candidat a-t-il/elle participé à la conception, la production ou la mise en marché de produit qui se sont avérés utiles à l'aéromodélisme.

Éducation: Le candidat a-t-il/elle participé à la promotion du hobby en enseignant le modélisme dans une salle de classe, par exemple des scouts et des guides, des escadrons de cadets de l'air, des écoles primaires ou secondaires.?

Général: Gardez à l'esprit que l'intronisation au temple de la renommée est destinée à honorer les modélistes qui ont développé une réputation nationale pour leurs activités.

Formulaire: Le formulaire de parrainage pour candidat doit être complété et inclus dans la soumission.

Reconnaissance des lauréats

1. Le président téléphonera au récipiendaire immédiatement après la réunion du conseil, avant l'AGA. Le président requerra une photo numérique du lauréat.
2. Les candidatures et les photos seront placées sur la page "Temple de la renommée" du site WEB.
3. Le destinataire recevra une plaque de reconnaissance à être présentée au moment et au lieu approprié.
4. Une plaque sera affichée au bureau du MAAC. La plaque doit être telle que tous les noms des lauréats puissent être ajoutés chaque année.

Candidatures non-retenues

Le président de MAAC enverra un message aux personnes qui ont parrainés un candidat pour leur expliquer les raisons pour lesquelles leur candidature proposée n'a pas été retenue.

Hall of Fame



George Ens #1289L	2001	Ivan Kristensen #5619L	2009
John Marett #651L	2001	Ivan Pettigrew #19374	2009
Brenton Reusch #1331L	2002	George Parry #1873L	2010
T. Gerard McHale #7146	2003	Graeme Mears #35039	2010
Cliff Swartz #1498L	2003	Frank Anderson #200L	2010
Ron Chapman #2097L	2003	Peter Allnutt #2105	2011
Chris Brownhill #3797L	2004	Bill Gillespie #8660	2011
Jean Chevalier #5004L	2004	Jim Moseley #38286L	2011
Donald Paquette #2125L	2005	Brian Wattie #5089L	2013
Laddie Mikulasko #7216L	2005	Richard Barlow #5744L	2013
Allan Baker #354L	2006	Harold Tom #1532L	2015
Louis Lebel #13641L	2006	Martin Lefebvre #17997L	2015
Don W. McTaggart #3952L	2007	Sepp Uiberlacher #16423	2015
Andrew Lennon #6912L	2007	Carl Layden #44045L	2016
Andrew Coholic #26287L	2008	Doug McMillan # 17212-L	2018
Roy Bourke #204L	2008		

NOMINATIONS FOR HALL OF FAME

Criteria for Award

1. An individual who has demonstrated achievement in regard to obtaining and furthering the purposes and objectives of MAAC as outlined in the Constitution and without limiting the generality of the foregoing, to following:
 - a) has fostered, enhanced, assisted in and develop scientific advancement in the sport of model aeronautics; and
 - b) has demonstrated leadership in the field of model aeronautics; and/or
 - c) has given guidance in the direction of affairs affecting model aeronautics on a *national* basis.
2. The recipient must be, or have been, a MAAC member for at least ten (10) consecutive years. In exceptional circumstances the 10 years consecutive can be waived by the awards committee in their recommendation and upon approval of the board.
3. The deadline for receipt of nominations is November 1st

Method of Nominations

1. Applications/Nominations may be made by AZM's, club officers, zone directors or from any member of M.A.A.C.
2. Nominations, including a resume must be submitted electronically. In Microsoft Word format to the MAAC office with a CC to the zone director.
3. The Board of Directors will invite nominations by sending out a mass email message to the members in July with criteria and the application template. The deadline for receipt of nominations is November 1st.
4. The nominations should be such that the recipient(s) as recommended by the selection advisory group shall be selected by the Board of Directors at a meeting prior to the AGM.
5. The honoree(s) of the award shall be decided by a simple majority vote of the Board of Directors.
7. The honoree(s) will be announced at the AGM.

Submission Criteria

Consideration will be given to a candidate's lifetime achievements in modelling, contest participation, disciplines flown, contributions to local and national modelling organizations, development of new technologies and/or design in models and extraordinary achievements.

Photos: If photos are submitted they should be embedded in the Microsoft word document.

Reports: Published reports of the candidate's activities (e.g. newspapers,

magazines, television, radio, etc.), should be listed with the sources of these reports. Canadian and worldwide publications are all valid if they can be referenced.

By Subject: Beginning: How and when did candidate start Aeromodelling?

Competition: Did candidate fly models in competition? Were the competitions regional, National or international meets and with what results? Experiments: Did candidate originate experiments of design or function, which influenced the future of the hobby?

Leadership: Has the candidate held an official position in a club, or other Aeromodelling organization? Did he or she help establish or organize the above? Was he or she an officer or chairman of MAAC?

Publishing: Did the candidate publish reports or articles in Aeromodelling related publications?

Hobby Industry: Was the candidate involved in the design, production or marketing of products useful to the Aeromodelling hobby?

Education: Has your candidate been involved in promotion of the hobby by teaching model aircraft in a classroom environment, e.g. Scouts and Guides, Air Cadet Squadrons, Grade Schools or High Schools, Clinic demonstrations at mall shows or other public events?

Overall: Bear in mind that the Hall of Fame Award is intended to honor those modelers who have developed a NATIONAL reputation for their activities.

Form: The Candidate/Sponsor form must be completed and included with the submission.

Recipients Award Recognition

1. The President will telephone the honoree immediately after the Board meeting, prior to the AGM. The President will request that the recipient provide a digital portrait photo.
2. Nomination submission and photo will be placed on the website awards page.
3. The recipient will receive a plaque of recognition for their personal use to be presented to the recipient at an appropriate venue.
4. A plaque is to be displayed in the MAAC office. The plaque is to be such that all names of recipients can be added annually.

Unsuccessful Nominees

The MAAC President will send a message to the nominator explaining why the application was not approved.



Pioneer Award

Ray Hunter	2003	Cliff Boyer 116L	2007	Archie Steels 73L	2012
John Hamilton Parkin	2004	Hal Lorimer 892L	2008	Donald C. Murphy	2017
John T. Dilly	2004	Cecil Wood 41520L	2009	John K Hawkshaw 44166	2017
Robert E. Milligan	2004	Rene Goosens 97L	2010	Peter Farrar 84768	2018
Roy P. Nelder	2004	Ted Buck 85L	2012	Deghayli Hussen 90179	2019

NOMINATIONS FOR MODEL AVIATION PIONEERS OF CANADA AWARD

Criteria for Award

1. An individual/organization/company that had demonstrated achievement with regard to furthering Model Aviation in Canada prior to 1949:
 - a) who fostered, enhanced, assisted in and developed scientific advancement in the sport of model aeronautics; and/or
 - b) who demonstrated leadership in the field of model aeronautics; and
 - c) who has given guidance in the direction of affairs affecting model aeronautics on a national basis.
2. The deadline for receipt of nominations is November 1st

Method of Nominations

1. Applications/Nominations may be made by AZM's, club officers, zone directors or from any member of M.A.A.C.
2. Nominations, including a resume must be in Microsoft Word format and submitted to the MAAC office with a CC to the zone director.
3. The Board of Directors will invite nominations by sending out a mass email message to the members in July with a link to the criteria and the application template. The deadline for receipt of nominations (November 1st).
4. The selection group will make its recommendations known to the board of directors by the end of January.
5. The honoree(s) of the award shall be decided by a simple majority vote of the Board of Directors.
6. The honoree(s) will be announced at the AGM.

Submission Criteria

Consideration will be given to a candidate's lifetime achievements in modelling, contest participation, disciplines flown, contributions to local and national modelling organizations, development of new technologies and/or design in models and extraordinary achievements.

Recipient's Award Recognition

1. The recipient(s) or immediate family member will receive a plaque of recognition which will be presented to the recipient or family at an appropriate venue.
2. A master plaque which is displayed in the M.A.A.C. office, holds the names of those who have received the award.
3. The Candidate/Sponsor form must be completed and included with the submission.

Unsuccessful Nominees

The President of MAAC will send a message to the nominator explaining why the application/nomination was not approved.

MISE EN CANDIDATURE POUR LE PRIX DE PIONNIERS DU CANADA EN MODELISME AERONAUTIQUE

Critère d'évaluation

1. Une personne / organisation / entreprise qui avait fait ses preuves en ce qui concerne l'avancement de l'aéromodélisme au Canada avant 1949:
 - a) Qui a favorisé, amélioré et contribué aux progrès scientifiques dans l'aéromodélisme et / ou
 - b) Qui a fait preuve de leadership dans le domaine de l'aéromodélisme; et
 - c) Qui a contribué à définir les orientations dans la direction des affaires touchant l'aéromodélisme à l'échelle nationale.
2. La date limite pour la soumission des nominations est le 1er novembre.

Méthode de nominations

1. Les demandes de nominations peuvent être déposées à l'AAZ, par l'exécutif d'un club affilié, par un directeur de zone ou par tout membres de MAAC.
2. Les demandes de nominations devront être soumises en format électronique en format MS Word (.docx). Celles-ci devront être envoyées au bureau de MAAC avec copie au directeur de la zone.
3. Le conseil d'administration invitera les candidatures par courriel aux membres en juillet avec les critères et le formulaire d'application. La date limite de réception des candidatures est le 1er novembre.
4. Le comité de nomination déposera ses recommandations au CA pour la fin janvier.
5. Les candidats (es) seront élus par un vote à majorité simple du conseil d'administration.
6. Les lauréats seront annoncés à l'AGA.

Critères de soumission

Une attention particulière sera accordée à l'ensemble des réalisations du candidat en matière de modélisme, de participation aux compétitions, de types d'activités pratiquées, de contributions aux organisations de modélisme locales et nationales, de développement de nouvelles technologies et / ou de conception de modèles et de réalisations extraordinaires.

Reconnaissance des lauréats

1. Le ou les lauréats ou les membres de leur famille immédiate recevront une plaque commémorative qui leur sera présentée au moment et au lieu approprié.
2. Une plaque est affichée au bureau du MAAC qui contient tous les noms de ceux qui se sont vu recevoir ce prix.
3. Le formulaire de parrainage pour candidat doit être complété et inclus dans la soumission.

Candidatures non-retenues

Le président de MAAC enverra un message aux personnes qui ont parrainé un candidat pour leur expliquer les raisons pour lesquelles leur candidature proposée n'a pas été retenue.



Lifetime Achievement Award

Ross Melhuish 1992L	2009	Leo Katila 35L	2011	Lou MacDonald 5269L	2014
Charlie Mills 3798L	2009	Ted Russell 13970L	2011	Nino Campana 4689L	2015
Lloyd Shales 230L	2009	Ken Starkey 5387L	2011	Dave Penchuk 23315L	2015
Doug MacMillan 17212L	2010	Dick Fahey 2961L	2012	Rolly Siemonsen 1368L	2015
Bud Wallace 3811L	2010	Werner Klebert 10622L	2012	Norm McLellan 9559L	2015
Stan Shaw 2481L	2010	Fred China 20784	2012	Lloyd Switzer 23478	2015
Jerry Pronovost 5189L	2010	Ross Gammage 3482L	2012	Ron Simonsen 2854L	2017
Tom Savage 976L	2010	Tom Bateman 16489	2013	Walter Chikmoroff 6320L	2017
Eric Eiche 14623	2010	Al Cordy #1954	2014	Jim Pepperdine 3623L	2019

LIFETIME ACHIEVEMENT AWARD

PRIX D'EXCELLENCE POUR L'ENSEMBLES DES RÉALISATIONS

Method of Nominations

- Applications/Nominations may be made at AZM's, or by club officers, zone directors or from any member of M.A.A.C.
- Nominations, including a resume must be in Microsoft Word format and submitted to the MAAC office with a CC to the zone director.
- The Board of Directors will invite nominations by sending out a mass email message to the members in July with a link to the criteria and the application template. The deadline for receipt of nominations (November 1st).
- The selection group will make its recommendations known to the board of directors by the end of January.
- The honoree(s) of the award shall be decided by a simple majority vote of the Board of Directors.
- The honoree(s) will be announced at the AGM.

Submission Criteria

Consideration will be given to a candidate's lifetime achievements in modelling, contest participation, disciplines flown, contributions to local and national modelling organizations, development of new technologies and/or design in models and extraordinary achievements.

Photos: If photos are submitted they should be embedded in the Microsoft word document.

Reports: Publication reports of the candidate's activity (any newspapers, magazines, television, radio, etc.) should be listed with the sources of these reports. Canadian and worldwide publications are all valid if they can be referenced.

By Subject: Beginning: How and when did candidate start aeromodelling?

Competition: Did candidate fly models in competition? At local, regional, national or international meets, with what results?

Experiments: Did candidate originate experiments of design or function, which influenced the future of the hobby?

Leadership: Has the candidate held an official position in a club, or other aeromodelling organization? Did he or she help establish or organize the above?

Was he or she an officer or chairman of MAAC?

Publishing: Did the candidate publish reports or articles in aeromodelling related publications?

Hobby Industry: Was the candidate involved in the design, production or marketing of products useful to the aeromodelling hobby?

Education: Has your candidate been involved in promotion of the hobby by teaching model aircraft in a classroom environment, e.g. Scouts and Guides, Air Cadet Squadrons, Grade Schools or High Schools, Clinic demonstrations at mall shows or other public events?

Form: The Candidate/Sponsor form must be completed and included with the submission.

Recipients Award Recognition

- The President will telephone the honoree immediately after the Board meeting, prior to the AGM. The President will request that the recipient provide a digital portrait photo.
- The submission and photo will be placed on the website.
- The recipient will receive a framed certificate of recognition for their personal use to be presented at an appropriate venue.

Unsuccessful Nominees

The MAAC President will send a message to the nominator explaining why the application was not approved.

Critères d'attribution

- Une personne qui a fait ses preuves en ce qui concerne l'obtention et la poursuite des buts et objectifs du MAAC tels qu'ils sont définis dans la Constitution et sans limiter la généralité de ce qui précède à ce qui suit:
 - Qui a favorisé, amélioré, assisté et développé l'avancement de l'aéromodélisme; et
 - Qui a fait preuve de leadership dans le domaine de l'aéromodélisme; et / ou
 - Qui a contribué à définir les orientations dans la direction des affaires touchant l'aéromodélisme à l'échelle nationale.
- Normalement le nombres d'années minimum pour être éligible à ce prix est de 35. Ces 35 années ne doivent pas nécessairement être consécutives, mais il doit y avoir eu au moins 10 années consécutives dans les 35 ans.
- La date limite pour la soumission des nominations est le 1er novembre.

Méthode de nominations

- Les demandes de nominations peuvent être déposées à l'AAZ, par l'exécutif d'un club affilié, par un directeur de zone ou par tout membres de MAAC.
- Les demandes de nominations, incluant un curriculum vitae, devront être soumises en format électronique en format MS Word (.docx). Celles-ci devront être envoyées au bureau de MAAC avec copie au directeur de la zone.
- Le conseil d'administration invitera les candidatures par courriel aux membres en juillet avec les critères et le formulaire d'application. La date limite de réception des candidatures est le 1er novembre.
- Le comité de nomination déposera ses recommandations au CA pour la fin janvier.
- Les candidats (es) seront élus par un vote à majorité simple du conseil d'administration.
- Les lauréats seront annoncés à l'AGA.

Critères pour la soumission de demandes

Une attention particulière sera accordée à l'ensemble des réalisations du candidat en matière de modélisme, de participation aux compétitions, de types d'activités pratiquées, de contributions aux organisations de modélisme locales et nationales, de développement de nouvelles technologies et / ou de conception de modèles et de réalisations extraordinaires.

Photos: Si de photos sont soumises, elles devront être incorporées dans le document Word.

Rapports: Les comptes rendus des activités du candidat, tel que rapportés dans les médias (presse écrite, magazine, télévision, radio, etc.) devront être listés dans le document ainsi que leurs sources. Toutes publications, qu'elles soient canadiennes ou étrangères, sont admissibles pourvu que leurs références soient identifiées.

Contenu: Avant tout: Quand et comment le candidat a commencé dans le domaine du modélisme?

Compétition: Le candidat a-t-il/elle participé à des compétitions. Celles-ci étaient régionales, nationales ou internationales. Quels furent ses résultats.?

Expérimentation: Le candidat a-t-il/elle expérimenté dans la conception ou le développement pour faire progresser le modélisme?

Leadership: Le candidat a-t-il/elle détenu un poste exécutif dans un club, ou autre organisation de modélisme? A-t-il/elle contribué à fonder ou organiser ces club ou organisations? A-t-il/elle été un officier ou président de MAAC?

Publications: A-t-il/elle publié des rapports ou articles dans les médias dédiés au modélisme?

Commercialisation: Le candidat a-t-il/elle participé à la conception, la production ou la mise en marché de produit qui se sont avérés utiles à l'aéromodélisme.

Éducation: Le candidat a-t-il/elle participé à la promotion du hobby en enseignant le modélisme dans une salle de classe, par exemple des scouts et des guides, des escadrons de cadets de l'air, des écoles primaires ou secondaires.?

Formulaire: Le formulaire de parrainage pour candidat doit être complété et inclus dans la soumission.

Reconnaissance des lauréats

- Le président téléphonera au récipiendaire immédiatement après la réunion du conseil, avant l'AGA. Le président requerra une photo numérique du lauréat.
- Les candidatures et les photos seront placées sur le site WEB.
- Le destinataire recevra un certificat de reconnaissance à être présentée au moment et au lieu approprié.

Candidatures non-retenues

Le président de MAAC enverra un message aux personnes qui ont parrainés un candidat pour leur expliquer les raisons pour lesquelles leur candidature proposée n'a pas été retenue.



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Leader Member



Criteria for Award

Leader members shall have been an open member of the Association for a minimum of ten (10) consecutive years (confirmation will be provided by the MAAC office). In exceptional circumstances the 10 years consecutive can be waived by the awards committee in their recommendation and upon approval of the board and;

- a) shall have demonstrated leadership within their zone or nationally in MAAC or other associated aviation associations (such as clubs, hobby shops, Experimental Aircraft Association, Canadian Owners & Pilots Association, civic organizations, community) to the benefit of model aviation, or in
- b) scientific research and/or outstanding performance in the field of model aeronautics (such as service as a MAAC director, increasing membership, youth training, mentoring new members, charity work, committee involvement, published articles, activities that advance the image, positive impact and growth of model aviation, etc.).

Leader Members will be recognized for their contributions to M.A.A.C. and receive a certificate of achievement signed by the President of M.A.A.C. and "L" designation on their membership card after their MAAC number.

Submission deadline is 40 days prior to your AZM date.

Critères du prix

Pour se voir attribuer le titre de leader, celui-ci devra avoir été un membre ouvert de l'Association pendant au moins dix (10) années consécutives (la confirmation sera fournie par le bureau de MAAC). Dans des circonstances exceptionnelles, le comité de nomination peut faire exception à la règle de dix années consécutives dans sa recommandation et ce, après approbation du conseil et;

- a) avoir fait preuve de leadership dans leur zone ou à l'échelle nationale au sein de MAAC ou dans d'autres associations aéronautiques associées (clubs, magasins de loisirs, association d'appareils expérimentaux, association des propriétaires et des pilotes canadiens, organisations civiques ou communautaires) au profit de l'aéromodélisme ou encore :
- b) dans le domaine de la recherche scientifique et / ou avoir démontré des performances exceptionnelles dans le domaine de l'aéromodélisme (tel que ayant servi en tant que directeur de zone au MAAC, avoir contribué au recrutement de nouveaux membres, à la formation des jeunes, au mentorat de nouveaux membres, au travail caritatif, à la participation à des comités, à la publication d'articles, avoir participé à des activités ayant pour but de promouvoir notre image, ou avoir eu un impact positif sur la croissance de l'aéromodélisme, etc.).

Les membres leaders seront reconnus pour leurs contributions à M.A.A.C. et recevront un certificat d'accomplissement signé par le président de M.A.A.C. et auront la désignation "L" accolée à leur numéro MAAC sur leur carte de membre.

La date limite pour la soumission de la recommandation est de 40 jours avant l'assemblée annuelle de votre zone.

Chronique du président *suite de la page 5* longtemps.

Les bénévoles sont les héros silencieux et sous-estimés qu'on tient souvent pour acquis alors qu'ils font don de leur temps en toute connaissance de cause; ils cherchent à guider notre organisme et n'hésitent pas à se retrousser les manches afin d'accomplir du vrai travail. Les gens commentent rarement les choses qui fonctionnent bien, ce qui se passe uniquement lorsque les bénévoles s'impliquent à fond.

Ça ne sert à rien de se plaindre en coulisse et de dire que quelqu'un devrait dire ceci et cela... à moins que vous soyez prêts à entreprendre cette tâche vous-même. Les bénévoles actuels en ont plein les bras.

Les assemblées de zone des prochains mois sont l'occasion au cours de laquelle les membres peuvent s'impliquer dans les opérations de notre organisme, le MAAC. Malheureusement, c'est aussi l'unique occasion au cours de laquelle on peut acheminer des résolutions et recommandations à l'Assemblée générale annuelle à des fins de considération.

La vie d'un directeur de zone comporte des moments agréables lorsqu'il se rend aux activités des divers clubs. Toutefois, cela n'annule pas le travail de base que chacun fait aboutir afin d'assurer le

fonctionnement de notre organisme.

Le conseil de direction du MAAC a formellement traité 45 sujets importants entre le 1er janvier et le 18 juin 2019. Ce même conseil se rencontre constamment à l'aide des outils numériques de communication afin de traiter ces sujets à mesure qu'ils se manifestent. Cette vieille façon de fonctionner – les réunions au cours desquelles on tentait de tout régler – est bel et bien révolue.

Le travail de chacun des comités est important pour notre organisme. La charge de travail de certains comités diminue en cours d'année, mais celui de quelques autres, comme le Comité de la constitution (charte) se poursuit. Certains comités consultatifs, c'est-à-dire le comité consultatif auprès de Transports Canada et celui de la sécurité, poursuivent des travaux soutenus et critiques parce qu'ils traitent des discussions avec Transports Canada et NAV Canada.

Nous avons besoin de l'implication de tout le monde – que ce soit au niveau du club, de la zone ou sur la scène nationale, ou aux trois! – afin de construire l'avenir. Il n'en tient qu'à vous. ✨



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ALBERTA (A)



Roger Ganley - 6426
Directeur de zone
780.986.9230 | zd-a@maac.ca

RÈGLEMENTS SUR LES DRONES

Le MAAC dispose maintenant d'une exemption de la Partie IX sur les systèmes d'aéronefs télépilotés (SATP) (communément appelés Remotely Piloted Aircraft System ou RPAS en anglais). Après avoir travaillé de concert avec les autorités qui régissent de tels règlements, Transports Canada a approuvé cette exemption le 17 mai 2019 afin que celle-ci entre en vigueur le 1er juin 2019.

Ce que cela signifie, c'est que les règlements, Partie IX, ne s'appliquent pas aux membres du MAAC qui mènent leurs opérations en observant le Code de sécurité de notre organisme.

L'exemption comprend 15 conditions à lesquelles on doit se plier : cinq s'appliquent au MAAC et dix s'appliquent à chacun des membres. La majorité de ces actions à entreprendre ont déjà été appliquées par le MAAC et par ses membres et ne constituent que des ajustements mineurs à ce que nous faisons déjà.

Le Comité de Transports Canada ainsi que l'exécutif et le conseil de direction du MAAC ont consacré beaucoup de temps sur non pas seulement les huit derniers mois mais plutôt au cours des deux ou trois dernières années afin d'atteindre ce point-ci. Nos amis américains (leur association AMA en tête) envient ce que nous, les Canadiens, avons maintenant; ils sont au moins à trois ans de leurs objectifs semblables.

DONNÉES DE TERRAIN

Chaque club enregistré auprès du MAAC devra procéder à certains ajustements mineurs sur son site Web. La personne ressource de chacun des clubs recevra



Dave Downs holding Steve Sorensen's "Old Timer" at the Airdrie Modellers Aircraft Society Frozen Fingers Fun Fly, Jan 1, 2019. / Dave Downs tient la maquette Old Timer de Steve Sorensen's "Old Timer" au Frozen Fingers Fun Fly de l'Airdrie Modellers Aircraft Society, le 1er janvier 2019.

des directives du MAAC quant aux modifications/ajouts à leur portail Web. Ces personnes devront remplir chaque champ d'information et ne rien laisser vide. L'emplacement du club au GPS en plus d'un diagramme du terrain DEVRONT être précis et à jour.

ROCKY BARNSTORMERS R/C CLUB

Les Barnstormers ont effectué une présentation à l'école Pioneer Middle School de Rocky Mountain House, le 16 mai dernier. Le président Wil Vohs et quatre autres membres ont offert deux présentations à 125 élèves de trois classes de sixième année.

Wil avait apporté son Focke-Wulf à l'échelle un quart afin d'en montrer l'opération, les diverses fonctions et les caractéristiques de la maquette. Wil et Derrick Leavitt ont piloté leurs maquettes électriques de vol intérieur tandis que Ray Brosinsky a piloté son drone. Les élèves très intéressés ont récompensé leurs visiteurs en

les applaudissant et en leur présentant des cartes-cadeaux de chez Tim Horton's.

Cette démonstration a été organisée pour trois raisons : 1) présenter le vol télécommandé aux élèves; 2) les informer à propos des Barnstormers et des programmes qu'offre le Club; 3) en guise de remerciement pour l'utilisation du gymnase de l'école pendant les mois d'hiver.

AIRDRIE MODELLERS AIRCRAFT SOCIETY

Dave Downs, de l'Airdrie Modellers Aircraft Society (AMAS) m'a envoyé de bien chouettes photos du deuxième Fun-fly FFFF (pour Frozen Fingers Fun Fly) que les modélistes ont organisé le 1er janvier 2019 au terrain du Club. Dave a rapporté que « c'était un peu venteux mais tout le monde s'est bien amusé et a bien mangé ». Dave a aussi mentionné que la maquette Old Timer de Steve Sorensen peut s'accrocher en l'air à la façon d'un cerf-volant, compte tenu du dièdre prononcé de ses ailes! ✈

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ALBERTA (A)



Roger Ganley - 6426

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DRONE REGULATIONS

MAAC now has an exemption to the new Part IX RPAS (Remotely Piloted Aircraft System) regulations. After working with the regulator for a long time, the exemption was approved by Transport Canada on May 17, 2019 taking effect on June 1, 2019.

What this means is that the new Part IX regulations do not apply to MAAC members conducting operations following the MAAC Safety Code.

The exemption includes 15 conditions which must be complied with: five apply to the association and 10 apply to the individual member. The majority of these are actions that are already taken by the organization and its members or are minor adjustments to what we already do.

The Transport Canada Committee plus the Executive and the Board of Directors have spent a considerable amount of time over not just the past eight months, but for about the past two to three years to get to where we are now. Our flying friends in the USA (AMA) are envious of what we Canadian modellers now have – they are at least three years away from achieving their goals.

AIRFIELD DATA

There are some minor adjustments to be made on each club's page on MAAC's website. The contact person for each and every MAAC registered club will be receiving direction from MAAC as to what to amend/add on their respective club's page. Every blank must be filled in, no open slots. The GPS location plus a field diagram MUST be accurate and up to date.

ROCKY BARNSTORMERS R/C CLUB

The Barnstormers carried out a presentation at Pioneer Middle School in Rocky Mountain House on May 16. President Wil Vohs plus four other members offered two presentations to 125 students from three grade 6 classes.

Wil had his 1/4 scale Focke-Wolfe on display to demonstrate the operation, function and features of the aircraft. Wil and Derrick Leavitt flew their indoor electric



Art Irwin's 1/3 scale SE5a. Wing span 108", DLE 85cc engine, prop 28x10, weight 60 lbs. Flown by RCAF pilot Fred McCall with 37 confirmed kills in WWI. / Le biplan SE5a à l'échelle 1/3 d'Art Irwin's. Envergure de 108 pouces, moteur DLE de 85 cc, hélice 28 X 10, poids de 60 livres. La maquette reproduit l'appareil à l'échelle réelle que pilotait Fred McCall pendant la Première Guerre mondiale. M. McCall avait 37 victoires aériennes à son actif.

models and Ray Brosinsky flew his drone. The captivated students rewarded the pilots with a warm round of applause, and Tim Hortons gift cards from the students.

This demonstration was conducted for three reasons: 1) Introduce R/C flying to the students, 2) Inform them as to who the Barnstormers are and the programs the club has, 3) As a token of appreciation for the clubs use of their gym during the winter months.

AIRDRIE MODELLERS AIRCRAFT SOCIETY

Member Dave Downs of the Airdrie Modellers Aircraft Society (AMAS) sent me some terrific pictures of their second annual FFFF (Frozen Fingers Fun Fly) held at the club field on Jan 1, 2019. Dave reported that "it was a bit windy but great fun and food was enjoyed by all". Dave mentioned that Steve Sorensen's "Old Timer" can hang in the air just like a kite with the incredible amount of dihedral it has! ✈



Wil Vohs, président du Rocky Mountain House Barnstormers R/C Club, prend la parole devant des élèves de la Rocky Mountain House Pioneer Middle School. / Wil Vohs, President of the Rocky Mountain House Barnstormers R/C Club, addressing the students at the Rocky Mountain House Pioneer Middle School.

ATLANTIQUE (B)



Cato Hansen - 61451

Directeur de zone
zd-b@maac.ca

Cette chronique devient de plus en plus difficile à rédiger. Dans notre zone, nous recevons l'essentiel de notre information grâce à l'excellente infolettre de zone que prépare Al Eastman, à chaque mois. Bien sûr, sans vos contributions, nous n'aurions pas de tel bulletin à lire.

Ceci dit, j'ai besoin d'un coup de main ici aussi; envoyez-moi tout sujet de construction ou d'intérêt pour vos collègues modélistes. J'ai inclus quelques

photos de mes plus récents travaux de réparation sur mon vieux Sea Dancer qui a encore rencontré la surface de l'eau un peu durement.

C'est la deuxième fois que je reconstruis cette maquette. La première fois, j'ai eu besoin d'un tout nouveau fuselage; cette fois, je n'ai remplacé que la section du milieu, mais cela a nécessité beaucoup de travail. La portion la plus difficile, c'était de réaligner l'empennage et la section avant. Heureusement, j'avais les plans et je me servais de ma bonne vieille surface de travail de R/C Modeler.

Jetez un coup d'œil et pourquoi ne pas ressortir un vieux projet endommagé de

vos catacombes afin de le réparer? Je sais bien que les ARFs sont les plus populaires mais certains d'entre nous aimons encore construire et réparer nos appareils.

J'ai aussi inséré une photo du magnifique Beaver sur flotteurs qu'a construit artisanalement Mike Sebastien et qui a été photographié pendant le Float-fly de Fredericton. L'évènement a eu lieu au parc provincial de Mactaquac et la participation a été bonne. Les conditions ont été excellentes jusqu'à ce qu'une microrafale soulève notre bateau de récupération de la surface de l'eau. Heureusement, personne n'a été blessé. ✨

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ATLANTIC (B)



Cato Hansen - 61451

Zone Director
zd-b@maac.ca

This column is getting harder and harder to write. In our Zone, we get most of our info from the excellent Zone Newsletter that Al Eastman is editing and preparing every month. Of course, without you the contributor, we wouldn't have this Newsletter.

So, in saying this, I need some help here too; any construction or interesting items you would like to send along, by all means, do so. I have included a couple of pictures of my repair to my old Sea Dancer that had a hard kiss with the water again.

This is the second time I have rebuild it. The first time, it required a totally new fuse; this time, just the center section, but still lots of work. The hardest job was to realign the tail and the forward section. Thankfully I had the drawing and my old trusted R/C Modeler building board.

So have a look, and why not drag that old broken airframe out of the rafters and have a go at it. I know the ARFs are taking over, but there are still some of us who like to build and repair our own.

I have also included a picture of Mike Sebastien's beautiful Beaver, that he scratch-built on floats, during the Fredericton Float Fly. The event was held at the Mactaquac Provincial Park and was well attended this year. They had super conditions except for a very violent downburst that send our rescue boat right up in the air and out of the water. Thankfully, nobody was hurt. ✈



COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



New Club – East Kootenay Flying Site in Cranbrook BC. / Le terrain d'un nouveau club, East Kootenay, à Cranbrook.



Roly Worsfold - 50286 L

Directeur de zone

250.374.4405 | zd-c@maac.ca

VISITE DE CLUB

C'est très valorisant de rendre visite aux clubs au sein de la zone et c'est une excellente façon de comprendre les préoccupations des membres.

Les clubs qui bénéficient d'un beau réseau social entre membres ont maintes fois illustré que c'est la meilleure façon de préserver ces mêmes membres!

Lors d'une visite à Midway, j'ai fait la connaissance de Klaus Kleinhempel (MAAC 44717), membre des Kettle Valley Falcons, un club qui utilise l'aéroport municipal. Tandis que je pilotais ma maquette, Klaus a agi comme observateur (spotter) et surveillait la fréquence radio de l'aéroport, au cas où arrivait un appareil à l'échelle réelle. Klaus est un ancien champion mondial de planeurs F3B, à l'époque où il habitait l'Allemagne de l'Est. Il a immigré au Canada en 1988.

LAISSER DE BONNES IMPRESSIONS

Grâce – en partie – à l'attention que nous avons portée aux règlements de Transports Canada, nos avions télécommandés ont bonne presse, ces jours-ci. Certains ont récemment observé que même si les

pilotes d'avions télécommandés ont bien agi, la perception publique s'entêtera à penser que nous avons tort. Nous devons scrupuleusement observer nos lignes directrices en matière de sécurité. Au-delà de cela, nous ferons aussi bonne impression en faisant la promotion de notre passe-temps auprès de la communauté, pendant des expositions de centres commerciaux, par exemple, ou en invitant le public à des événements, en participant à des salons thématiques et ce genre de truc. J'ai entendu parler d'une idée voulant que les membres d'un club se rendent à un salon de la gastronomie afin de vendre une denrée spéciale afin de récolter des fonds pour le club. C'est in conventionnel mais c'est une bonne idée.

Participer à des événements alors que nous pouvons mettre en valeur notre passe-temps ne peut que promouvoir de bons rapports avec la communauté.

COMITÉS D'INTÉRÊT PARTICULIER

Si vous ne l'avez pas encore fait, jetez donc un coup d'œil à quelques-uns de nos comités permanents (acrobatie de précision, copies volantes, planeurs, etc.). Vérifiez le calendrier des événements à venir et tentez d'y participer et de vous rendre à de tels rassemblements. C'est une bonne façon de rencontrer de nouveaux amis et de renouer

suite à la page 21



Flying at the Midway Airport – Spotter-Klaus Kleinhempel (Past F3B World Sailplane Champion) monitoring the radio for incoming aircraft. Klaus is a member of the Kettle Valley Falcons. / Séance de vol à l'aéroport Midway. L'observateur est Klaus Kleinhempel (ancien champion mondial de planeur F3B) est en train de surveiller la fréquence radio pour les avions à l'échelle réelle en rapprochement de l'aéroport. Klaus est membre des Kettle Valley Falcons..

BRITISH COLUMBIA INTERIOR – YUKON (C)



Flying with the Prince George Aero-Modellers. / Séance de vol chez les Prince George Aero-Modellers.



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

A CLUB VISIT

Visiting the many Zone clubs is a rewarding effort and an interesting way of understanding the membership and club efforts/concerns.

Clubs with a good social network between the members have shown to be a good way to keep members in the club!

On a visit to Midway B.C., I met Klaus Kleinhempel, MAAC # 44717, and a member of the Kettle Valley Falcons, who fly off the municipal airport. While I flew, Klaus spotted for me and monitored the airport radio frequency for incoming aircraft. Klaus is a former World F3B Sailplane Champion when he lived in East Germany. He immigrated to Canada in 1988.

GOOD IMPRESSIONS

Thanks, in part, to the attention being paid to the Transport Canada regulations, our RC airplanes are in the 'limelight' more these days. Recent observations are that even if the RC aircraft is in the right, public



Bulkley Valley Fathers Day Fun Fly. / Fun-fly de la fête des pères à Bulkley Valley.

Rob Dover photo.

perception will view us as being in the wrong. So, we need to be very diligent in following our safety guidelines. Beyond that, we will also do well by promoting the hobby to the community through mall shows, inviting the public to events, participating in any vendor shows or anything you can think of. I heard of an idea to go to a food vending show where the club sold a specialty food to raise funds for the club. That's out of the box, but a good idea.

Participating in any event where there is an opportunity to show our hobby off to the public can't help but promoting good

community relations.

SPECIAL INTEREST COMMITTEES

If you haven't done so already, check out some of our committees, such as Precision Aerobatics, RC Scale, Sailplane etc. Look at the event listings and try participating and going to events/meets. It's a good way to meet new friends and old, the social aspect along with the interest can make the hobby very rewarding. It also provides a good reason for travelling.

continued on page 21

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SOUTH WEST BRITISH COLUMBIA (H)



John Deadman - 26518

Zone Director
zd-h@maac.ca

I hope that you're enjoying your flying season so far; it has been a busy start to the summer with many events happening throughout the zone.

Congratulations to the Nanaimo Model Airs RC club for working with the City of Nanaimo, to obtain not one, but two airfields allowed within the Nanaimo City Parks. Hats off to those involved.

AZM

It is that time again for The Annual Zone Meeting for the South West British Columbia Zone (H).

It will be held September 15th, 2019 at

11:00 a.m. at the Sullivan Hall, 6306 152 St. in Surrey, BC, V3S 3K9.

I have sent out the notice to members via e-mail, included are the following:

- 1- Request for Resolutions & Recommendations,
- 2- Request for Nominations for Election for Zone Director, I will let my name stand for another term.
- 3- Request for nominations for standing committees (listing of all committees in the first pages of the Model Aviation Canada)
- 4- Request for nominations for Awards and Leader members.

Please note that Resolutions or Recommendations can no longer be accepted from the floor of the meetings. In order to be considered at the AZM, recommendations and resolutions need

to be submitted to the Zone Director and MAAC Head office by August 6, 2019, no less than 40 days before the published meeting date, so that they can be included in the meeting agenda.

The e-mail addresses for submissions are: zd-h@maac.ca, for the Zone Director office@maac.ca, for MAAC Head Office

Twenty-one days before the AZM, zone members will receive an electronic agenda from the Zone Director that will include the time and date of the Annual Zone Meeting, the agenda, the business items for discussion, the motions to be voted on and open and closed proxy forms. All submissions must be submitted to both the Zone Director and MAAC Head office. ✈

SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



John Deadman - 26518

Directeur de zone
zd-h@maac.ca

J'espère que vous profitez de la saison de vol jusqu'à maintenant; l'été a été fort occupé avec de nombreux événements d'un bout à l'autre de la zone.

Félicitations aux Nanaimo Model Airs RC Club qui a travaillé de concert avec la Ville de Nanaimo afin d'obtenir non pas un, mais bien deux terrains de vol à l'intérieur du réseau des parcs de la municipalité. Bravo aux personnes qui ont joué un rôle là-dedans.

Assemblée de zone

Nous y voici une fois de plus : l'Assemblée annuelle de la zone Colombie-Britannique Sud-ouest (H).

Celle-ci aura lieu le 15 septembre 2019 à 11 h au Sullivan Hall (6306, 152e rue à Surrey, V3S 3K9).

J'ai envoyé des avis de convocation aux membres par courriel avec les renseignements suivants :

Requête de résolutions et recommandations

Requêtes de mises en candidature en prévision de l'élection du directeur de zone (je me présente pour un autre mandat)

Requête de mises en candidature pour

les comités permanents (la liste se trouve dans les premières pages de la revue Model Aviation Canada)

Requête de mises en nomination pour les prix de reconnaissance ou la désignation de membres Leader.

Veuillez prendre note que les résolutions et recommandations ne peuvent plus être acceptées à partir du plancher, lors des assemblées. Si elles doivent être soumises à l'examen lors de l'Assemblée de zone, ces recommandations et résolutions doivent être soumises au directeur de zone et au siège du MAAC d'ici le 6 août 2019 (pas moins de 40 jours avant la date publiée de l'assemblée) de sorte à ce qu'elles soient incluses dans l'ordre du jour de la réunion.

Les adresses courriel afin de déposer de telles demandes sont :

zd-h@maac.ca pour le directeur de zone
office@maac.ca pour le siège du MAAC.

Vingt-et-un jours avant l'Assemblée annuelle de la zone, les membres de ladite zone recevront électroniquement un ordre du jour en provenance du directeur de zone qui inclura l'heure et la date de l'Assemblée annuelle de la zone, l'ordre du jour, les points à discuter, les résolutions nécessitant un vote ainsi que des bulletins par procuration (libres et fermés). Toutes les soumissions doivent être remises au

directeur de zone ainsi qu'au siège du MAAC. ✈

BC Interior - Yukon (c)

from page 19

SAD LOSSES

Both Carl Pikov 9847 and Jim McKee 6406L of Logan Lake B.C. have recently had their last flight and will be missed. Both were past members of the High-Country Flyers and Jim was also an 'Honorary member of the River Side Flyers near Delta, BC. ✈

C-B Intérieure et Yukon (C) suite de la page 18

avec ceux de longue date; ce volet social et ce volet d'intérêt particulier a de quoi nous combler. Bonne excuse aussi pour voyager.

D'AUTRES DÉPARTS

Carl Pikov (MAAC 9847) et Jim McKee (MAAC 6406L) of Logan Lake ont récemment effectué leur dernier vol; on s'ennuiera beaucoup d'eux. Tous deux étaient d'anciens membres des High-Country Flyers; Jim était aussi membre honoraire des River Side Flyers, près de Delta. ✈

MANITOBA NORD-OUEST DE L'ONTARIO (D)



Jeff Esslinger - 64851L

Directeur de zone
204-632-1366 | zd-d@maac.ca

LE CYCLE DE VIE D'UN ÉVÈNEMENT

« Construisez-le et ils viendront » affirmait un personnage d'un film paru il y a quelque temps. Et c'est ce que nous avons fait.

Au début, le Gimli Model Fest est né au milieu d'un champ débarrassé des mauvaises herbes et de boue. Le maire de Gimli et le coordonnateur des événements ont visité un Fun-fly du Club WHAM suivant l'invitation de Todd Shulba et ils ont tous deux pensé que ce serait une bonne idée de créer un événement à Gimli.

Todd et moi-même avons développé le concept l'hiver suivant. La formule est passée d'un spectacle aérien accueillant quelques modélistes à un véritable Fun-fly et spectacle aérien. De plus, nous avons envisagé accueillir des adeptes de plusieurs volets du modélisme d'un peu partout en ville : vol circulaire, course d'accélération de bolides télécommandés, bateaux télécommandés et voitures RC.

L'idée initiale – d'illustrer plusieurs disciplines du modélisme – n'est pas allée bien loin mais la formule du Model Fest de Gimli a tenu la route pendant plus d'une décennie.

Les souvenirs abondent. Je me rappelle le terrain initial que nous avons emprunté – ce mélange de boue et de mauvaises herbes dont je parlais – et le déménagement vers les lieux magnifiques qu'a dénichés Carson Bennet. La construction pouvait commencer.

Je me souviens de Robert Yablonski et de son équipe qui se sont mis en devoir de construire des pare-soleils.

Je me souviens aussi de l'éternelle contribution de Jack Yablonski aux travaux d'aménagement de la voie d'accès, le drainage, l'installation du conteneur et du prêt d'équipement.

Nous avons réglé tous les problèmes du monde autour d'un feu de camp.

Todd et moi avons passé d'innombrables heures à rester debout jusqu'à minuit afin de planifier le spectacle aérien et notre récompense, c'était l'excitation de vous voir, les modélistes, y participer.

On ne pourra oublier Don Forness au micro en sa qualité d'annonceur du spectacle aérien.

A suivi le Mud Fest pendant deux ans d'affilée – ce qui a annulé la portion des vols – mais le plaisir allait bon train sous le grand chapiteau blanc. Bon, j'avoue que je n'aimais pas beaucoup me lever à 4 h du matin afin de voir à la cuisson du cochon rôti, une formule que nous avons utilisée

pendant quelques années.

Je me rappelle que pendant des années, Wilf Ansel et moi nous rendions au terrain de vol uniquement pour nous tenir avec les autres et pour tondre le gazon (aucune bière n'a souffert, ce faisant).

Au dixième anniversaire de l'évènement, nous avons obtenu un commanditaire afin de présenter un bien beau spectacle de feux d'artifices (j'avais des contacts) et grâce à Randy Hepner qui me donnait un coup de main, nous avons illuminé le ciel en soirée.

Je retiens le souvenir des participants qui arrivaient; les modélistes qui s'amenaient uniquement pour la journée autant que les campeurs. Tout ce beau monde mettait l'épaule à la roue et aidait à disposer le terrain; les souvenirs sont un peu plus tristes lorsque les installations étaient démantelées et que les participants quittaient.

Au fil des ans, l'intérêt pour le spectacle aérien a faibli chez les participants et chez les spectateurs. J'espère que le Rassemblement des aéromodélistes 2019 constituera un nouveau départ, que les amitiés – anciennes comme nouvelles – seront au rendez-vous et que tout le monde s'amusera. Pour ma part, après 15 ans de coordination à Gimli, le vol vient de décoller à destination de...

Je vous remercie tous. ✈

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MANITOBA NORTHWESTERN ONTARIO (D)



Jeff Esslinger - 64851L

Zone Director

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

LIFE CYCLE OF AN EVENT

Build it and they will come, the famous line from a movie some time ago, and we did.

At the beginning, a field of cut down weeds and packed mud, Gimli Model Fest was born. The Mayor and Events Coordinator of Gimli at the time visited a fun fly at WHAM, at the invitation of Todd Shulba, and they thought it would be a great idea to create an event in Gimli.

As Todd and I started to develop the concept the following winter, it went from an Air Show with a limited number of modelers to a full-on fun fly and Air Show. Additionally, we had a vision of Gimli hosting many aspects of modelling throughout the town: control line flying, RC drag racing, RC boats and RC cars.

The initial idea of multiple modelling disciplines did not take hold, but a decade-plus run for Gimli Model Fest did.

The years of memories abound.

Thoughts of the initial borrowed mud/weed field to the beautiful location that Carson Bennet sourced and commenced building.

Memories of Robert Yablonski and team building the sunshade.

Recollections of Jack Yablonski's endless contributions to the road work, drainage, container placement and lending of equipment.

Countless evenings of solving the world's problems around the campfire.

Years of Todd and I up till midnight planning the Airshow, then the excitement of seeing you guys participating in the Airshow.

And who can forget the pleasure of Don Forness as announcer for the Air Show.

Then there was "Mud Fest", two years in a row of the event being rained out, but that didn't stop the fun in the big white tent. O.K., so I didn't care for getting up at 4 a.m. to start cooking the hog as we did for a few years.

I remember the years of Wilf Ansel and I going to the field to just hang out and cut grass (no beer were harmed in the process).



Todd Shulba, with his Airbus A320, was one of the driving forces behind the Gimli Model Fest. / Todd Shulba et son Airbus A320 était l'un des fers de lance du Gimli Model Fest.

PHOTO: Richard Barlow

On the 10th year anniversary, we secured a sponsor for a really darn good fireworks show (I had a connection) and with the help of Randy Hepner, we lit up the night sky.

Memories of participants arriving; day fliers and campers, people banding together to set up the field and the solemn memories of the take down and exit of the participants.

As the years went, interest in an Air Show waned for participants and spectators. The Gathering of Aeromodellers 2019 will, I hope, become a new start to continued friendships, new friendships and most of all a good time. For myself, after 15 years of coordinating the Gimli events, that flight has departed.

A big thank you to all. ✈

VALLÉE DE L'OUTAOUAIS (G)



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

J'espère que d'ici à ce que vous lisiez cette chronique, l'été sera finalement arrivé et que vous aurez réussi à passer du temps de qualité à faire voler vos maquettes.

Hal MacDonald

Je félicite notre cher Hal MacDonald, à qui on a présenté sa désignation de membre Leader du MAAC. Hal appuie notre passe-temps au sein du Club (les Stetson Flyers) et de la zone et au sein de quantité de comités, dont celui de la sécurité. Félicitations, mon ami; c'est un prix que vous méritez tout à fait et qu'a approuvé à l'unanimité le conseil de direction du MAAC.

course de Drones

J'ai songé vous entretenir sur cette portion de notre passe-temps dans le cadre de cette chronique et suivant la divulgation des règlements pour SATP de Transports Canada. Je parle, bien entendu, des drones.

Aux yeux de notre gouvernement, toutes les maquettes d'aéronefs de loisir se retrouvent sous la terminologie commune des systèmes aériens télépilotés, les SATP (en anglais, communément appelés Remotely Piloted Aerial System). Tout le monde devrait maintenant être au courant : si vous êtes un membre en règle du MAAC et que vous exploitez votre SATP conformément aux lignes directrices du MAAC, les autres règlements de Transports Canada pour les SATP ne s'appliquent pas à vous.

Voici quelques sages conseils, cependant :

ASSUREZ-VOUS que vous connaissez les règlements et lignes directrices du MAAC ainsi que ceux de chaque club dont vous êtes membre.

DEMANDEZ des conseils et en cas de doute, **AVANT** que vous alliez faire voler votre maquette et finalement,

N'EXPLOITEZ PAS votre SATP en marge des lignes directrices du MAAC, sans quoi vous risquez de subir la colère du gouvernement et des autres autorités alors que vous n'obtiendrez aucun appui – y compris l'assurance – sous les auspices du MAAC.

Beaucoup de mauvaise volonté a caractérisé les drones et leurs activités ainsi que les comportements de plusieurs et, bien sûr, les mauvais comportements ont maintes fois été rapportés. Je crois qu'il importe de noter que, dès le début, les nombreux règlements qu'impose le gouvernement constituent une réaction exagérée aux gestes de quelques mécréants, ces mêmes personnes ne représentant pas du tout les gestes de la grande majorité des opérateurs de drone.

J'aimerais saisir l'occasion de jeter un peu d'éclairage sur la communauté des adeptes de drone au sein de notre passe-temps. La course de drones est un phénomène global qui suscite de l'intérêt et l'approbation en guise d'élément de notre passe-temps et qui constitue un passe-temps gratifiant pour les concurrents au Canada. Vous pourriez être surpris en apprenant que la course de drones comporte les caractéristiques suivantes, des objectifs que prône depuis longtemps le MAAC :

Les courses de drones sont organisées sur la scène mondiale alors que ses règlements sont très songés; certains concours offrent d'ailleurs des bourses monétaires plutôt intéressantes.

Comme l'indique le nom, la course de drones est extrêmement concurrentielle, si bien que les courseurs terminent souvent à une fraction de seconde l'un de l'autre, après que leur machine ait parcouru le terrain.

La course de drones attire un groupe démographique ciblé qui brille par son absence au sein du MAAC; les jeunes et

jeunes adultes.

La course de drones appuie de façon importante les éléments de compétences essentielles de l'école, ce qu'on appelle les STIM (science, technologie, ingénierie et mathématiques).

Ce passe-temps excitant fait lever les enfants de leur divan et les fait sortir du sous-sol afin d'interagir avec les autres, tout en offrant l'environnement de jeu rapide dont ils raffolent.

Lorsque les drones sont arrivés sur le marché, les adeptes des maquettes à voilure fixe (et même d'hélicoptères) les avaient en horreur et n'en voulaient pas au sein des activités de leur club respectif. Les pilotes de drones avaient tout autant en horreur – surtout les mécréants – les paramètres très serrés des règlements et de lignes directrices. Eh bien, vous pouvez blâmer ou louer l'intervention gouvernementale, mais cette époque est révolue.

Il me fait plaisir d'affirmer qu'au sein de la zone G, tous les volets de l'activité de drones sont maintenant chose commune. Grâce aux efforts soutenus de modélistes comme Shami Mudassir, la course de drones se porte bien et croît en popularité dans la région d'Ottawa.

J'appuie sans réserve ce phénomène et j'encourage les clubs à poursuivre en ce sens. Cela ne peut qu'être bénéfique pour le passe-temps et constituerait un très bon élément de mesure pour les clubs à la recherche de leur désignation Leader.

Fun-Fly de la zone G

N'oubliez pas de participer au Fun-fly de la zone G, dont l'hôte sera le Brockville Aero Modelers Club. Nous accueillerons les modélistes à compter du 2 août; l'évènement se déroulera jusqu'au dimanche soir, 4 août. J'espère vous y voir!



OTTAWA VALLEY (G)



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

I hope, by the time you read this column, that summer has finally arrived and you've been able to get in some 'quality time' with your airplanes.

HAL MACDONALD

I wanted to take this opportunity to congratulate our very own Hal MacDonald who was presented with the MAAC Leader Member award. Hal has supported the hobby at the Club and Zone level as well as on myriad committees, none the least of which is our Safety Committee. Congratulations my friend; a very well deserved award which was unanimously approved by your MAAC Board of Directors.

DRONE RACING

In this column and with the long-awaited release of the new Transport Canada RPAS regulations, I thought I'd devote some thoughts toward that portion of the hobby which begot the new rule set... drones.

In the eyes of our government, all manner of remotely controlled flying hobby craft are under the common term of Remotely Piloted Aerial System or RPAS. As everyone should know by now, if you're a MAAC member in good standing and operate your RPAS within MAAC guidelines, the rest of the TC RPAS regulations do not apply to you.

Some words to the wise, however:

DO ensure you are aware of all MAAC rules and guidelines as well as those from each club you may belong to.

DO ask for guidance, if in doubt, BEFORE you venture out to fly and lastly

DO NOT operate your RPAS outside MAAC guidelines or you

risk the full wrath of the government and other authorities with no practical support available to you, including insurance, under MAAC auspices.

There has been a lot of ill-will regarding drones and drone-related activities, behaviours and, of course the much advertised misbehaviours. I think that it is important to note, from the outset, that like so many rules which the government ends up imposing upon the good people of a given land, they are most often an over-reaction to the deeds of a few miscreants who do not represent the thoughts and actions of the vast majority of drone operators.

I would like to take this opportunity to shed some light on the Drone racing community within our hobby. Drone racing is a global phenomenon which is rapidly gaining both interest and acceptance as a viable element of the hobby and a rewarding pastime among racers in Canada. It might come as a bit of a surprise to learn that drone racing has the following attributes which MAAC has long espoused as targets for our hobby in Canada:

1. Drone racing is organized on a Global scale, with detailed and very well thought out rules, with some events offering significant winning purses.
2. As its name implies, drone racing is extremely competitive with course completions mere fractions of a second apart determining the winning order for a given race.
3. Drone racing appeals to a target demographic, largely missing among the MAAC ranks; that of kids and young adults.
4. Drone racing offers strong support to S.T.E.M.-based educational elements.
5. This exciting hobby pastime gets kids off the couch, out of the basement and interacting with others, whilst offering the fast-paced game-style environment they've become addicted to.

When drones first came on the market, there was an aversion among the fixed wing (and even heli) operators to even consider including these folks in club activities. Similarly, there was an aversion on the part of some of the drone pilots, particularly among the miscreants, to being hemmed in by rules and guidelines. Well, whether you blame or herald government intervention, those days are largely behind us.

I am very pleased to say that I recognize that, within Zone G, acceptance and inclusion of all things drone has become commonplace in more and more clubs. Thanks to the ceaseless efforts of folks like Shami Mudassir, drone racing is alive, well and thriving in the Ottawa area.

I fully support this and urge all clubs to keep this going. It can do nothing but good for the hobby and would make a very good Leader Club measurement element.

ZONE G FUN FLY

Don't forget to plan to attend the Zone G Fun Fly Event, hosted by the Brockville Aero Modelers Club. Arrivals welcome from August 2, and the event runs to Sunday night August 4. Hope to see you there! ✈

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PROJECTS FOR BEGINNER,
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QUÉBEC (1)



Jean Paul Le Guilcher - 17859
Directeur de zone
418-296-8791 | zd-i@maac.ca

Salut les amis!

La saison est bien commencée avec quelques Fun-Flies à l'horizon. Le début a été lent mais maintenant c'est bien parti!

La nouvelle réglementation de Transports Canada ne semble pas trop nous affecter. Merci encore à Rodger Williams et à son équipe pour le découpage nous favorisant.

La prochaine assemblée annuelle de la zone aura lieu le 19 octobre 2019 au stade Honco de Lévis (Charny). Le poste de directeur de zone adjoint sera en élection. N'oubliez pas de me faire parvenir vos propositions de modification aux règlements ou propositions de recommandations au moins 40 jours à l'avance pour que je puisse les inclure dans l'ordre du jour de la réunion.

Bienvenue à tous!

Petite nouvelle: un nouveau club est en formation à Saint-Charles de Bellechasse. Pour info, communiquez avec Serge Denis au 418 858-7832.

N'oubliez pas que vous pouvez m'envoyer de vos nouvelles en tout temps, ou me faire parvenir un petit compte-rendu avec photos en haute définition que je me ferai plaisir de faire paraître dans ce magazine.

L'article qui suit parle d'un groupe de Cadets de l'air de Baie-Comeau, dont je m'occupe pour leur montrer la fabrication d'un kit d'avion. Merci à Jacques de QTM de m'avoir trouvé un kit à construire, pas facile maintenant avec tous les ARF! Au moment où vous lirez ces lignes, le baptême de l'air aura été effectué!

LES CADETS DE L'AVIATION DE BAIE-COMEAU DÉCOUVRENT L'AÉROMODÉLISME

C'est en novembre 2018 que tout a commencé. L'idée est venue de Gabriel Chouinard, instructeur civil pour le mouvement des Cadets de l'air de Baie-Comeau et de son ami Jean-Paul Le Guilcher, directeur régional des Modélistes aéronautiques associés du Canada (MAAC).

Depuis plus de 60 ans, les Cadets de l'aviation sont présents à Baie-Comeau. Cette organisation a rassemblé jusqu'à 80 jeunes dans les années folles de



l'aviation dans la région de la Côte-Nord. Aujourd'hui, les jeunes sont peu nombreux à se motiver pour les disciplines de l'aéronautique. D'où l'idée de construire des modèles réduits qui servent de support à développer les intérêts de l'aviation.

Le programme des Cadets de l'aviation a comme mission de stimuler l'intérêt des jeunes âgés de 12 à 18 ans envers le domaine de l'aviation et de l'aérospatiale. Plus de 96 escadrons, répartis sur tout le territoire

du Québec et de la vallée de l'Outaouais, regroupent plus de 5 600 cadettes et cadets. Les sujets aussi diversifiés que l'identification d'aéronefs, la navigation, l'aérospatiale, la communication, la météorologie ou les opérations d'un aéroport sont couverts dans le cadre de ce programme.

L'Escadron de Baie-Comeau désire établir un programme d'aéromodélisme. L'an

suite à la page 27

QUEBEC (I)



Jean Paul Le Guilcher - 17859
Zone Director
418-296-8791 | zd-i@maac.ca

Hello, friends!

The flying season is under way and a few Fun-flies are being planned. Season start was a bit slow, but we are forging ahead!

Transport Canada's new legislation does not seem to affect us too much. Thanks once again to Rodger Williams and to his team for making this work for us.

The zone's next annual meeting is slated for October 19, 2019, at the Honco stadium in Lévis (Charny). The Deputy Zone Director's position will be up for grabs. Don't forget to send me your proposed amendments to the regulations or to the recommendations at least 40 days in advance so I can include them in the meeting agenda.

Welcome, all of you!

A little bit of news: a club is in the creation stage in Saint-Charles-de-Bellechasse. Info: Serge Denis, at 418.858.7832.

Don't forget to send me some news from time to time, a little write-up or photos (high-definition ones, please) and I will be pleased to include these in the magazine.

The following article highlights a group of Air Cadets in Baie-Comeau (Québec's Lower North Shore) that I'm involved with, as I am showing them how to assemble a model airplane kit. Thanks to Jacques at QTM (a Québec City hobby shop) who found this kit for me... not an easy thing in this era of ARFs! As you'll be reading these lines, the model's maiden will have been done!

BAIE-COMEAU AIR CADETS DISCOVER AEROMODELLING

It all started back in November 2018. The idea spawned in the mind of Gabriel



A beautiful Cub coming out of the water at the Trois-Rivières Float Fly. / Un magnifique Cub sort de l'eau au Float-fly de Trois-Rivières.

Chouinard, a civil instructor for the Baie-Comeau Air Cadet movement and his friend, Jean-Paul Le Guilcher, regional director for the Model Aeronautics Association of Canada (MAAC).

For over 60 years, the Air Cadets have been a fixture in Baie-Comeau. Back in its heyday, this organization assembled up to 80 teens in the Lower North Shore area. Today, very few young people are motivated to look into aeronautics and its various disciplines. That's how the idea came about to build RC models as a support for aviation interests.

The Air Cadet program aims to interest young people aged 12 to 18 in aviation and aerospace. Over 96 squadrons are spread on the Québec territory and in the Ottawa Valley for a total of 5 600 cadets (boys and girls). The program covers such subjects as aerial navigation, aerospace, communications, meteorology or airport operations.

Hence, the Baie-Comeau Squadron wanted to create an aeromodelling program. Last year, some of the youth were shown

plastic model construction of various aircraft types. Painting, gluing and finishing were topics which were covered. The previous year, some RC helicopters were purchased and the cadets were shown their first flying techniques. But we needed to venture further, hence the idea to build models.

In the past, the first wooden structure model that was built was a sailplane. It went through a tough time in the hands of the cadets and it needs restoring. It was a golden opportunity for our young to discover modelling with balsa wood.

It is now time for this new model to shine in the spotlight. Baie-Comeau Squadron 654 thanks MAAC for supplying the model and the technical support. On any given Tuesday evening, some cadets help assemble the SIG Kadet LT 40 components.

Jean-Paul Le Guilcher has committed to follow the youngsters' progress. Their objective: to conduct a test flight in May and to have the Kadet enter operational service right after! ✈

Québec (I)

suite de la page 26

dernier, certains jeunes ont eu l'occasion de s'initier à la construction de modèles réduits en plastique de différents aéronefs. Peinture, collage, finition sont à l'ordre du jour de ces activités. L'année précédente, l'achat d'hélicoptère radiocommandés ont permis d'acquérir les premières techniques de vol. Mais il fallait aller plus loin, d'où l'idée de construire plus grand.

Le premier modèle d'aéronef en

structure de bois construit dans le passé par des cadettes ou des cadets de l'air a été un planeur. L'appareil a passé des années difficiles et il faut le restaurer. Belle occasion, pour nos jeunes, de découvrir ce monde de l'aéromodélisme en bois.

Maintenant, c'est au tour de notre nouvelle acquisition d'entrer en scène. L'appareil ainsi que le soutien technique sont offerts gracieusement par le MAAC que l'Escadron 654 de Baie-Comeau

remercie chaleureusement. Chaque mardi soir, certains jeunes cadets et cadettes participent à l'assemblage des composantes de l'avion, un SIG Kadet LT 40.

Jean-Paul Le Guilcher accompagne généreusement nos jeunes dans leur apprentissage. Objectif : un vol d'essai prévu en mai prochain et une mise en service opérationnelle tout de suite après! ✈

SAINT-LAURENT (J)



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

DÉBUT DÉTREPÉ DE LA SAISON DE VOL

Dans la région Saint-Laurent du Québec, les précipitations excessives et le temps frais ont retardé l'ouverture des terrains de vol. Conséquemment, le renouvellement des clubs et des adhésions en ont aussi souffert. Au moment d'écrire cette chronique, notre météo est devenue très chaude alors que le mercure se fixe autour des 30 degrés Celsius et que le vent atteint souvent les 30 km/h. Cela aura aussi tôt fait de décourager les modélistes/pilotes.

Toutefois, des conditions de vol prévalent et c'est le temps de mettre à l'essai vos projets de construction/réparations de l'hiver et de faire un brin de jasette avec vos collègues de club.

MISE À JOUR DE VOTRE PROFIL DE MEMBRE

Il importe à votre club et à notre zone que votre profil de membre soit à jour, y compris votre affiliation au club que vous avez choisi. Pour faire cette mise à jour, passez aux étapes suivantes :

Depuis le portail du MAAC, cliquez sur l'onglet « ouverture de session » en haut de la page. Vous serez alors dirigé vers la page de données des membres du MAAC.

Inscrivez votre numéro de MAAC ainsi que votre mot de passe sur cette page et



cliquez le bouton « S'identifier ». Si vous avez oublié votre numéro de MAAC ou votre mot de passe, vous pouvez cliquer sur les onglets sous le bouton « S'identifier » et le système vous enverra les liens servant à corriger ces problèmes à l'adresse de courriel à domicile que nous avons en dossier pour vous.

Une fois que la séance a démarré, cliquez sur l'onglet « Mon compte » dans le coin droit de la page.

Une fois que votre profil sera apparu, sélectionnez la fonction « Modifier mon compte » dans le coin supérieur gauche de la page et vous pourrez modifier vos renseignements.

Une fois que vous aurez terminé, vous pouvez cliquer sur « Sauvegarder » et vous pouvez sortir de la session.

TRANSPORTS CANADA : MISE À JOUR

Les membres du MAAC sont officiellement exemptés de l'exigence de suivre un cours et de réussir un examen que requiert Transports Canada pour toutes les personnes qui ne sont pas membres du MAAC et qui font évoluer une maquette télécommandée. Toutefois, on s'attend toujours à ce que vous fassiez évoluer vos maquettes conformément aux lignes directrices du MAAC.

L'une des nouvelles exigences, c'est que toutes vos maquettes comportent, au minimum, votre numéro du MAAC et un numéro de téléphone (soit celui du siège du MAAC, 1 855.359.6222 en anglais, soit le 1.855.756.6222 en français ou encore, votre propre numéro de téléphone). La dimension

suite à la page 90



ST. LAWRENCE (J)



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

FLYING SEASON WET START

In the Saint-Lawrence region of Quebec, excessive rain and cooler weather has delayed field openings. This also slowed club and membership renewal. As I am writing this column, our weather has become very hot with temperatures frequently hovering close to 30 C and wind gusts up to 30 KPH. All this further discouraging member participation.

Nonetheless, reasonable flying conditions are appearing and so it is time to test out your winter building / repairing projects, fly, schmooze, and enjoy.

UPDATING YOUR MEMBER PROFILE

It is important for you, your club, and our zone to have up-to-date information about yourself including which clubs you belong to. To update your information, please use the following steps:

- 1: From MAAC homepage, click the 'MEMBER SIGN IN' link at the top of the page. You will be directed to the MAAC Member Database sign-in page.
- 2: Enter your MAAC number and password on this page and click the 'Sign In' button. If you've forgotten your MAAC number or password, you can click on the links below the Sign In button and links to correct these issues will be sent to the e-mail address we have on file for you.
- 3: Once you have logged in, click on the 'My Account' link on the top right side of the page.
- 4: When your profile appears, Select 'Edit my Account' in the upper left side of the page and modify your information.
- 5: Once finished, click on 'Save', then exit.

TRANSPORT CANADA UPDATE

MAAC members are officially exempt from the requirement to take courses and pass tests as demanded by Transport Canada to all non-MAAC persons flying radio controlled aircraft. However, you are always expected to fly in accordance with the MAAC safety guidelines.

One new requirement is that all your models must carry at minimum your MAAC number and telephone number (either



the MAAC office 1-855-359-6222 in English or 1-855-756-6222 for French or your own telephone number). The size and placement of this information is not specified; however, it must be easily visible and without the need to dismantle your aircraft.

MPPD6 - MAAC FLYing Site Specifications

As stated by Peter Schaffer the MAAC president:

"The purpose of MPPD 6 is to provide recommendations of best practices to build a safe flying environment. The constraints are many – travel time, access to the site by road, adjacent property owners, new airspace restrictions, encroaching development, finding property owners willing to rent land, provincial and municipal restrictions, the size and shape of the site, the cost of the annual rent of the site, as well as the cost to construct the airfield and supporting infrastructure.

"Many of the existing flying sites are crammed into less than ideal locations. Airfields are found in the corners of prairie fields, where farmers cannot turn their big equipment around in, or industrial sites that will not be developed for residential purposes, on sod farms where everything must be removed, after the flying session is over.

"The needs of the site are determined in part by what is flown at the site i.e. small electrics vs. jets, float aircraft vs. wheeled aircraft or helicopters, drone racers vs. control line, free flight vs. rockets etc. Note, that in-line 4.2 and 4.5 deviations from the recommend are permissible if documented.

"To be up to date, on this challenging



issue, please visit the MAAC Website and view MPPD 6 Version 6."

EVENTS

To date, our zone has hosted six events and based on listings in the EVENT section of the MAAC website, there are 11 more listed as of now. 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.

AZM OCTOBER 27, 2019: BOUCHERVILLE

I am pleased to announce that thanks to the assistance of Yves Auger, president of the Club d'avions téléguidés de Boucherville (535), we have secured the use of the Centre multifonctionnel Francine-Gadbois, 1075 Rue

continued on page 78



Get Protected And Save!

Aon and The Model Aeronautics Association of Canada have partnered to offer all members great savings on discounted home and auto insurance coverage.

And as an added feature, you'll receive Model Aircraft coverage with your residential insurance policy on premises and in transit to and from flying sites (not while being flown.)

For a no obligation quote in minutes

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Office hours: Monday to Friday 8:30am to 4:30pm

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At Aon, it's our goal to ensure you receive the proper protection to fit your lifestyle. As a broker, we offer more products and make insurance easy. Most importantly, getting an insurance quote with Aon is simple, convenient and only takes a few minutes.

Model Aircraft coverage:

- Covered under Residential Insurance policy on premises and in transit to and from flight sites (not while being flown)
- Subject to \$1,000 deductible
- Model aircraft under the Transport Canada guidelines of a model aircraft (weight limit of 35kg and use for recreational purposes only), limit of coverage is subject to the contents limit on the policy
- Peril required to be insured for coverage to apply to model aircraft. ie. If earthquake coverage is not on your policy, your model aircraft isn't covered if there is an earthquake loss

Visit www.maac.aon.ca for your quote.
It may save you hundreds!

Soyez Protégé Et Économisez!

Aon et la Model Aeronautics Association of Canada (MAAC) ont établi un partenariat pour permettre à tous les membres de réaliser d'excellentes économies grâce à une couverture d'assurance habitation et automobile collective à taux réduits.

De plus, vous recevrez une couverture pour les modèles aéronautiques en vertu de votre police d'assurance habitation lorsqu'ils sont au domicile ou en transit à destination ou en provenance de sites de vol (mais non lorsqu'ils sont en vol).

Pour obtenir une soumission sans obligation en quelques minutes

consultez le site www.maac.aon.ca

ou appelez le 1 800 448-2539 pour parler à un courtier Aon.
Heures de bureau : de 8 h 30 à 16 h 30, du lundi au vendredi.

Pourquoi choisir Aon pour votre assurance habitation et automobile?

- Pouvoir d'achat de groupe
- Couverture pour les modèles aéronautiques incluse dans les polices d'assurance habitation
- Options de paiement pratiques – pas de frais de service
- Représentations relatives aux réclamations
- Options de couverture pour tous vos besoins en assurance
- Et plus encore...

Chez Aon, notre objectif est de nous assurer que vous bénéficiez d'une protection qui correspond à votre mode de vie. À titre de courtier, nous offrons plus de produits et simplifions la souscription d'assurance. Et surtout, obtenir une soumission d'assurance auprès d'Aon est simple, pratique et ne prend que quelques minutes.

Couverture pour les modèles aéronautiques :

- Couverture en vertu de la police d'assurance habitation lorsqu'ils sont au domicile ou en transit à destination ou en provenance de sites de vol (mais non lorsqu'ils sont en vol)
- Sous réserve d'une franchise de 1 000 \$
- Modèle aéronautique selon les lignes directrices de Transport Canada relatives à un modèle réduit d'aéronef (limite de poids de 35 kg et utilisation à des fins de loisirs uniquement), limite de protection assujettie à la limite applicable au contenu indiquée dans la police
- Nécessité d'assurer le risque matériel pour que la couverture s'applique au modèle aéronautique

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.

Visitez le site www.maac.aon.ca pour obtenir une soumission.
Vous pourriez économiser des centaines de dollars!

SOUTH-EAST ONTARIO (L)



Athol H. Cohen -35223

Zone Director
zd-l@maac.ca

This is likely my last column for the magazine as the Zone Director as my term comes to an end on the 15th September and I will not be standing for re-election.

It's been an interesting and somewhat frustrating time as a member of the Board of Directors. Much has been accomplished on the technology side of the Association but, in my opinion, we have lost sight of the people side and why we need to improve this aspect of MAAC. We are, after all, an association for the membership, not for the Board.

As such, I encourage you all, as members of MAAC, to get involved at the operational level, not only on committees, but more specifically on the Board of Directors. We need new blood and with that, new ideas. This will only come from new members, so step up and engage to make a difference.

On the Zone front, I again represented the Southeast Zone at the AGM in Kamloops, B.C. Be sure to read the Draft Minutes from the AGM so you understand

what Resolutions and Recommendations were approved. This link will take you to the MAAC.ca website and let you download the document:

https://secure.maac.ca/members/en/get_document.php?document_id=506.

ATTENDING AGMS

Next year's AGM will be held in Kanata (near Ottawa, ON). Try and arrange to be in attendance. MAAC is your association.

Most of us have been preoccupied with the Transport Canada Rules for Remotely Piloted Aircraft Systems (RPAS) and thanks to the MAAC-TC Advisory Group, a continued exemption has prevailed.

Their tireless work had paid off for the MAAC membership, albeit, not without some items of misinterpretation. A number of members have also gained their Basic and Advanced RPAS Licenses.

One little reminder that RPAS under 250 grams are exempt, whether flying at a MAAC-sanctioned field or not. The last (May-June) issue has an abundance of information on the regulations.

FLYING SEASON

The flying season here in most of Ontario

has gotten off to a late start with the amount of rain we have experienced but at the time of writing this column, we seem to have finally driven out to our flying fields.

I have personally only been out flying six times at my local club – and I'm retired! As we move into July, I will venture out to visit some of the surrounding clubs and bring them MAAC greetings and help answer any questions that they may have collected from their members.

NEW FIELD

The Radio Control Flying Club of Toronto have a new field and have made great progress in getting it ready. They started late last year and started again once the rain had stopped this year, continuing with their work on the land, including grading, clean-up and seeding.

Their active Facebook page has some great pictures of how well their grass runway is going.

BEST WISHES

To the incoming Zone Director, I wish him well and offer my help in getting him "up to speed", as he may require it. ✈

SUD EST DE L'ONTARIO (L)



Athol H. Cohen - 35223

Directeur de zone
zd-l@maac.ca

Cette chronique sera vraisemblablement ma dernière à titre de directeur de zone puisque mon mandat se termine le 15 septembre et que je ne me représente pas.

Le temps que j'ai passé en poste a été intéressant et un peu frustrant à titre de membre du conseil de direction. Beaucoup de choses ont été accomplies du côté de la technologie à l'Association mais, d'après moi, nous avons perdu de vue l'aspect humain et pourquoi nous devons améliorer cet aspect du MAAC. Après tout, nous sommes une association pour les membres, pas pour le conseil de direction.

Conséquemment, je vous encourage tous, en votre qualité de membres du MAAC, de vous impliquer dans l'opération

et non seulement au sein des comités et plus précisément au conseil de direction. Nous avons besoin de sang nouveau et de nouvelles idées. Cela ne viendra que des nouveaux membres. Avancez-vous et contribuez à votre façon.

Sur le plan de la zone, j'ai représenté une fois de plus la zone Sud-est lors de l'Assemblée générale annuelle de Kamloops (Colombie-Britannique). Assurez-vous de parcourir l'ébauche du procès-verbal découlant de l'A.G.A. de sorte à ce que vous compreniez lesquelles des résolutions et des recommandations ont été approuvées. Ce lien vous conduira au site Web du MAAC de sorte à ce que vous puissiez télécharger ce document : https://secure.maac.ca/members/en/get_document.php?document_id=506.

PARTICIPATION AUX A.G.A

L'A.G.A. de l'année prochaine se

déroulera à Kanata (l'ouest d'Ottawa). Essayez de faire vos arrangements et d'y participer. Le MAAC, c'est votre association.

La plupart d'entre nous s'inquiètent des règlements de Transports Canada sur les systèmes d'aéronefs télépilotés (SATP) (communément appelés en anglais Remotely Piloted Aircraft Systems, les RPAS) et grâce au groupe consultatif MAAC-Transports Canada, nous avons droit à une exemption.

Le travail acharné des membres du comité a rapporté pour les membres du MAAC, non sans quelques endroits sujets à une mauvaise interprétation. Plusieurs membres ont aussi obtenu leur permis SATP de base ou avancé.

Je vous rappelle que les SATP de moins de 250 grammes sont exemptés, que leur propriétaire les fasse voler à un terrain

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SUD OUEST DE L'ONTARIO (M)



Frank Klenk - 32001L

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

Un membre du Woodstock Radio Control Flying Club (WRCFC), Ulf Bergquist, a récemment causé tout un émoi en arrivant au terrain de vol avec une maquette du F-22 Raptor qui était, disons, très rose.

Ulf avait précédemment construit et piloté une plus petite maquette du F-22, cette fois assemblée avec de carton-mousse disponible chez les magasins à rabais Dollar Store et celle-ci volait bien; toutefois, il a poussé son raisonnement en se disant qu'une plus grosse volerait mieux.

Après avoir couché sur papier le design d'une nouvelle maquette, il a entamé la construction tout en laissant savoir à ses collègues modélistes qu'il préparait quelque chose. Et voilà qu'un jour, le F-22 était prêt pour son vol d'essai. Vous devriez savoir que si l'avion était rose, c'est que Ulf n'a rien peint sur le prototype. Il s'était servi de la mousse isolante (pour projets domiciliaires) de ½ pouce.

Ulf est plutôt innovateur et avait fait de la recherche afin de trouver un matériau qui offrirait les avantages de sa plus petite maquette. La mousse en panneaux de chez Home Depot est à la fois légère, robuste, facile à travailler et peu dispendieuse.

Il a découvert que ce matériau avait un sens du « grain ». Les feuilles de 2 pieds par 8 pieds résistaient davantage à toute courbure dans le sens de la longueur et Ulf a retenu la leçon en cours de construction. Il a utilisé quelques longerons d'épingle pour les bords d'attaque et dans le sens de l'envergure afin d'améliorer la rigidité de la maquette. Il a eu recours à de la colle Gorilla Glue afin de tout coller. (De la colle cyanoacrylate ordinaire fait fondre la mousse.)

Ulf avait l'habitude de lancer son F-22 précédent à la main mais il a décidé d'ajouter un train d'atterrissage composé de composantes de rechange de l'Apprentice (d'E-Flite). Il a installé la motorisation électrique et un système d'élevons et voilà, le F-22 était prêt à voler.

Le vol d'essai a été effectué sans qu'il ne devienne dramatique. Le F-22 volait très



bien, bien qu'il ait été légèrement sous-motorisé.

La prochaine fois qu'il s'est présenté, Ulf avait remplacé le moteur et le contrôleur de vitesse et la performance s'est avérée époustouflante. La réaction des modélistes sur place a été immédiate : « Hé, je dois me procurer un de ces appareils! » Ulf a offert des plans mais après s'être laissé convaincre, il a consenti à découper les composantes en mousse pour quelques-uns de ses collègues de club.

Environ une semaine plus tard, Ulf est revenu au terrain avec des kits complets découpés à la machine CNC et des longerons, dépassant ainsi les attentes de ses amis. La construction en a été accélérée et quelques semaines plus tard, quatre ou cinq versions avaient pris la voie des airs. Aucune ne se ressemblait (elles n'étaient plus uniquement rose et Ulf avait pris la peine de coller des feuilles d'érable rouge sur son prototype).

Chaque version possédait sa livrée de couleurs précise, exécutée grâce à de la peinture acrylique de chez Dollar Store. Une maquette était même dotée d'un train d'atterrissage escamotable. Un constructeur voulait utiliser un moteur au nitro, si bien qu'Ulf a conçu un support moteur mobile afin de faciliter l'utilisation d'un démarreur électrique. Tous ces avions volaient aussi bien que la maquette originale, même s'ils étaient motorisés différemment.

Ulf et le président du WRCFC, Bryan Mailloux, se sont déplacés à divers événements Fun-fly et ont offert une démonstration du F-22 à d'autres modélistes. Une fois de plus, la réaction a été très positive et plusieurs observateurs ont demandé des plans ou des pièces. Plusieurs tels F-22 volent maintenant dans le sud ontarien.

Ulf a même apporté quelques kits en retournant dans son pays natal, la Suède, et en a fait voler un pendant son bref séjour. Il va sans dire que les modélistes suédois ont été tout aussi impressionnés!

L'histoire ne se termine pas là. Inspirés de l'esprit innovateur d'Ulf, quelques membres du Club ont aussi essayé des méthodes de construction semblables afin d'aboutir avec leur propre version d'un Vampire et d'un F-18. Ulf planche actuellement sur une maquette de combat aux ailes delta en plus d'un impressionnant SAAB Gripen qui, on s'en doute, plaira beaucoup aux modélistes suédois!

ÉVÈNEMENTS À VENIR

Inscrivez ces dates à votre calendrier! Du 15 au 18 août, nous présenterons notre propre rassemblement campez-et-volez de la zone du Sud-ouest à l'aérodrome de Goderich (les hôtes étant les Sky Harbour Modelers). On prévoit des spectacles aériens sur l'heure du midi, des copies volantes, des

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SOUTH-WEST ONTARIO (M)



Frank Klenk - 32001L

Zone Director
519-550-7955 | zd-g@maac.ca
facebook.com/swontzonemaac/

Woodstock Radio Control Flying Club (WRCFC) member Ulf Bergquist recently created quite a stir when he showed up with a model F-22 that was, well, very pink.

Ulf had previously built and flown a much smaller electric powered F-22 from “Dollar Store” paper covered lightweight foam that performed well; however, he reasoned that a larger version ought to fly even better.

After laying out the design for the new model, he began construction and offered a few teasers, alluding to the fact that a new model was in the works. So, it came to pass that one day that very pink F-22 arrived for its test flight. Now, Ulf did not paint or cover the model pink. The reason for the pink colour is because it was constructed almost entirely from ½” pink foam board insulation.

Ulf is nothing if not an innovator and had searched for a material that offered similar advantages of the smaller model. Lightweight, strong, easy to work with, and inexpensive. Home Depot ½” foam board did the trick.

He discovered that this material had a “grain”. The 2’ x 8’ sheets were more resistant to bending along their length, and this was taken into account during construction. A handful of spruce spars along the leading edges and span-wise served to improve the overall rigidity of the model. “Gorilla Glue” bonds everything together. (Regular CA dissolves the pink foam material.)

The smaller version was hand launched but Ulf decided to include landing gear using “E-Flite Apprentice” replacement parts. Suitable electric power and elevon control systems were installed and the F-22 was ready for flight.

The test flight proved to be anti-climactic. The F-22 flew well, in fact very well, given that it was perhaps just a little under-powered.

Next time out, Ulf had replaced the motor and ESC with more robust versions and the performance was simply astonishing. The reaction of all present was: “I have to have one on these!” Ulf offered plans but after some arm twisting, was persuaded to cut out the foam pieces for a few fellow WRCFC



members.

A week or so later, Ulf arrived at the field with complete kits including CNC cut foam and spar pieces, far exceeding what was expected. This made construction quick and easy and a couple of weeks afterwards four or five versions were flying. No two were alike (none were completely pink however and even Ulf’s prototype had been embellished with red Maple Leafs).

Every version had a different colour scheme mostly using Dollar Store acrylic paints. One even had retractable landing gear. One builder wanted to use glow power

so Ulf designed and built a tilting engine mount to facilitate the use of an electric starter. All flew as well as the original model even with the variety of different power systems.

Ulf and WRCFC President Bryan Mailloux attended a number of local Fun Fly events and demonstrated the F-22 to other modellers. Again, the reaction was very positive, with several requests for plans or parts. Many are now flying in Southern Ontario.

On a trip to his native Sweden, Ulf took a

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Toledo 2019



Charlie Chomos' single channel School Boy picked up third place in the Vintage Radio Control Category at Toledo this year!

By Bryan Hewitt 30202L
Assistant Zone Director, South West Zone

The Toledo Weak Signals show has come and gone for another year. The show was very well attended and I talked to several vendor's who said it was there best year in sales for quite a few years.

Hobby King was a new vendor this year. They sold 90 of the new Albatross HU-16 Flying boat by 3 PM on Friday. They sold out their entire stock. I would have bought one but I was too late. The number of drone seller's was down this year.

As always, there where bargains to be had. I picked up some 5 minute and 30 minute epoxy for \$5.00. Z-Poxy finishing resin for \$10.00 just to mention a few.

The swap meet was already going when we arrived on Thursday afternoon. There were lots of bargains there if you looked around. Most guys would cut you a bit of a deal if you asked. I managed to find three nice new motors for my collection, two diesels and a four-cycle. If you saw something you had to buy it right away, instead of waiting until later because if it was a deal it was gone.



Congratulations to Charley Chomos from Burlington on his third place in Vintage Radio Control! He built a single channel School Boy, powered by a Cox Pee Wee .020. The radio he used was a single channel MRC. All in all it was a great show. 65 years it has been running!

MAAC AT TOLEDO

Missing this year was the MAAC booth. Gerry Shaw and volunteers from the Southwest, Middle, Southeast, Ottawa Valley and Northern zones started attending this show with a small table display well over 30 years ago, investing a lot of time and money over in promoting the venture. About six years ago the MAAC Board took over operation of it.

As a part of recent financial belt tightening, and perceived poor return on investment, the MAAC Board of Directors decided that the MAAC will no longer support a booth at Toledo.

I talked to many Canadian MAAC members who were quite disappointed that we didn't have a presence there this year. I was even asked by some American modellers - who recognized me from years past



- where they could find out about the various events in Canada they wanted to attend. With the change in Transport Canada regulations, they were also asking a lot about changes in the requirements for us to fly in Canada?

Even when I stopped at the AMA booth, the question was the same, what happened to you guys? You have to come back next year! Our booth was always right next to the AMA's booth and I was also a rest stop for many Canadians and a meeting place.

When you're pinching pennies, it can be tough to put a value on something like 'goodwill,' but it is clear to me that Toledo did provide MAAC with a significant "social return on investment". ✈️





40% TIGER MOTH

A DEDICATION TO THE DESIGNER BUILDER

By Dan Tulloch 32230

Flying a Tiger Moth RC Model never gets old for me and for others who love the aircraft. Many modellers share the same love for the Tiger Moth as I do and almost every club has a handful of members who own and fly their detailed Tigers Moths at funflys.

Delivered to the Royal Air Force and used for pilot training duties around 1940, the Tiger Moth was a two seat trainer with the instructor sitting in the rear seat. These planes were stationed in regional airports all over England and Canada, with Moths flown in Canada usually having a canopy to shelter the student pilots and their instructors from our frigid cold winter winds. The Canadian version also had a stronger main landing gear as well as tail wheel to help steer the aircraft on rough runways.

My affection for this biplane was really cemented when I watched a documentary about the Tiger Moth and the English flying clubs which were formed after World War II simply because the pilots who flew the Tiger Moths loved them and wanted to keep surviving examples flying.

In that documentary the Tiger Moth was nick-named “the aircraft of Kings and Paupers.” They told the story of one of the many flying clubs in England still flying full-scale restored Tigers, and their membership of veteran and civilian pilots who still love flying these wonderful aircraft. The film showed an amazing cross section of members from tradesmen, their wives and wealthy society folks having a great time together waiting for the weather to clear so they could go and fly their Tigers.

The Tiger Moth was a great equalizer to all who belonged to the club. A person’s status in

society, did not matter, the Tiger Moth brought members together as equals, because of their shared love for the aircraft. Club members volunteered to help maintain their Tigers with all the talents they possessed: some pushed brooms, some assisted mechanics by passing tools, some of the men and women would sew and patch the canvas covering, while others doped and cleaned the aircraft. All this was done, so they could either pilot or get a ride across the beautiful English countryside in their beloved planes and feel the wind on their faces. The club member’s passion for the aircraft and comradery was sensitively captured in the film’s footage.

In one scene Prince Philip arrived (looking quite bit younger then), requesting to take a plane up. He had joined the club and learned to fly the Tiger a few years after he married Queen Elizabeth which started him on a lifelong flying hobby where he built many friendships which allowed him to enjoy a break from his Royal duties.

Another scene featured Christopher Reeves (star of one of the early Superman feature films) coming by to request a flight as well. He was also a member of the club and you could tell by his enthusiasm he couldn’t wait to get in the air! (This was years before his paralyzing accident of course.)

No-matter their station in life: Prince, film star, regular tradesman; this film captured a camaraderie without social boundaries ... just a shared love for this aircraft. Thus the Tiger Moth’s legacy of being a wonderful beloved trainer and flying machine brought folks together in equality just for their common love of this aircraft, and in my mind was ahead of its time.



OUR 40% TIGER MOTH RESTORATION

My son Brandon and I maintain and love to fly this aircraft and we do it as a tribute to another Tiger of a man, the Canadian builder/designer of Unionville Hobby Aircraft, Joe Murray. This 40% Tiger Moth was originally designed and constructed for a museum display by Joe and an acquaintance. There were only two of them constructed: this was the prototype and the other was the final version to be delivered to the customer who had commissioned Joe to build this large model for a museum attraction.

This Tiger Moth model 8922 was flown a few times to prove the model's air worthiness and was originally powered by a gas ignition engine. From the look of the motor mounts it looks like it was powered by a G62 when it was flown about thirty five years ago. There was also evidence of a small crash and I assume this model sat in storage.

Being a member of TEMAC - the "Toronto Electric Model Aviation Club", I elected to convert this giant scale Tiger Moth to electric power. The plane is now powered by a 100CC equivalent RotoMax brushless outrunner motor, 167 KV, which sounds surprisingly realistic spinning a 28/12 prop with a 200 amp speed control. We load four 6 cell 5000ma batteries in the nose through the cowl-doors, (12 cells in series / parallel).

One of my innovations was to add a spring loaded counter balance to each of the internal elevator bell cranks to neutralize the weight of the large elevator surfaces on the servos which actually works great (when the elevator servos are turned off the elevator control surfaces rest at neutral).

You can google the registration number 8922 and see the actual full-scale aircraft this model represents at the Canadian Warplane Heritage Museum and which is still flying today.

A COLLECTION OF UNIONVILLE PROTOTYPE MODELS

After acquiring this Tiger Moth, it got better!

I was given the chance to acquire all the old original Unionville Hobby proof of flight prototypes for the many wonderful kits they marketed to hobby enthusiasts. Soon I found myself with about 18 Unionville Hobby planes of all sizes and they were decorated for the illustrations attached to the boxes the kits shipped in.

Unionville's Canadian Bush Plane series was very popular, and was created when the internet was in its infancy. If you travel to RC clubs in Europe, Australia, or in the USA one could expect to see a RC pilot show up with one of these beauties and fly it. I can just imagine that if these models had been created in these online days.

I would hazard a guess that Joe's models made the Beaver, J2 Cub, Otter, Twin Otter, and Norseman household names amongst RC

pilots... probably more than the actual manufacturer's marketing did.

My intention is to make a tribute display of Joe's work for mall displays and fun fly's while my son pilots a few of them to demonstrate their great flying characteristics for visitors and interested persons.

They will all be converted to electric and I am hoping to get them into a feature display at the Canadian Bush Plane Heritage Museum in Sault Ste. Marie during winter months.

All these planes were designed old school with wood and dope cloth covering which actually weathered very well, considering the models were stored in locations without heat throughout the years and different seasons.

After cleaning up most of the aircraft and assessing the damage of thirty years of storage, it seems all these model prototype aircraft can be restored. Since Brandon and I have vacuumed out the mouse droppings, started to fix damaged surfaces, replace old servos and tired pushrods with new technology, our biggest success has already been the many fun and rewarding hours of working away.

The Unionville hobby aircraft were designed for 4-stroke engines and so modifying them to electric is a logical choice because most of the outrunner motors will spin a large propeller and deliver power similar to 4-stroke engine. The airframes can support a lot of detail and the wings can take heavier flying weights and still fly and float in for a landing, even with a heavy set of floats hung on the models.

While starting this tribute build I have been examining the Unionville Hobby kits which Joe designed, they are amazing, clever, and brilliant. For example, the door latches in the eight and ten foot Beaver were made by bending a nail in a certain shape which worked very well and brilliantly simply. After talking to pilots that owned Unionville Hobby planes in the past, they all said the planes flew amazing. In fact the small 30 inch Tiger Moth was so popular many of the pilots said they had owned two of them replacing their first fuel soaked Tiger with a fresh new one.

JOE MURRAY - THE MAN BEHIND THE MODELS

I remember when I joined the Seaton Valley club in about 1989, Joe was a member and even though I did not know Joe very well, he was a cool guy with a friendly disposition and always took a moment to answer questions. At the field, I saw him fly these prototypes to prove the air worthiness of his kits with an intensity of concentration and professionalism, before they would go into production.

Fittingly, Joe was a Tiger of a man who single handedly designed all the Canadian Bush Heritage Kits from scratch, then kitted and sold them all around the world. This involved producing a kit with

continued on page 78



AEROTOWING

Canadian Model Aerotow Society



Story by Blae Moran

Photos by Jeff Duhaime

The tug pilot advances the throttle. The big tow plane lurches forward and the long towline gets taut against the weight of the glider. A signal is shared between the glider and the tug pilots, both airplanes move down the runway in unison, the glider lifts from the runway and holds its position behind the rising towplane. Another great soaring flight is about to begin.

RC Scale Aerotowing is what we are talking about here, just like the full scale guys are doing all across the country. The excitement and convenience, of having tugs available to get your large model glider high into the sky is one of the main draws to this fast growing segment of RC soaring.

You don't need to have a giant scale sailplane to experience this fun form of soaring, most beginners start with a smaller 2-3m foamy glider, equipped with ailerons, these smaller gliders tow just fine. After just a few minutes of instruction any competent RC pilot can be on the towline behind a tug heading into the sky and looking for lift.

The saying 'bigger is better' really does hold some truth in this case. The larger gliders are easier to see while on tow, tend to thermal better, handle more wind, are easier to work on and just look so much better in the larger sizes. With standard tows, altitudes reach approximately 1,500

feet at the release point. Flight durations tend to be longer due to larger thermal activity at such altitudes. Another benefit of the larger gliders, they are much easier to see at the higher altitudes, thus increasing your cruising range while thermal hunting.

Bigger doesn't necessarily mean more complicated and expensive either. Simple airplanes made of wood in the 4-5m size range offer a great opportunity to experience the extra performance offered by such sailplanes. Construction kits, ARFs, and the used market have many fine examples available to the potential aerotow pilot.

We have an active group of sailplane and tug pilots based in the Hamilton area and are looking for new members to come and join in on the fun of RC aerotowing. We typically have about two aerotow events each month during the summer flying season. Saturdays tend to be the actual flying day with Sundays as rain days.

If you are an existing pilot, either power or glider and want

to come out and try your hand at aerotowing, we have simple gliders available that we use to give newbies a taste of towing. Have a glider that needs setting up, bring it along and we can get it all sorted out for you. Please contact Bill Jones at 613 555-1234 if you would like to come out and try your hand at aerotowing.

If you want to follow this fun part of the hobby, check out the Canadian Model Aerotow Society facebook group at <https://www.facebook.com/groups/632923573875461> ✈











Par Pierre Cloutier

Jean-Claude est l'instructeur technique du groupe Construisez votre drone animé par Steve Woloz, directeur de zone, Saint-Laurent. Il fournit une grande partie du capital intellectuel qui fait voler les drones construits maison, fierté du groupe.

UNE CAVERNE D'ALI BABA

Pénétrer dans son sous-sol c'est découvrir une caverne d'Ali Baba d'inventeur. Un antre, un royaume, une véritable usine. Diversité de machines-outils, imprimante 3D, tour à fraiser, perceuse industrielle, dispositifs de sa création, rien ne manque à l'ingénieur concepteur qu'il est. À l'hôte parfait qui, avec sa femme Johanne, vous réserve le plus amical des accueils.

Divers modèles réduits d'avions construits de ses mains sont suspendus au plafond, témoignant de ses antécédents comme membre et vice-président du club Modélistes Anti-Gravité de Sainte-Julie. « Le prêt à voler n'est pas pour moi. » Même les moulages des capots de moteur et carlingues d'avion en fibre de verre ont été conçus et réalisés par lui.

Ornant les murs comme des trophées de chasse, ou alignés sagement sur leurs étagères, une collection de drones fort diverse va de micro-drones d'intérieur et multicoptères construits maison, à un superbe Yuneec qui, entre deux vols, dort sagement rangé dans sa mallette de transport. Il les bâtit, les modifie, les programme et les pilote.

FORMATION ET CARRIÈRE

Diplômé de l'Institut des Arts graphiques, titulaire d'un Bac en enseignement professionnel de l'Université du Québec, 12 ans en industrie en tant qu'imprimeur, par la suite Jean-Claude a enseigné l'imprimerie 32 ans au niveau du DEP (diplôme d'études

professionnel). Il a été chef du département de l'imprimerie à l'École Jacques Rousseau, Commission scolaire Maire-Victorin pendant une décennie.

Comment expliquer son engouement pour l'aéromodélisme ? « Une passion », répond-il, tout de go. Le coup de foudre. Elle connaît des variantes chez ceux qui en sont atteints. Certains sont avant tout pilotes, photographes, constructeurs s'ils ont une formation technique. « J'ai toujours apprécié l'inventivité et la mécanique. L'ingéniosité, l'élégance d'une solution. Pilotage ? Le défi tient aux connaissances et à la dextérité acquise. Une de mes découvertes, vivement appréciée : le logiciel Mission planner qui comporte, notamment, des fonctions de pilotage automatique. »

LE GROUPE BÂTISSEZ VOTRE DRONE

Conçu et animé à compter de 2018 par Steve Woloz. Jean-Guy souligne amicalement : « Un organisateur né. » Un défi qui a exigé une recherche approfondie. « Comprendre les besoins des participants et y répondre. Trouver un drone à construire qui sollicite leurs aptitudes juste ce qu'il faut. Une joie : découvrir le système de contrôle Atlas offert à bon prix et qui répondait à nos besoins. La construction et le pilotage totalisaient quarante heures de cours. L'expérience se poursuivra tant qu'elle trouve preneur. »

PERSPECTIVES ?

« J'ai 75 ans bien comptés. Ai-je acquis le droit à une certaine quiétude... Mon plaisir ? Pilotage et construction de modèles réduits et de drones, recherche technique, une curiosité intellectuelle toujours à l'affût de la nouveauté, voilà ce qui m'appelle. La passion, toujours elle. »

« Poursuivre les activités du groupe Construisez votre drone ? Sans doute. Hors saison chaude car je veux profiter un peu beaucoup de mon été. Mieux vaut tard. » ✨

By Pierre Cloutier

Jean-Claude is the technical instructor of the Build Your Own group led by Steve Woloz, Zone Director, Saint-Laurent. He provides much of the intellectual capital which makes the group's home-made drones – their pride and joy - straighten up and fly right.

ALADDIN'S CAVE

Walking into his basement home-workshop is like stepping into an inventor's Aladdin's cave. A lair, a kingdom, indeed, a technical wizard's machine shop including every imaginable complement. The man comes fully equipped. Machine tools, a 3D printer, a lathe, a milling machine and industrial drill, even inventive home-designed devices fulfill a creative designer's dream. Going one better, Jean-Claude and his wife Johanne prove to be the most gracious of hosts.

Model planes he built from scratch adorn the ceiling. They bear witness to his good-standing as a member and vice-president of the Modélistes Anti-Gravité de Sainte-Julie club. "Ready to fly (RTF) isn't for me." He wants the real McCoy à l'ancienne. Even the fiberglass aircraft nose bowl cowlings were home made.

Pinned on the wall like hunting trophies or lined up in a row on the shelf, a highly diversified collection of drones goes from micro-drones, ready to spring out of their box like oversized beetles, to home-made multicopters, to a splendid Yuneec resting in its massive, black carrying case between two flights. He builds, adapts, programs and pilots them.

TEACHING AND INDUSTRY

A graduate of the Institut des Arts graphiques (Québec Graphics Art Institute), he also holds a BA in vocational education from Université du Québec. He worked for 12 years as an industrial printer and taught printing for 32 years at the DEP (diploma of vocational studies) level. For a decade, he headed the printing department at Jacques Rousseau School, Marie Victorin School Commission.

How does one go from printing to drones? "Passion!" asserts Jean-Claude, straight out. You fall in love. There are variants, of course. Some enthusiasts are primarily pilots, photographers, builders, especially if they have a technical background. "I've always gotten a kick out of inventiveness and I enjoy mechanics. Smart and elegant problem-solving." The world will beat a



path to the door of the man who builds a better mousetrap. "Piloting? The challenge lies in the knowledge and the dexterity you acquire. The wonder of discovery. One find which I especially prize is the Mission planner software package, which notably includes automated piloting functions."

THE BUILD YOUR OWN GROUP

The Group was set up and led, starting in 2018, by Steve Woloz. "A born organizer." Jean-Guy points out amiably. This is a challenge which required a lot of research. "We had to understand the expectations and requirements of participants and fulfill them. Find a home-built drone which would test their skills just enough to get our people

engaged and growing. Getting to know the Atlas programming system, which is offered at a fair price and suited our needs, was a lot of fun. Building and piloting totaled forty hours of training. The Group will be active as long as there are takers."

FUTURE PLANS?

"I'm 75 and counting. Am I entitled to some R&R? Fun in the sun? I still delight in piloting model planes and drones, technical research, intellectual curiosity ever seeking out the next breakthrough, the latest nutty gadget. Passion. There you have it.

"The build Your Own group? Probably. But not during summertime. I want to enjoy my vacations. Better late than never." ✨

"Drone Flying" Day



By Gord Weekes

The idea that a good education starts when we're young is at the center of a pilot project, Drone Flying, put on by MAAC, The Ontario Provincial Police, and Transport Canada. One such event was given at the East Oro East Public School in May.

Danny Karaiskakis, MAAC Member, RPAS Instructor and Proprietor of D-Labs, our Zone Director Athol Cohen, supported by Assistant Zone Directors Doug Anderson, Dennis Dubois and Gord Weekes, as well as OPP Community Safety Officer Clark Putman, and Transport Canada Civil Aviation Safety Inspector Sandeep Atwal gave the presentation to the staff and pupils in the gym of the school. It is possible that this is the start of a series of such meetings in our zone. We had more than 120 students and teachers attend the presentations and static displays in 4 groups.

Danny is a MAAC member, and holds a Remote Piloted Aircraft System (RPAS) Advanced Pilot Certificate, and was instrumental in arranging our visit. His company, D-Labs, provides commercial drone flying support for various applications.

The pupils were divided into four groups based on Grades, youngest first. Danny kicked off the presentations by introducing us and briefing everybody on the objectives of our visit. A show of hands indicated that the majority of pupils, and at least one teacher, had already had experience of flying (and crashing) drones.

Athol then gave a presentation about MAAC, its formation, history and purposes. Athol also provided sample copies of our magazine and some application forms and an information sheet on the Value of MAAC Membership. The magazines disappeared quickly!

Officer Putman was already known to some of the staff and pupils through his community work. His main focus was on the use the OPP makes of drones during accident investigation, etc., through a video presentation. He also explained that besides the new regulations on drone flying, it is important to remember that other laws, such as right to privacy, wild life protection, and so-on are in effect... and advised against chasing the neighbor's dog with a drone!

The longest presentation was from Sandeep, introducing the effect of the revision to the CARs coming into force on June 1st. Especially emphasized were the new age restrictions, licencing and registration requirements, and flying location restrictions. Sandeep also handed out some leaflets on this topic.

After the presentations the attendees were able to ask questions of all the presenters about the various models brought to show and highlight model aviation. Danny also had a flight simulator available for them to try.

It was originally intended to give a flying display behind the school, but poor weather prevented this.

Feedback from the staff since has been extremely positive. ✈





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Control Line Flying – A Personal Perspective



Chris Hubbard and author launching Profile Scale Yale T&D Control Line Championships 2014

By Chris Brownhill

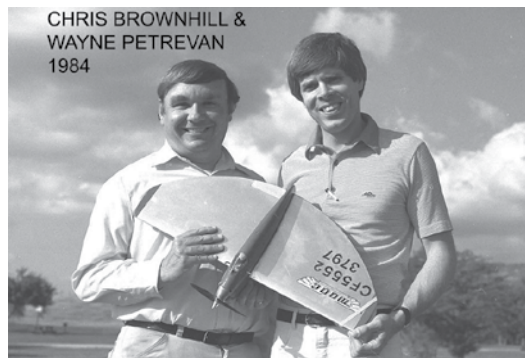
My life as an aeromodeller spans many decades now, and I have yet to tire from the possibilities it continues to offer me. It has provided me with friendships that have lasted from my beginning days to the present. It has also given me an unique outlook as to how it has benefited others, who also took up the sport, and like me, continue to enjoy it to this day.

As a person who chooses to still participate in a traditional method of model flying, let me say that in the beginning that Control Line seemed to me to offer the surest way to success. Free Flight models, though beautiful in flight, were tricky things to trim properly, and finding an experienced person to provide the necessary guidance was difficult for a young adolescent.

However, in my high school library there were several books that described the building and design of model airplanes, and the one that was the most useful to me was "The Complete Book of Building and Flying Model Airplanes" by Walter Musciano. This was like having the Rosetta Stone, as the whole process of construction was described in such a way that if you could read, you could probably do it.

Plans in my youth were difficult to reproduce because photocopiers were yet get the Xerox treatment, and so the old method of enlarging drawings by hand, using a grid of squares, was the only practical, but very tedious way of doing it.

Kits were readily available, but ready cash was the first consideration. Buying the wood and wire was just more affordable



The author, left, and Wayne Petrevan – Control Line World Championships 1984, Chicopee, Massachusetts, with F2C (Team Race) Entry

at the start. And, it could be purchased as needed, as the model progressed.

It was not long after this that I had built a couple of successful Musciano 1/2A control line designs, and mastered flying them. (I first beat an old Comet Sabre 44 plastic ready to fly airplane to death, but on that I did at least learn to fly successfully for the first time!)

After this opening phase, I stumbled on to the Toronto Balsa Beavers flying a demonstration for a baseball group in a local park. I trembled more than a bit when I asked about joining the group, but I needn't have feared, as they seemed happy to take me on as a junior member.

From this point, my horizons widened quite a bit. This was a very talented group who went to the U.S. regularly to win contents on foreign soil. But, they shared the secrets, and listened to my dumb ideas. It was quickly becoming a very absorbing education! And, I found instant acceptance with adults, who wouldn't have in normal life even wanted me to speak to me.

The first flight on a .35 size Flite Streak, the club trainer, was an eye opener. The pull was impressive, and the engine noise even more so. And it flew in such a stable way that it made my 1/2A models seem just a bit tame, and very puny in comparison.

From there, the learning curve started in earnest. First a .35 size Buster profile, and soon afterwards, a couple of Magician stunt trainers. Learning to fly inverted was a real obstacle, but once that hurdle was cleared, the rest of the maneuvers were quickly learned, and later improved upon.

My first big contest was a trip to the U.S. Nationals in Chicago,



WenMac Airacobra – One of the RTF models we all learned to fly on.

held on Glenview Naval Air Station in the early 1970's. I had decided to enter a new event, Profile Carrier, and proceeded to go through the pre entry and model processing. The next day found me on a huge section of runway with at least three carrier decks in action. The fellow doing the pull testing seemed to have learned this job on a Florida chain gang as he wasn't exactly one who suffered fools gladly.

But, when it came to my turn to fly, two modellers approached me, and asked if I could use some pit crew. I said, yes of course, gratefully, and they took things from there. One started and set the engine, and the other launched the model. I did not know them at all, but it was a story that I have seen repeated over, and over again in my model flying career. Once you do this thing they also like, you are their instant friend. Everything they had was made available to me. Knowledge, a better engine, whatever! Their generosity astounded me.

At various times in my career, I have flown most of the Control Line Events, with varying degrees of success. I still enjoy Control

Line Racing, and especially the marathon events.

I have particularly enjoyed flying the Scale events in my declining years. My forays into the AMA Scale Nationals have allowed me to share even more pleasant associations, and the change of scenery is always a pleasant experience. Whether I win, or lose it not so important any more. I am happy just to be able to participate!

And I could go on about the way a Control Line model flies, how its feel and pull is both pleasurable and exciting. But, the camaraderie of the people I have been associated with has been just

as big an attraction for me. I do not enjoy flying by myself because of this, even if it means waiting to launch a practise flight. Control line fliers, for the most part, are the "salt of the earth" in my opinion.

It is a great pity that today's youth has missed out on this activity where the people involved are so approachable, and helpful. Also, the free education, which can be gained at little expense, is useful in any number of endeavours. I am glad I took the fork in the road that made me a Control Line flyer, and I am sorry we cannot enlist more of today's youth into this exciting activity. ✈



The Author's Fun Scale Gloster Gladiator at T&D Control Line Championships 2014

Control Line 1/2A Proto Speed Flying



The initial mock up of the stock "TORKY" kit with original Cox TeeDee .049 engine fitted with Left hand crankshaft, homemade L/H carbon prop and metal unflow suction tank.
*Note: Wing center section is left square for strongest wing joint fit into fuselage.

by Paul Gibeault

Control Line speed flying can be considered to be one of the more difficult of C/L events to fly. In light of this, let's have a look at one of the easiest events to start speed flying with.

Proto (Prototype) speed models must resemble full size airplanes by having two wings, a full stabilizer, profile fuselage, rudder / V-tail, canopy and 2 wheel landing gear. They cannot be clear finished and must have an opaque paint scheme. The specification minimum wing area is 45 sq. inches and the fuse must be a minimum of 12" long. Models can be built from all balsa or composite to the builders taste.

Proto competition is timed from the moment of release until the end of the 10th lap equating to a half mile distance. That means that attention to weight must be considered in all facets of construction as heavier models will accelerate slower. It can be very useful to speak to Free Flight modellers for good ideas on construction and finishing methods. Typical proto model weights range from the AMA record holding 4.5 oz. to 8+ ounces.

Model finish to me is a conundrum. Using Japanese tissue & dope yields the lightest weight finish, and in this event light is right! Problem is dope isn't fuel proof and over the long term the model can gain weight with oil ingress. So, I reverted back to the tried and true (but heavier) fibreglass cloth base with an epoxy top coat. I did use the lightest .5 oz. glass cloth available. I laid the cloth down with laminating epoxy and once applied, rolled toilet tissue over it to soak up any extra unwanted resin. Once dry, I sprayed on a coat of epoxy primer. When dry, I proceeded to sand off most all of the primer.

Once satisfied, I applied one coat of black epoxy over the entire model. I really like epoxy in that (once primed) it's a one step, one coat and done absolutely fuel proof finish. Unlike dope however, epoxy is toxic so I only spray it outside in the warmer weather. Some may disagree, but I find black also covers up imperfections better than other colors.

TORKY

While the model specifications are so simple one can easily design their own model, rather than 're-inventing the wheel' I chose to go with a proven kit called the "TORKY" designed by the late Dale Kirn.

One of the issues with proto models is that the full power high speed takeoff is fraught with the model wanting to torque roll toward the pilot. A normal (tractor) propeller always causes any C/L model to roll to the left on takeoff. Any roll in on takeoff gives a C/L pilot the willies because if not caught in time (fraction of a second) an impending crash is inevitable.

Dale Kirn developed a left hand rotation crankshaft for the Cox TeeDee .049 that when coupled with a L/H (pusher) prop caused the propeller generated torque to roll the model out tight on the lines for an extremely safe and reliable takeoff. A side benefit of this is the model will not need the normal wing tip weight that is used to counter the roll in, and lighter planes accelerate faster.

But there is a fly in the ointment. ALL the other later designed and more powerful engines do not have left hand crankshafts. The left hand props (in the sizes we need) are not all that plentiful either. An alternative is to fly the model in the clockwise direction. But since the vast majority of C/L pilots only fly counter clockwise, that option is rarely used in spite of its advantage. So most Proto fliers develop the "best compromise model" and go with that.

MODIFICATIONS

What is often overlooked is that we can take advantage of the propellers spiral airflow around the fuselage.

With this in mind, the major model change to the kit was to eliminate the top rudder and replace it with a sub rudder. This one change alone makes for a night and day difference in the models takeoff characteristics. Employing a T-Tail also removes more fuselage weight and eliminates the usual joint drag on top of the stabilizer.

The heavier (upgraded) engine was also mounted as far back as possible to avoid having a nose heavy trim condition. Lastly, the strong double music wire landing gear is replaced with a minimal 6 gram lightweight gear. So even with an engine heavier than the original Cox Tee Dee .049, my overall model weight still came in at a respectable dry weight of 5.25 oz.

ENGINE

Like all speed classes, it is unlikely that you will find a suitable engine at your local hobby store. But the good news is that this class offers the most choices for possible power plants. Such as: Profi, Cyclon, Norvel, VA, AME, C.S., G-Z, Shuriken, Picco etc.

FUEL TANK

The original kit fuel tank was a uniflow vented metal one designed for a suction engine. I decided to use a lighter weight surgical tubing (bladder) tank. This allows me use the minimum fuel (measured with a hypodermic syringe while fueling) as well as a huge venturi to get the maximum power from my engine without any hiccups on takeoff.

PROPS

Choice of propeller is more critical on a proto model because you want the best compromise of speed and acceleration. Too low of pitch gives fabulous acceleration but a lower top end speed. Too high of pitch gives too slow a takeoff but a higher top end.

A higher prop diameter gives more acceleration while lower diameter gives less. So, prop diameter needs to be coupled with pitch and blade area to match the best HP range of the engine.

Too much "load" and the engine will sag or just fly slow. Too small of a prop load sounds fabulous but the speed will be slow.

Some engines are 'revvers', where their best HP is generated at a relatively high RPM, whereas some engines are 'torquers' meaning their best performance is generated at a lower range.

The fliers in the winners circle are generally those that have matched their props to their engines and models.



*The pre-fab kit parts layout with both original Cox TeeDee .049 engine next to the upgraded Glen Lee Shuriken .05 and Kirn Kraft custom left hand fiberglass prop. *Note:* Only 8 wood parts makes for very easy construction!*



Nearly complete, showing the modifications: Upper fuselage is cut down & rudder removed, stab area reduced, wing area reduced and lightweight landing gear is installed.



*The completed model with all modifications. Placed 3rd first time out at 91 MPH in 2011. Further tuning has upped its current speed record of 97.3 MPH. *Note: Only 1 elevator is needed for control in this event.*

I placed 3rd at one AMA Nats where I tested three series of six different fiberglass props until I found the best one. In spite of the calculations of lift and drag polars done in determining these prop sizes, in the end it was matching the prop to the engines peak power curve that worked out best. In layman's terms, prop you engine to where it sounds happiest and you'll end up being real close to ideal.

It can be said with proto models that "it's all in the prop and half in the engine." In other words, finding the right prop is much more useful than finding exceptional horsepower.

Most modelers find sanding and finishing props much more palatable and easier than grinding on engines. To that extent, my experience has shown you won't be too far wrong to use an APC 4.2"D X 4"P nylon prop.

FUEL

In the early days this event also used to be a 'chemist's' event with 72+% nitro and turbine oil blends. Today however saner minds have prevailed and the current regulation fuel is a nice mild 10% nitro, 20% oil and 70% methanol. Sig 10%nitro fuel works super easy!

LINES

Proto models are flown on .010" diameter X 42' solid music wire lines. (From MBS Supply on line). One "speed secret" I have is that using a handle with line spacing of less than 2" results in smoother flying and faster proto speeds.

A perfect proto flight is one that takes off smoothly to about two feet above ground and stays there for the 10 timed laps. Any extra elevator movement during the flight will scrub off speed. So far I'm close, but still working on it...!

My best official speed, and MAAC Record, has been 97.3 MPH, set back in 2015. Since that time I've been plagued with engine bearing problems. Hopefully I can find a resolution to this as my goal is to first break the 100 MPH barrier with my existing model before I go on to the next and build a completely new model.

I'm happy to answer any further questions you may have about this fun speed event. ✈

Boehle's Giant



Thanks to Tom Voigt and Bill Pottage we have a great collection of photos of Bill's 176 inch span Boehle's Giant, affectionately called 'The Boat.' The model took Bill 8 months to build and features a 176" span and 18" chord on the main wing for 3,000 square inches sitting on a 91" long fuselage. The Stab is a slouch either, with a 60" span and 18" chord. Flying weight is 20 lbs, using a G23 motor swinging a 16/6 prop.







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RADIO SPECTRUM

Mark Betuzzi - 26605L

Committee Chair

250.374.3683 | mebetuzzi@shaw.ca

I've been involved with radio controlled modelling for the last 25 years. Over the years, we have seen dramatic changes in the hobby we all enjoy. One aspect of the hobby that has also changed dramatically, is taking photos with digital photography equipment.

Steven Sasson invented the first self-contained digital camera at Eastman Kodak in 1975. It weighed 8 pounds (3.6 kg) and had only 100 x 100 resolution (0.01 megapixels). The image was recorded onto a cassette tape and this process took 23 seconds.

Let's go back a bit in time to when big changes came about for taking photos. I saw the writing on the wall that film cameras were not going to be used anymore. The first digital camera I purchased was around the year 2000, it was a point and shoot version with 3.2 MP of sensor resolution. I waited several years before I purchased another Single Lens Reflex (SLR) camera.

My first digital DSLR had a resolution of around 12 megapixels. I owned this camera for about three years and then made the switch to a full frame sensor equipped camera that provides over 21 Megapixels of resolution.

A full frame sensor is the same size as a traditional 35 mm frame of film. My camera can take photos in RAW – unprocessed so you can use a photo editing program to make changes and or enhance your photos. Or the camera can be set to take the photo in JPEG format.

My brand of choice is Canon and their line of cameras and lenses. Another example of the improvements and ease of taking photo is the Auto Focus and Auto stabilization features in all new cameras. Focusing is fast and photo blur prevention takes place with the stabilization features of all high-end cameras.

I really enjoy taking photos of radio-controlled airplanes.

The recognized Canadian R.C. photo expert is Larry Ingram of Ottawa. The link to his information is <https://www.rccanada.ca/rccforum/showthread.php?t=147971>.

I have also purchased several of the GOPRO action cameras. The new GOPRO 7 black is an amazing piece of technology. GOPRO now have equipped their cameras with electronic stabilization on the sensor. The stabilization features ensure the videos will be smooth even though the R.C. plane may be bouncing around in buffeting winds.

Mounting one of these cameras on your R.C. plane to get in-the-air videos, brings you to a different perspective and views



GOPRO HERO 7 Black on E-Flite Opterra. / La caméra GOPRO Hero 7 sur l'Opterra (de E-Flite).

while R.C. flying. My favorite plane to have a GOPRO mounted to is my Eflite Opterra with Flight stabilization turned on. With the new GOPRO Hero 7 black on the Opterra, you get unbelievably smooth videos.

I recently purchased a Canon Vixia Camcorder that records videos in a high definition setting of 1080. There are now camcorders that will record in 4K and some newer ones will record in 8K. ✈

SPECTRE RADIO

Mark Betuzzi - 26605L

Chef de Comité

250.374.3683 | mebetuzzi@shaw.ca

Je suis impliqué au sein de l'aéromodélisme télécommandé depuis 25. Au fil des années, nous avons assisté à des changements dramatiques au sein de ce passe-temps. L'un d'entre eux, c'est la photographie à l'aide d'équipement numérique.

Steven Sasson a inventé la première caméra numérique autonome chez Eastman Kodak en 1975. Elle pesait huit livres (3,6 kg) et ne possédait une résolution que de 100 x 100 (0,01 mégapixels). L'image était enregistrée sur une cassette et ce procédé nécessitait 23 secondes.

Reculons dans le temps et examinons

l'époque où les gros changements sont survenus pour la prise de photos. J'ai entrevu l'avenir en me disant qu'on n'utiliserait plus les appareils à pellicule. Le premier appareil numérique que je me suis procuré, vers 2000, était une version « pointez et cliquez » avec résolution de 3,2 MP. J'ai attendu plusieurs années avant de me procurer une version SLR.

Ce premier appareil offrait une résolution d'environ 12 MP. Je l'ai utilisée pendant environ trois ans avant d'effectuer la transition vers un appareil à capteur plein cadre (full frame sensor) qui offrait une résolution de plus de 21 MP.

Un capteur plein cadre est de la même dimension qu'un cadre conventionnel de 35 mm. Mon appareil peut prendre des photos en format RAW – image non traitée

de sorte à ce que vous puissiez utiliser un programme d'édition afin de modifier ou d'améliorer vos photos. Ou encore, vous pouvez l'ajuster afin de prendre une photo en format JPEG.

La marque que je préfère, c'est Canon puisqu'elle offre une gamme d'appareils et de lentilles. Autre exemple des améliorations et de l'aisance de prendre des photos : l'Auto Focus et l'Auto-stabilisation dans tous les nouveaux appareils. La mise au foyer est rapide et un mode anti-flou est offert, comme dans tous les appareils haut de gamme.

J'aime beaucoup prendre des photos de maquettes d'avions télécommandés.

L'expert reconnu en la matière au Canada, c'est Larry Ingram, d'Ottawa. Le

suite à la page 76

Paul Gibeault

Chef de Comité

780-716 2950 | pgibeault@shaw.ca

Bon retour, amateurs du vol circulaire!

ARCHIVES DE VOL CIRCULAIRE!

Il me fait très plaisir d'avoir finalement soumis les archives mises à jour des records de vol circulaire à des fins de publication. Cela a nécessité beaucoup de travail, mais j'ai finalement assemblé un gros cartable qui renferme tous les records établis à des événements de vol circulaire que nous possédons. J'ai aussi placé en ligne (au site Web du MAAC) le plus récent document des records, sous l'onglet C/L Committee Documents.

Déjà, on m'a corrigé sur un record désormais périmé. Le record actuel pour courses en équipe (Team Race) est incorrect et on devrait y lire un chrono de 3:19:00 en telle course d'équipe de la FAI. John Jerabek et Ken Parent ont établi cette marque le 14 août 1999 lors d'un concours à Niagara Falls (Ontario).

Depuis, j'ai mis à jour ce record et la prochaine fois que celles de vol circulaire seront publiées dans notre revue Model Aviation Canada, la modification y figurera. Merci une fois de plus à John Jerabek d'avoir attiré mon attention là-dessus.

COURSEUR 1/2A MOUSE

J'ai inclus une photo de ma maquette 1/2A Mouse Race actuelle, détentrice d'un record. Je l'ai assemblée à l'aide de bois basswood (à des fins de durabilité) et que j'ai recouverte de toile de fibre de verre de 2 onces et d'époxy. Elle est mûe par un moteur stock (mais que j'ai réglé à ma façon) Cox .049 Venom qui consomme du carburant à la nitro 65 % que je mélange moi-même; l'hélice APC 4,75 pouces X 4 (son pas) tourne à plus de 21 000 tours-minute. Parfois, une tête de moteur Nelson/Galbraith peut améliorer la performance, mais pas toujours! Il m'en coûte moins cher à exploiter. La maquette pèse environ 6,5 onces, prête à voler.

Voilà un exemple d'une catégorie de maquettes de course dont les appareils se construisent facilement (chaque exemplaire ne comporte que 7 composantes de bois) et qui sont abordables. Si vous voulez établir un record à l'aide de celles-ci, vous devrez

piloter sans faute, connaître des démarrages instantanés, passer à l'aire des puits comme un coup de vent et ne commettre aucune erreur de course.

La course qui a fait naître un record peut être visionnée sur YouTube grâce au regretté Ron Salo (Stu Henderson a édité l'extrait). Sur Google : Gibeault Mouse Race Final World Record 99; la course débute à 2:53. Le lien : <https://www.youtube.com/watch?v=uuoqQUZ6log>.

CES ARCHIVES, C'EST IMPORTANT

On m'a déjà dit que je ne devrais même plus m'en faire pour ces records insignifiants puisque tout le monde s'en fout... En réalité, cette affirmation est erronée. Bien sûr qu'ils n'importent pas à tout le monde, mais plusieurs d'entre nous y tenons énormément. Pourquoi?

Pour moi, établir de nouveaux records, c'est ce qui préserve l'intérêt lors des événements de calibre relevé. Je me suis aperçu que j'ai tendance à m'endormir sur mes lauriers une fois que je détiens un record. Mais une fois qu'on me le ravit, je retrouve l'enthousiasme nécessaire pour me pousser davantage et de faire en sorte que mes maquettes volent mieux... de sorte à me réapproprier le record!

Les modélistes qui s'intéressent à nos records de vol circulaire noteront que quelques catégories n'affichent pas de record contemporain. Généralement, c'est parce que les modalités de règlements ont été modifiées depuis, ce qui a rendu vieillot les anciens records (exemples : carburant obligatoire, dimension des filins métalliques, etc.).

D'autre part, les records ambitieux pourraient en décourager plusieurs, ces modélistes étant convaincus qu'ils ne pourraient pas devenir des concurrents sérieux en cette catégorie. Les records de la FAI ont tendance à appartenir à ce volet.

L'un des défis, c'est le travail colossal de préparatifs et des dépenses nécessaires afin de se procurer le meilleur équipement disponible en provenance de l'ancien Rideau de fer. Par exemple, les moteurs haut de gamme pour la course vitesse et Team Race proviennent tous de la Russie et de l'Ukraine. Le plan « B » consiste à construire votre propre moteur, comme l'excellent RAM de Ken Parent, le BBF (Boling, Bengstar & Fairey) de Brian

Fairey ou encore les superbes moteurs acrobatiques de Geoff Higgs et Konstantine Bajaikin. La personne qui veut construire son moteur de vol circulaire a intérêt à être très spécialisée! Mes excuses aux constructeurs que je n'ai pas nommés.

Les maquettes de FAI ont aussi évolué, si bien qu'elles sont devenues de véritables œuvres d'art et d'ingénierie. Une fois de plus, le modéliste moyen aurait bien des croûtes à manger afin d'approcher ce niveau d'exécution.

J'ai eu l'occasion de visiter un atelier à Moscou et la qualité des maquettes qui en sortaient était impressionnante. Je me rappelle du moule métallique d'un fuselage de maquette de vitesse que fabriquait Serei Kostin. Ce moule devait peser 50 livres! Mais mince de mince, il en ressortait les plus beaux, robustes et légers fuselage (de bois et graphite) qu'il m'ait été donné de voir.

Ce n'est qu'à ce moment précis que j'ai compris pourquoi Peter Allnut avait fait livrer personnellement chez moi un moteur artisanal d'Eugene Verbitsky réducté de cylindrée .15 (de vol libre). Cela fournissait l'exemple de ce que je devais faire si je voulais devenir un concurrent sérieux dans le giron de la FAI. Malheureusement, l'éditeur de Model Aviation Canada de l'époque pensait que mon article et mes photos de ce moteur révolutionnaire allait « bien au-delà » des intérêts des lecteurs moyens! Personne ne se doutait (sauf Eugene) que les moteurs réductés allaient constituer le summum technologique environ 20 ans plus tard!

Mon expérience personnelle m'a montré que si quelqu'un veut vraiment établir un record et qu'il n'a pas peur du travail nécessaire à atteindre ce calibre, cela devient faisable. Nous avons aussi vu des pilotes qui visent les records moindres et qui ne font voler leurs appareils qu'au cours des épreuves qui nécessitent moins de ténacité. Cela me va aussi. Il serait irréaliste de penser que tout le monde peut tenter sa chance afin d'éclipser un record.

Ce n'est pas tout le monde qui deviendra un « maître modéliste ». Certains me demanderont : « Pourquoi se donner tant de mal? » À cela, je réponds : « Parce que je le peux, même si je ne suis pas un maître modéliste. » C'est tout! Partir à la conquête

suite à la page 93



Paul Gibeault

Committee Chair

780.716.2950 | pgibeault@shaw.ca

Welcome back fellow Controliners!

CONTROL LINE RECORDS!

I am extremely pleased to finally have submitted the updated Control Line Records for publication. It took quite a bit of work, but finally I have established a large binder containing all of the records for all of the C/L events that we hold records for. I've also placed the most up to date records document in the MAAC website under the C/L Committee Documents.

One outdated record has already been brought to my attention. The current Team Race heat record is incorrect and should read a smokin' 3:19:00 for the FAI Team Race heat. It was set by John Jerabek and Ken Parent August 14, 1999 at a contest held in Niagara Falls (Ontario).

I have since updated that record and the next time the C/L records are published in the Model Aviation Canada, they will reflect that change. Thanks again to John Jerabek for bringing this to my attention.

1/2A MOUSE RACER

I've included a photo of my current 1/2A Mouse Race record holder. It's made from strong basswood for durability and covered with 2 oz. fiberglass cloth and epoxy finish.

It is powered by a stock (but highly tuned by me) Cox Venom .049 burning special 65% nitro fuel that I blend and turning an APC 4.75" diameter X 4" pitch prop at over 21,000 RPM. Sometimes, an aftermarket Nelson / Galbraith head can help, but not always! Mostly it's just cheaper to run. The model weighs ~6.5 oz. ready to fly.

This is an example of a racing class that is easy to build by most anybody (model has only 7 pieces of wood) and affordable by most. Setting the record required flawless flying, instant starting, one flip pit stops, and no errors in the race.

The record race can be seen on YouTube courtesy of the late Ron Salo and editing by Stu Henderson. Google: Gibeault Mouse Race Final World Record 99, race starts at 2:53 into the video. <https://www.youtube.com/watch?v=uuoqQUZ6log>

RECORDS ARE IMPORTANT

I was once told I shouldn't care about these trivial records since nobody else does... Well actually, that's a false statement. Not everybody cares about records, but many of us still do. Why?

For me, the setting of records is what keeps the high performance events interesting. I have found that I tend to sit on my laurels once I hold a record. But, once that record is taken from me, then I have a renewed sense of enthusiasm to push myself and my models to perform better and get that record back!

Those interested in our C/L records will note that a few categories have no current record. Generally, that's because rule specifications for those events have since been changed that obsoleted the old records, such as mandated fuels, line size changes and the like.

On the other hand, really high records might cause people to become disenchanted with an event that they don't think they can ever be competitive in. FAI class records tend to fall into this category.

One of the challenges is the immense amount of work and expense required to obtain the very best in East Block equipment. Top level C/L Speed and Team Race engines for example, all come from Russia and Ukraine. The alternative is to build your own T/R engines like Ken Parent's exquisite "RAM" engine, Brian Fairey's BBF (Boling, Bengstar & Fairey) engine, or Geoff Higgs & Konstantine's Bajaan's beautiful stunt motors. It takes a special and highly skilled person to build a performance C/L motor! Apologies to those builders I've left out.

The FAI models themselves have also evolved into pure works of art and engineering excellence. Again, immense work is required for Joe Average modeler to match that.

I have had the opportunity to visit a Russian 'works' shop in Moscow and the quality of models coming out of that shop

continued on page 91

VOL CIRCULAIRE ACROBATIQUE

John McFayden - 14681L

Chef de Comité

905.689.4283 | stuntguy@sympatico.ca

Dans ce numéro, je donnerai les détails de la plus récente création CLPA qu'a conçue et construite Chris Cox... une version démontable du F6F Hellcat de l'année dernière.

Si vous vous rappelez, le Hellcat de l'année dernière était un design carrément rectiligne (inline). Le moteur, les ailes et le stabilisateur sont placés sur la ligne centrale du fuselage. L'une des raisons pour lesquelles le choix s'est porté sur le Hellcat, c'est qu'on peut réaliser cet alignement tout en maintenant l'esthétique de l'appareil. Ce serait difficile à faire avec des designs classiques d'acrobatie.

Le Hellcat de l'année dernière volait si bien que Chris a résisté à toute envie de pousser le design; la seule déviation a consisté en l'installation de la quincaillerie pour détacher les composantes.

À l'image du Hellcat de l'année dernière, la maquette est fabriquée à l'aide de recouvrement de fuselage moulé et celle-ci a été soigneusement assemblée à l'aide d'une table et de gabarits d'alignement.

L'avion a été recouvert d'enduit-colle (dope) soigneusement poli, compte tenu que Chris persiste à croire qu'il s'agit de la méthode de finition la plus légère, qu'elle est aisément réparable au besoin et qu'elle reluit de façon spectaculaire lorsqu'on la ponce (sable) et qu'on la frotte.

Les résultats de vol indiquent que cette version démontable du Hellcat est aussi performante que celle qu'avait préparée Chris pour les U.S. NATS (20 Pointer). L'avion vole très droit et exécute les virages de façon franche. Le Hellcat encaisse le vent sans broncher, ce que son constructeur attribue à sa cellule (airframe) monocoque rigide.

Parfois, lors de vents prononcés, les maquettes traditionnelles au fuselage plus mince peuvent crochir, ce qui entraîne des problèmes de tension des filins (petits câbles métalliques). La cellule du Hellcat y



The 2019 Hellcat. / Le Hellcat, version 2019.

résiste. En passant, l'autre bénéfice de cette méthode de construction, c'est le poids : l'avion est léger!

À l'exception du fuselage, des saumons d'aile, du stabilisateur et de la queue qui diffèrent, l'exemplaire en livrée Rare Bear d'Alan Resinger emploie essentiellement les mêmes proportions que le Hellcat. Alan a même utilisé le même gabarit (jig) afin d'aligner les ailes et le stabilisateur. Il est d'ailleurs enchanté des caractéristiques de vol!

Ces maquettes sont-elles concurrentielles? Absolument! Chris revient des Northwest Regionals de Roseburg (Orégon) où il a terminé en très respectable troisième position. Alan a obtenu la sixième place sur 15 pilotes, dont certains font partie de l'élite des concurrents américains. Paul Walker, gagnant de 12 championnats U.S. Nationals – et champion mondial à une reprise – a remporté l'évènement.

Caractéristiques du Hellcat :

Surface alaire : 685 pouces carrés

Surface du stabilisateur : 178 pouces

carrés (26 % de la surface des ailes)

Construction des ailes : structure en « D » conventionnelle (D-tube) mais l'espacement entre les nervures (ribs) est de 1,5 pouces afin de maintenir la précision du profil.

Moteur : Plettenberg Orbit 15-22 680 kv
Contrôleur de vitesse : Jeti Spin 66
Chronomètre : Burger Active Timer
Batterie : ThunderPower 6S 25C 2800 mah

Finition : recouvrement de Polyspan sur les baies ouvertes et petit voile de carbone (0,2 once) partout ailleurs. Enduit-colle (dope) partout.

Poids, prêt à voler : 62 onces.

Félicitations à Chris et à Alan pour la construction et le réglage de telles maquettes et de leurs excellents résultats lors des Northwest Regionals.

Sentez-vous bien à l'aise de contribuer du matériel en prévision de futures chroniques de vol circulaire acrobatique. ✈

CONTROL LINE PRECISION AEROBATICS

John McFayden - 14681L

Committee Chair

905.689.4283 | stuntguy@sympatico.ca

In this issue, we feature details of the latest CLPA creation conceived and constructed by Chris Cox... a full take-apart version of last year's F6F Hellcat.

If you remember, last year's Hellcat is a true inline set-up. Motor, wing and stabilizer are placed on the fuselage centreline. One of the reasons for choosing the Hellcat was the ability to achieve the inline alignment and still have an airplane that looks aesthetically correct. This would be difficult to achieve with the more "classic" stunt designs.

Last year's Hellcat flew so well that Chris resisted any aerodynamic design tweaks and the only deviation is the installation of the take-apart hardware.

As with last year's Hellcat, the model features moulded fuselage skins and the model was accurately assembled using a specially crafted alignment table and jigs.

The model features a hand-rubbed dope finish as Chris feels that is still the lightest finishing method available, it is repairable if necessary, and produces an outstanding gloss when sanded and rubbed out.

Flying results indicate this take-apart version of the Hellcat to be as good as last year's US NATS' 20 Pointer. It tracks straight and true and provides a hard corner and lock. The Hellcat handles the wind with authority, which is attributed to the extremely rigid airframe produced by the monocoque/stressed skin of the fuselage.

Sometimes in heavy winds, more traditional models with thinner fuselages can twist causing unwanted control line tension issues. The Hellcat airframe is simply too rigid to twist. Oh, and one other benefit of this construction method is weight, it is light!

Other than a different fuselage, wing tips, stab and tail, Alan Resinger's Rare Bear pretty much employs all the same proportions as the Hellcat. He even used the same jig to align the wings and stab. Alan is delighted with how it flies!

Are they competitive? Absolutely! Having just returned from the Northwest Regionals in Roseburg, Oregon, Chris was able to



Alan Resinger's Rare Bear. / Le Rare Bear d'Alan Resinger.



The 2018 Hellcat. / Le Hellcat, version 2018

achieve a very respectable third place and Alan a sixth place in a field of 15 entries, some of whom are elite U.S. competitors. Twelve-time US Nationals and one-time World Champion, Paul Walker, won again this year.

As a reminder of the Hellcat specifications:

Wing Area: 685 sq. inches
Stabilizer Area: 178 sq. inches (26% of wing area)

Wing Construction: Conventional D-tube, but narrow rib spacing at 1 1/2" for consistent airfoil accuracy.

Motor: Plettenberg Orbit 15-22 680 kv
Electronic Speed Controller: Jeti Spin 66

Timer: Burger Active Timer
Battery: ThunderPower 6S 25C 2800 mah
Finish: Polyspan covering on open bays.
.2-ounce carbon veil everywhere else.
Certified dope throughout.

Final flying weight: 62 ounces
Congratulations to Chris and Alan on building and flight trimming such beautiful models and for flying them to such excellent results at the Northwest Regionals.

Please feel free to submit material for inclusion in future Control Line Precision Aerobatics columns. ✨

FREE FLIGHT INDOOR

Dmytro "Bill" Silin – 86654

Committee Chair

343 777 1303 | dmytro.silin@gmail.com

While we recently had several Indoor Free Flight events both in Canada and in the U.S., I would like to dedicate this issue to the 2019 Kibbie Dome Annual. For the first time since 2018 World Championship, our F1D team got together to practice and prepare for the next Worlds.

This event was held in one of the best flying sites in the world, a full-size football field with smooth 45-metre high ceiling. The Kibbie Dome is in Moscow, Idaho, U.S.A., and was the site of the 1996 World Championships.

This year, the Kibbie Dome Annual was combined with the U.S.A. team trials. More than 25 flyers came from the U.S.A., Canada, Europe, and even New Zealand! Arend Borst and Edmund Liem came from British Columbia. Dmytro Silin arrived from

Ontario. Our former team member, Vladimir Linardic, came all the way from Croatia.

Our team spent four days together – flying, tuning models, winding rubber, and flying again. At the end, Edmund and Dmytro were able to post ~21-minute flights. Arend pulled out impressive 24:37 – new Canadian Record for Category IV sites! Just a couple of hours later, the Cat IV record was updated again. Vlad Linardic worked hard and posted 24:38.

Such high flight times wouldn't be possible without using the best rubber for motors. The best rubber for Indoor Free Flight is TAN 2, batch of May 99. We would like to say big thanks to Ladi Horak and Tony Mathews, members of Canada F1B team. Tony and Ladi found some of this May '99 rubber and shared it with our F1D team. Surprisingly, this batch doesn't do well in thick, multi-strand motors used in Outdoor Free Flight models. On the contrary, it provides highest energy per weight in thin, single loop motors used in Indoor Free flight.

If you have any amount of this particular batch of TAN 2 rubber and would be willing to share/sell/trade it with our F1D team – please contact me.

In October, we will run Canada F1D Team Trials. For the East Coast, it will be held on the last Friday of October at the Bill Crothers Secondary School in Markham, Ontario.

The 2020 F1D World Championship will be again in the Salt Mine, Romania. This has a height of 54 metres and is relatively cold. Flying in such a site assumes aggressive climb and hard wound rubber motors. Thus, our models must be very strong and stiff. Our team already started preparing such aircraft by introducing carbon fiber composites and testing stiff fixed pitch propellers.

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

VOL LIBRE INTÉRIEUR

Dmytro "Bill" Silin – 86654

Chef de Comité

343 777 1303 | dmytro.silin@gmail.com

Bien que nous ayons été témoins de plusieurs événements de vol libre intérieur tant au Canada qu'aux États-Unis dernièrement, j'aimerais dédier ce numéro au rassemblement 2019 du Kibbie Dome Annual. Pour la première fois depuis le Championnat mondial 2018, notre équipe de F1D s'est rassemblée afin de pratiquer et de se préparer en prévision du prochain Championnat mondial.

Cet événement a été disputé à l'un des meilleurs emplacements de vol intérieur au monde : un lieu de la dimension d'un terrain de football sous un plafond de 45 mètres. Il s'agit du Kibbie Dome de Moscow (Idaho), le lieu où a eu lieu le Championnat mondial de 1996.

Cette année, le rassemblement Kibbie Dome Annual a été combiné aux épreuves de qualification américaines. Plus de 25 modélistes sont arrivés du Canada, des États-Unis, de l'Europe et même de la Nouvelle-Zélande! Arend Borst et Edmund

Liem sont arrivés depuis la Colombie-Britannique. Dmytro Silin est arrivé de l'Ontario. Notre ancien collègue d'équipe, Vladimir Linardic, s'est déplacé depuis la Croatie.

Notre équipe a passé quatre jours ensemble – ses membres ont effectué des vols, ont ajusté les maquettes, ont remonté (tordu) de l'élastique et ont repris les séances de vol. En fin d'exercice, Edmund et Dmytro avaient réussi à obtenir des vols d'environ 21 minutes. Arend a même réalisé un chrono impressionnant de 24 :37 – un nouveau record canadien pour (des lieux de) plafond de catégorie IV! Une couple d'heures plus tard, ce record a été fracassé. Vlad Linardic a travaillé ferme et a inscrit un vol de 24 :38.

De tels temps de vol seraient impossibles sans utiliser le meilleur caoutchouc qui soit pour les moteurs. Le meilleur pour le vol libre intérieur, c'est le TAN 2, cuvée de mai 1999. Nous remercions chaleureusement Ladi Horak et Tony Mathew, membres de l'équipe canadienne de F1B. Tony et Ladi ont trouvé de ce précieux matériau de 1999 et en ont partagé avec notre équipe de F1D.

C'est surprenant, mais cette cuvée n'offre pas un bon rendement à titre de moteur à plusieurs filaments épais que les modélistes utilisent à bord de leurs appareils de vol libre extérieur. Au contraire, ce TAN 2 produit le plus d'énergie au poids lorsqu'il forme une boucle mince et simple à bord de maquettes de vol intérieur. Si vous avez une quelconque quantité de cette dite cuvée et que vous voudriez en partager/vendre/échanger auprès de notre équipe de F1D, s'il-vous-plaît, communiquez avec moi.

En octobre prochain, nous organiserons une épreuve de qualification d'équipe canadienne pour le F1D. À l'est, nous la préparons le dernier vendredi d'octobre à l'école Bill Crothers Secondary School de Markham (au nord de Toronto).

Le Championnat 2020 de F1D sera une fois de plus disputé dans la mine de sel en Roumanie. Le plafond est de 54 mètres et il fait relativement froid. Lorsqu'on fait voler des maquettes en un tel lieu, il faut que celles-ci grimpent de façon agressive et que les moteurs de caoutchouc soient remontés au maximum. Cela va de soi, nos

suite à la page 91

SAM / FREE FLIGHT

David Loveday - 7073

Committee Chair

514-634-6006 | freeflightguys@yahoo.ca

Thanks once again to Richard Barlow for sharing some of his great building tips!

BUILDING TIPS

by Richard Barlow

“For the benefit of those who still like to construct their own models, I have a couple of building tips this month.

QUALITY KNIVES

“Other than the #11 X-Acto blade that all of us have been using for more years than I can remember, the most used sharp edge in my tool kit is the Swedish Sloyd knife, along with a leather strop and green honing compound.

“I have had that particular knife for over 40 years. When purchased, it was as sharp as any razor blade. Today, after countless hours of carving balsa, bass, and pine, one can still shave with it.

“With this type of knife, the answer lies in maintaining sharpness, rather than waiting for it to become dull, and then resharpening. That is where the leather strop and honing



compound come into play.

“When carving balsa, or any comparatively soft wood, the strop and the compound sit beside me. I carve for five minutes and then strop for one minute. Some compound is applied to the strop, and then the knife is drawn backwards over the strop at a one or two degree tilt - no more! Half a dozen passes on each side, and the perfect edge is maintained. My main use is for the carving of propellers for rubber powered models, a possible future article.

“All three items are available from Lee Valley Tools online. Frost knife, Veritas honing compound and leather strop. None of these tools is cheap but will last a lifetime

-- guaranteed.

FLUSH SANDING

“Particularly when doing repairs, it is often desirable to sand material absolutely flush with a surface whilst not scratching the adjacent material. For this purpose, it is easy to make up a tool to help protect the adjacent material.

“Manilla file folder material is the same thickness as many fine sandpapers. If both the Manilla and the sandpaper are glued to a block you can now sand flush without damage. Size the sanding surface to the job at hand.” ✨

SAM/VOL LIBRE EXTÉRIEUR

David Loveday - 7073

Chef de Comité

514-634-6006 | freeflightguys@yahoo.ca

Merci une fois de plus à Richard Barlow qui a accepté de partager quelques-uns de ses précieux conseils de construction!

CONSEILS DE CONSTRUCTION

par Richard Barlow

« Pour le bénéfice des modélistes qui aiment encore construire leurs maquettes, j'ai deux conseils, ce mois-ci.

COUTEAUX DE QUALITÉ

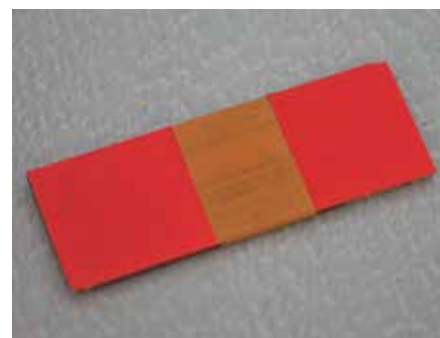
« En plus de la lame numéro 11 d'X-Acto que nous utilisons tous depuis davantage d'années que je n'ose avouer, la lame la plus aiguisée dans ma trousse, c'est le couteau Sloyd (d'origine suédoise), un cuir de lame

(communément appelé strop en anglais) et une solution verte d'affûtage.

« Cela fait 40 ans que je possède ce couteau particulier. Lorsque je l'ai acheté, il était aussi tranchant qu'une lame de rasoir. Aujourd'hui, après d'innombrables heures de sculpter du balsa, du tilleul et de l'épinette, vous pourriez encore vous raser à l'aide de ce couteau.

« Avec ce type de couteau, la clé, c'est de maintenir son tranchant et non d'attendre qu'il le perde avant de l'affûter. Entrent en jeu le cuir de lame ainsi que la solution verte.

« Lorsque vous sculptez du balsa ou tout autre bois mou, je tiens le cuir de lame et la solution à mes côtés. Je sculpte pendant cinq minutes et je passe la lame sur le cuir pendant une minute. J'applique un peu de solution verte au cuir et je passe ensuite la lame par en arrière à un angle de 1 ou



2 degrés... pas davantage! J'effectue une demi-douzaine de passages de chaque côté, si bien que le tranchant est maintenu. J'utilise cette lame surtout afin de sculpter les hélices de maquettes à propulsion électrique... Je vous offrirai probablement une prochaine chronique.

« Ces trois articles sont disponibles en ligne par l'entremise de Lee Valley Tools.

suite à la page 70

R/C ELECTRIC

Nigel Chippindale - 3778L

Committee Chair

613.747.9628 | nchippin@gmail.com

Last time in this column, I talked about the role of stabilization systems, such as SAFE, suggesting that they can be very helpful in acquiring some of the basic skills, but that the learner needs to move progressively away from dependence on stabilization.

This time, I want to deal briefly another aid to learning, trainer or “buddy box” systems, and specifically the wireless trainer option.

The traditional wired trainer system has been around for decades and is well known. The Wireless Trainer system built into most current-generation Spektrum transmitters, however, is not nearly as well understood, resulting in under use of this valuable feature.

The obvious advantage of a wireless set-up, as opposed to wired, is the ability it gives student and instructor to move around without the impediment of a cable. But there is another feature that is very helpful: Master Over-Ride allows control to be handed over to the student without he having to hold a button while the student is doing the flying. With this option, any movement of a stick on the master radio causes control to revert instantly to the instructor.

This takes a bit of getting used to, as most of us who have been instructing for a while have the habit of following along on the sticks. With Master Over-Ride, you must keep your fingers off the sticks after handover. It's then very easy to grab control when necessary, and, if anything, doing so is quicker than releasing a button. It's well



Twin Otter by Richard Lee of the Arnprior club. Hangar 9 kit converted to electric. EFlite Power 32 motors, two 4s 4000 mAh LiPo batteries. / Le Twin Otter de Richard Lee au Club d'Arnprior. Il s'agit d'un kit de Hangar 9 converti à la propulsion électrique. Moteurs Power 32 d'EFlite, deux batteries LiPo 4s de 4 000 mAh. Photo: Larry Ingram

worth the effort to break the old habit. As well, if the master radio has voice, there will be a spoken “Instructor has control” message.

The master radio in a wireless trainer set-up (the one that's bound to the model and programmed accordingly) can be just about any current generation Spektrum computer transmitter, such as DX6, DX6e, DX8G2, DX9, etc. DXe radios purchased retail can also serve as a wireless master transmitter, but those that come with an RTF model only work as the student radio.

Under Training, the master radio is normally set to Wireless Trainer, Pilot Link Master. If Master Over-Ride is chosen, Switch A is typically used to select instructor or student control.

The student radio can be just about any DSM2 or DSMX unit, such as a DXe, DX5e, old DX7, or modern computer radio.

It normally provides only stick inputs and

therefore has no special programming. Its trims and sub trims must be set at zero and its rate switch must be on High.

There's an important trick to binding the two radios. With many buddy box radios, the initial message will be “Bind failed”. If you wait about 10 seconds, however, it will change to “Bind complete”. So have patience, and don't let go the bind button too soon!

Wireless Trainer is not just for initial training. It can also be very helpful when a flyer needs help from a more experienced pilot, as on the maiden flight of a new model. Whether it's helping a new flyer learn the basic skills or providing backup in a difficult situation, Wireless Trainer is a function well worth learning.

Systems other than Spektrum may also provide a wireless trainer feature; FrSky is one example. ✈

MAQUETTES ÉLECTRIQUES RC

Nigel Chippindale - 3778L

Chef de Comité

613.747.9628 | nchippin@gmail.com

La dernière fois, cette chronique faisait état du rôle des systèmes de stabilisation (comme SAFE) et je suggérais qu'ils sont

très pratiques lorsque nous apprenons des aptitudes de base. Mais l'élève-pilote doit progressivement abandonner cette dépendance à la stabilisation.

Cette fois, je veux vous entretenir d'une autre forme d'aide à l'apprentissage, la boîte-école (buddy box) sans fil.

Le système traditionnel (à câble) existe

depuis des décennies et est très bien connu. Le système appelé Wireless Trainer qui se trouve dans la génération actuelle des émetteurs Spektrum, n'est pas aussi bien compris, ce qui fait en sorte qu'on ne l'exploite pas à son plein potentiel.

L'avantage évident de cette configuration,

suite à la page 70

R/C FLOATPLANES

Paul Neely - 73841

Committee Chair

519.641.4045 | pneely@rogers.com

As I am writing this in June and you will get to read it in August, hopefully the weather will have improved.

With the spring being cold and wet around Ontario, it's been hard to get much flying of any type in. Our float fly pond even got flooded out. Where we stand was under two feet of water. Walter Reynolds from B.C. told me they had the opposite problem: too hot and dry.

On a good note, I got invited to the Woodstock new pond to float fly. There are houses nearby so it will likely be electric flying only. We had a great time. Way to go, guys!

JIM PROWSE

On a sad note, on June 3, we lost a good friend; Jim Prowse passed away.

Jim was involved in the Hot Rod classic cars and he loved to float fly. Jim was my communications officer. His attitude was if you're going to send a notice out you might as well let everyone know. With this said, he would let over 60 people know when we were going float flying. Jim also



Jim Prowse

traveled around to many of the float flies in Southwest Ontario.

He wintered in Arizona and we would get pictures of him float flying there. His two favorite sayings were "That's just dandy" and "That's just too much fun".

Jim flew electrics. At the pond one night, I started my nitro J3 Cub up, set it in the water and took off. I realized the I had my regular glasses on and not my sunglasses. Jim came over to help and he took over

flying while I found my sunglasses. When I returned, instead of giving me back my radio he asked how long you could fly on a tank? I responded about 15 minutes. He landed the plane in about 15 minutes, with a big smile on his face, saying "That's just dandy and too much fun."

I can honestly say that Jim will be sorely missed by everyone in the float flying group and MAAC. Rest in peace Jim. ✈

HYDRAVIONS RC

Paul Neely - 73841

Chef de Comité

519.641.4045 | pneely@rogers.com

En rédigeant ceci en juin et puisque vous lirez la chronique en août, j'espère que la météo se sera améliorée.

Le printemps a été froid et humide en Ontario et il a été difficile d'effectuer quelque vol que ce soit. Notre étang pour hydravions a même été inondé. Il y avait deux pieds d'eau là où nous nous tenons habituellement à nos stations de pilotage. Walter Reynolds, en Colombie-Britannique, me racontait qu'ils ont vécu la situation inverse : il faisait trop chaud et c'était sec.

Sur une meilleure note, on m'a invité à l'étang de Woodstock (toujours en Ontario). Des domiciles se trouvent non loin, si

bien que seuls des appareils électriques y évolueront vraisemblablement. Nous nous sommes bien amusés. Bravo, les gars!

JIM PROWSE

Sur un ton beaucoup plus triste, nous avons perdu un bon ami, le 3 juin : Jim Prowse s'est éteint.

Jim était impliqué au sein du mouvement des voitures classiques de type Hot Rod et de plus, il adorait piloter des maquettes. Il était mon officier des communications. Son point de vue, c'était que s'il devait envoyer un avis, aussi bien l'envoyer à tout le monde. Ceci dit, il informait plus de 60 personnes qui nous allions faire voler nos avions. Jim se rendait aussi à plusieurs Float-flies du sud-ouest ontarien.

Il passait l'hiver en Arizona et nous recevions parfois des photos de lui en

train de s'adonner à son passe-temps aéronautique. Ses deux marottes préférées, c'était : « C'est bien chouette. » (That's just dandy.) et « Nous avons trop de plaisir. » (That's just too much fun.).

Jim pilotait des maquettes électriques. À l'étang un certain soir, j'ai fait démarrer mon J-3 Cub au nitro, je l'ai déposé sur l'eau et je l'ai fait décoller. Je me suis aperçu que je portais mes lunettes ordinaires et non mes lunettes de soleil. Jim est venu de mon côté afin de me tirer de mon mauvais pas, tandis que je retournais chercher mes lunettes. Lorsque je suis revenu, au lieu de me rendre mon émetteur, Jim m'a demandé combien de temps ma maquette volerait sur son réservoir? Je lui ai dit environ 15 minutes. Il a fait amerrir mon appareil 15 minutes plus tard et, affichant un large

suite à la page 91

HÉLICOPTÈRES RC



Pilots and helicopters at the helicopter Fun Fly at the flying club in Parksville, B.C. / Pilotes et hélicoptères lors du Fun-fly du club de Parksville (Colombie-Britannique).

Darren Wiens - 79825

Chef de Comité

604.354.4471 | rchlidarren@gmail.com

SIMULATEURS DE VOL

Cette année, j'ai décidé de pousser un peu plus loin ma progression et j'ai franchi des étapes en ce sens.

L'une des premières choses que j'ai faites, c'est d'investir dans un nouveau simulateur de vol pour mon ordinateur. Cela m'a mené à un problème que je vis – d'autres personnes aussi – au simulateur. C'est plate! Cela n'offre pas la même sensation que de voler en temps réel et l'attrait n'est tout simplement pas le même.

Le simulateur en ligne a changé la donne. Puisque des amis utilisent le même simulateur, nous procédons souvent à des séances ensemble. Nous utilisons des casques de façon à échanger entre nous en parlant, pas en tapant, et les séances en sont d'autant plus agréables.

Nous nous aidons en analysant nos défis du moment. Nous surveillons ce que les autres font et leurs manœuvres aux manettes et nous pouvons offrir des conseils sur la façon d'exécuter telle ou telle manœuvre. Pour ma part, mes séances ne durent plus cinq minutes mais plutôt plus d'une heure. Et cela m'a beaucoup aidé.

Se conformer à une séquence préétablie, c'est quelque chose qui aide beaucoup aussi. Souvent, cela aide d'apprendre une manœuvre un peu plus simple avant d'en tenter une plus complexe. Nous voulons tous aller au-delà du simple surplace le plus rapidement possible et nous tourner vers ce qui est plus agréable; toutefois, il faut avoir confiance en nos manœuvres de base, ce qui nous aidera à passer aux plus compliquées.

Il existe de bonnes méthodes d'aide à la formation. La première, c'est le programme des pales (Blades) du MAAC. Ce document ne vous montrera pas les séquences acrobatiques plus complexes mais il fera en sorte que vous deveniez un pilote sécuritaire.

L'Association IRCHA (International Radio Controlled Helicopter Association) possède un excellent programme d'aptitude au pilotage qui vous montre les manœuvres, à commencer par le surplace et jusqu'à celles de pilotage 3D.

Enfin, le regroupement RCHN (RC Heli Nation) a créé un autre excellent programme d'aptitude au pilotage qui se rapproche de celui de l'IRCHA.

Vous avez du choix, mais après avoir mené ma propre recherche, j'ai décidé de me procurer le simulateur NeXt (d'Eiperle CGM). Il fonctionne très bien en ligne et

plusieurs de mes amis l'utilisent déjà.

SÉQUENCES VIDEO

J'essaie quelque chose de différent, cette année : la capture en vidéo de mes vols. Je me suis récemment procuré une caméra DSLR de qualité et je l'ai configurée pour prises d'images vidéo. Mon objectif cette année : filmer plusieurs vols en cours d'année afin de surveiller mes progrès.

J'espère que cela m'encouragera et que cela me montrera que je progresse lors de mes séances de vol. Je pourrai voir le résultat de mon travail acharné et de pratique. Je peux même m'en servir comme outil de formation afin de vérifier ce que j'ai fait de travers et comprendre ce que je devrai faire correctement, la prochaine fois.

J'espère vous avoir encouragé à ne pas vous en tenir uniquement à ce que vous connaissez. Nous pouvons tous nous complaire à effectuer une routine de vol très ordinaire et cela finira par nous lasser. Je crois sincèrement que c'est une bonne chose de nous pousser, de temps à autre. Après tout, qui n'aime pas ce sentiment d'accomplissement lorsque nous réussissons cette nouvelle manœuvre aux commandes de notre machine? ✈

R/C HELICOPTER



Pilots and helicopters at the helicopter Fun Fly in Rycroft, Alberta. / Pilotes et hélicoptères lors du Fun-fly du club de Rycroft (Alberta).

Darren Wiens - 79825

Committee Chair

604.354.4471 | rchelidarren@gmail.com

FLIGHT SIMULATORS

This year, I decided that I want to push my progression a bit harder so I decided to take a few steps in order to do that.

One of the first things I did was invest in a new helicopter simulator for my computer. This leads me to one problem that I, and many other people, have with the sim. It's boring! It's not the same as flying in the real world, and so it just doesn't have the same appeal.

Online simming has changed that, though. Since I have friends of mine who use the same sim, we will regularly get on and sim together. We will use headsets so we can talk to each other, not just type messages but actually talk, and it has made simming much more enjoyable.

We can all help each other with the different things that we're each working on. We can watch each other as well as watch each other's stick movements in order to offer advice or show how something is done. For me, it has taken the occasional five-

minute sim session up to regular sim sessions that are over an hour long. It has really helped me out.

Following a set schedule is something else that can really help as well. Many times, learning a slightly more basic manoeuvre can really help with making a more complicated one easier to learn. We all want to get past the basic hovering as quickly as possible and get to the fun stuff; however, making sure we are fully confident in the more basic stuff will really help with the more advanced manoeuvres.

There are a couple of good training guides that are available to follow. The first one is the MAAC Blades program. It doesn't move you through advanced aerobatic manoeuvres but it does bring you through everything you need to ensure that you are a safe pilot.

IRCHA (International Radio Controlled Helicopter Association) has an excellent Pilot Proficiency Program that takes you from basic hovering all the way to advanced 3D manoeuvres.

Finally, RCHN (RC Heli Nation) created another excellent pilot proficiency program that is closely based on the IRCHA one.

There are a lot of excellent choices out

there but after doing some research, I decided that I would purchase the NeXt heli sim by Eiperle CGM. It works very well online and I have several friends of mine who are already using it.

VIDEO REVIEW

Something different that I am trying this year is videoing my flights. I recently purchased a quality DSLR type of camera and have set it up for video. My goal this year is to record many of my flights throughout the year to track my progression.

My hope is that it will help encourage me and see that I am actually moving forward in my flying. I want to be able to see that my hard work and practice is paying off. I can even use it as a training tool to see where I went wrong and hopefully figure out what to do next time.

Hopefully, I've encouraged you to not just sit back and stick with what we know. We can very easily fall back into a basic flight routine that just makes us bored and I really feel that it's a good thing to push ourselves, every once in a while. After all, who doesn't like that feeling of accomplishment when they actually complete that new manoeuvre on their aircraft? ✨

Alan Blore - 21353

Chef de Comité

403.730.9860 | ablore@shaw.ca

J'espère que tout le monde vole à profusion, cette année. Je crois que j'arrive moi-même à satisfaire mon addiction. L'un des événements auxquels je me suis rendu, c'est le Princeton Jet Rally, de la Colombie-Britannique.

Paul Dries est l'organisateur de l'évènement et il a soumis ce sommaire de ce qui est arrivé cette année. À vous, Paul.

RÉCHAUFFEMENT PRINTANNIER DU PRINCETON JETS

« À mesure que les journées s'écoulaient et qu'on se rapprochait de l'évènement, je me suis mis à faire de l'anxiété entre les priorités de préparer la rencontre et de préparer mon propre équipement. Nouveaux défis, cette année : la direction de l'aéroport a changé et il fallait satisfaire à de nouvelles conditions qu'imposaient la Ville et Transports Canada.

« À quelques jours de l'évènement, j'ai reçu un courriel du MAAC qui m'annonçait que l'emplacement de nos opérations se trouvaient dans de l'espace contrôlé et qu'il faudrait adopter de nouvelles procédures en raison de cette proximité. Puisque nous évoluons depuis un terrain d'aviation, j'ai trouvé que le conflit avait de l'intérêt puisque la limitation de l'altitude et autres procédures de vol ne s'appliquent pas lorsque vous partagez la même piste avec les avions à l'échelle réelle qui se retrouvent à l'altitude « zéro » lorsqu'ils atterrissent et décollent.

« Peu importe ces considérations, nous avons réussi à conclure une entente qui permettrait au rassemblement de se poursuivre tandis que le MAAC et Transports Canada planchaient sur les nuances de terrains du MAAC en fonction à des aéroports actifs. Notre club a toujours entretenu de bonnes procédures de travail afin de dégager l'espace aérien pour les appareils à l'échelle réelle à l'aide de radios aviation et en communiquant avec les pilotes.

« Ce sur quoi vous pouvez compter au printemps, c'est de la météo capricieuse. Le bulletin météo faisait état de temps mixte et d'averses dispersées mais en fin de compte, exception faite du mercredi après-



Newcomer Dennis Rogalski with his Excaliber. / Dennis Rogalski, un nouveau venu, et son Excaliber.

midi, nous n'avons pas eu de pluie au cours du rassemblement. On peut s'y attendre à Princeton, le vent s'est manifesté à chaque jour en après-midi mais les pilotes ont pu effectuer leurs vols avant qu'ils ne cessent leur activité et que les abris-soleils soient démantelés.

« Plusieurs vols ont été effectués et nous avons accueilli de nouveaux pilotes en plus de ceux qui étaient plus expérimentés. Un seul appareil a été perdu au cours de la fin de semaine – le F-86 Sabre Skylancer de Jeremy Ferguson a connu une vibration aéroélastique (flutter) sur son volet droit pendant une passe au centre du terrain. L'aile s'est désintégrée et l'avion s'est démantelé et les débris se sont éparpillés sur la pelouse. L'avion était un projet de fabrication artisanale datant des années 1990 et qu'avait converti plus tard à la turbine Dean Wichmann.

« Une telle perte était d'autant plus triste que la qualité de la construction était digne des rassemblements World Jet Masters; c'était un excellent exemple d'une copie volante de l'équipe originale de démonstration canadienne.

« Pendant un moment, je m'inquiétais de la diminution de l'univers des jets au Canada. Toutefois, cet évènement m'a redonné confiance, en plus des nouveaux

visages que j'ai rencontrés. Shaun Price (de Victoria) s'est enfin déplacé et a fait voler son Boomerang XL. Il a emmené son ami Dave Lundy qui, lui aussi, avait apporté un Boomerang XL.

« Dennis Rogalski, de Merrit, en était à sa première participation à Princeton et a piloté son Excaliber en compagnie de Tracy Hesla (de Peachland), lui aussi muni d'un Boomerang XL. En fait, le contingent de Boomerangs était plutôt important, y compris deux Sprints, trois Élans et trois XL.

« Jeremy Ferguson a finalement piloté son F-15 après que cette maquette ait passé plusieurs années dans l'atelier de Dean Wichmann et plus tard, chez Jeremy. Bill Reitzel, d'Anacortes, était le seul participant américain; il a piloté son Super Bandit (de BVM) à la livrée couleurs assez éclatante. Wai-Ming Leung a apporté son jet F-16 (Skymaster) à l'échelle 1/5 mais n'a pu régler des problèmes de train d'atterrissage, si bien qu'il a dû se contenter de quelques passes de taxi.

« Alain Blore, notre illustre président du Comité des jets, a piloté un autre CT-114 Tutor (CARF) mais sa turbine Pr80 émettait d'étranges pulsations qui ont limité ses vols à un seul qui s'est terminé par une

suite à la page 68

R/C JETS

Alan Blore - 21353

Committee Chair

403.730.9860 | ablore@shaw.ca

I hope all are getting in their fix of flying in this year. I think I am getting addiction looked after. One of the events I attended was the Princeton Jet Rally in B.C.

Paul Dries is the event organizer for this one and has gladly submitted a summary of what happened there this year. So, take it away Paul.

PRINCETON JETS SPRING WARM-UP

“As the days leading up to the event move forward, I found myself stressing between priorities of preparing for the event and preparing my aircraft and equipment. This year brought new challenges as the airport management had changed with a new set of conditions we were required to meet to satisfy both the town’s and Transport Canada requirements.

“Just days before the event, I received an e-mail from MAAC stating our field location was in controlled airspace and that new procedures would be required due to that proximity. Since we operate at an airfield, I found this an interesting conflict as limiting altitude or other flying procedures doesn’t really apply when you share the same runway as the full scale planes which end up at zero altitude when they land and take off.

“Regardless, we were able to come to an agreement that would allow the event to continue while MAAC and Transport Canada worked out the nuances of MAAC airfields operating at active airports. Our club has always maintained a good working relationship with the airport manager and also we have always adopted working procedures to clear airspace for full scale aircraft using aircraft radios and communication with pilots.

“The one thing you can count on in spring is unpredictable weather. The forecast was for mixed days with rain dispersed and other than Wednesday afternoon, this turned out to be the only rain we would see for the event. As is predictable in Princeton, the winds came up every day in the afternoon but most days, it allowed lots of flying before people were done flying and strapping down their tents.

“Regardless, plenty of flying got done



Alan Blore readies his CARF Tutor for its maiden flight. / Alan Blore prépare son Tutor (CARF) pour son vol inaugural.

with lots of interesting new pilots and many of the old crew. The flying was very good and only one airplane was lost the entire weekend – Jeremy Ferguson’s Skylancer F-86 Sabre experienced right wing flap flutter while on a runway pass front and center. The wing desintegrated and the airplane broke up and scattered across the grass. The plane was a scratch-built project that was originally built in the 90s for ducted fan and converted to turbine some years later by Dean Wichmann.

“The loss was sad as the build quality was worthy of the World Jet Masters and was an excellent scale example of the original Canadian demonstration team.

“For a while, I was getting concerned that the jet scene was dwindling a bit out in Western Canada. However, this event restored my confidence in some new faces coming out. Shaun Price, from Victoria, finally made it over and flew his Boomerang XL. Shaun brought his friend Dave Lundy who also brought a Boomerang XL.

“Dennis Rogalski, from Merrit, was new to Princeton and flew his Excaliber very well along with Tracy Hesla, from Peachland, also with a Boomerang XL. In fact, there was a strong showing of Boomerangs at the event including two Sprints, three Elans and three XLs.

“Jeremy Ferguson finally flew his F-5 after it sat for many years first in Dean Wichmann’s shop and then later in Jeremy’s shop. Bill Reitzel from Anacortes, the lone attendee from the U.S. flew his BVM Super Bandit with some custom paint. Wai-Ming Leung brought out a new Skymaster 1/5 F-16

but was unable to solve some landing gear issues so only did taxi tests.

“Alan Blore, our illustrious Jet Committee Chair flew another CARF CT-114 Tutor while experiencing a strange pulsating flame out on his P180 Turbine that limited him to one flight with a dead stick. Yours truly flew my Aviation Design F-16 originally owned by Dean Wichmann, several years after moving out to B.C.

“The jet community saw the return of Angus McDonald attending his first Princeton Jets event. Angus brought out his three-metre Leonardo which was an impressively large airplane – both in length and girth! Big thank you to Shane Wunderlick who “just came to watch” and helped out all weekend as well as providing us with almost all of the great photos you see in this article.

“Shane has been bitten by the jet bug and is actively looking for an affordable starter jet in time for the fall Princeton event.

“This fall, the club will hold its 20th anniversary event at Princeton and are planning some extras for the pilots attending the event.

“Commemorative T-shirts honouring the original founders of Princeton Jets along with a pig roast and some other “goodies” should make it a fun event to remember. The event will be held from September 26 to 29th, 2019.”

Thanks Paul!

If anyone else wishes to add their event to the column, don’t be shy passing it on to me.

Fly Safe and talk to you all in the next issue of Model Aviation Canada. ✨



This Page, from top / Sur cette page, depuis le haut"

Paul Dries lands his Aviation Design F16 after a re-maiden. / Paul Dries fait atterrir son F-16 (Aviation Design) après lui avoir fait effectuer un nouveau baptême de l'air. Angus McDonald landing his 3m Leonard on its maiden flight

Bill Reitzel on final with his BVM Super Bandit - looks like the nose gear might be a problem... / Le Super Bandit (un kit de BVM) de Bill Reitzel en finale – il semble que le train du nez ait un problème...

The last flight takes off for a beautiful Sky Lancers F86 by Jeremy Ferguson. / Dernière envolée d'un F-86 Sky Lancers, par Jeremy Ferguson.

Opposite page, Clockwise from top / Page oppose, dans le sens des aiguilles d'une montre : Newcomer Dennis Rogalski with is Excaliber. / Dennis Rogalski, un nouveau venu, et son Excaliber.

Wai-Ming Lueng lands his Viperjet after another flight. / Wai-Ming Lueng fait atterrir son Viperjet après avoir effectué un autre vol.

Bob Wonitoy does a low pass with his excellent CARF MiG. / Bob Wonitoy effectue une passe en rase-mottes à l'aide de son excellent MiG (CARF).

A relieved Jeremy Ferguson taxis his F5 back after the maiden. / Un Jeremy Ferguson visiblement soulagé déplace son F5 après son vol inaugural.

approche sans motorisation (dead stick). J'ai moi-même piloté un F-16 (d'Aviation Design) que possédait à l'origine Dean Wichmann, plusieurs années après être déménagé en Colombie-Britannique.

« La communauté des pilotes de jet a assisté au retour d'Angus McDonald, ce dernier s'amenant à Princeton pour la première fois. Angus a apporté son Leonardo d'une envergure de trois mètres... appareil impressionnant – tant en longueur qu'en tour de taille! Un gros merci à Shane Wunderlick qui n'était « venu que pour observer » et qui a donné un coup de main toute la fin de semaine en plus de nous offrir presque toutes les belles photos que vous voyez dans cette chronique.

« Shane est solidement mordu des jets et recherche activement un appareil de débutant afin de pouvoir le piloter lors du rassemblement d'automne de Princeton.

« Cet automne, le Club organisera son 20e évènement de Princeton et planifie des surprises pour les pilotes qui s'y rendront.

« Des t-shirts commémoratifs qui honorent les fondateurs de Princeton Jets, un rôti de porc et d'autres surprises devraient rendre ce rassemblement mémorable. Celui-ci se déroulera du 26 au 29 septembre 2019. »

Merci, Paul!

Si quiconque veut ajouter son évènement à cette chronique, ne soyez pas gêné, faites-en moi part. Pilotez en toute sécurité et on se donne rendez-vous dans le prochain numéro de Model Aviation Canada. ✨



ACROBATIE DE PRÉCISION RC

Harry Ells

Chef de Comité

905.342.2128 | harryells@gmail.com

L'hiver a constitué un immense problème. J'ai manqué le premier concours auquel je me rends ordinairement en mai. Il me semblait que le trajet allait être très long afin de procéder à mon premier vol de l'année. Je sais aussi que plusieurs clubs ont

connu un retard des opérations après toutes les averses d'avril et de mai.

L'un des autres présidents de comité a conçu une méthode intéressante de préparer des chroniques pour la revue. Je crois que le Comité d'acrobatie de maquettes télécommandées devrait y songer : chaque membre du comité est chargé de préparer une chronique par année.

D'ici à ce que vous lisiez ces lignes, je serai de retour du Championnat mondial de

F3A. J'ai cru que le moment était bien choisi pour examiner les séquences acrobatiques en 2020. Je m'attends à ce que le Comité décide d'adopter A20 et P21. En raison des similitudes, j'ai formulé des commentaires sur la séquence A20.

(Note de la rédaction : Puisque la terminologie acrobatique est complexe et puisque les pilotes la connaissent très bien en anglais, veuillez consulter la chronique dans la langue de Shakespeare.)

Allez hop, allez vous amuser! ✨

Maquettes électriques RC

suite de la page 62

c'est qu'élève-pilote et instructeur peuvent se déplacer sans se soucier d'un câble qui relie les deux émetteurs. Une autre caractéristique est très pratique : la fonction Master Over-Ride, qui remet le contrôle de la maquette à l'élève-pilote sans qu'il n'ait à tenir un bouton pendant qu'il pilote. Grâce à cette option, tout mouvement des manettes sur l'émetteur principal retourne le contrôle instantanément à l'instructeur.

Cela prend un moment avant qu'on s'y fasse puisque la plupart d'entre nous (les instructeurs) avons tendance à suivre les mouvements grâce aux manettes. Tandis qu'avec Master Over-Ride, vous devez vous empêcher de toucher les manettes après avoir remis le contrôle à votre élève-pilote. Il devient alors très facile de s'emparer du contrôle de la maquette et c'est plus rapide que de relâcher la pression de sur un bouton. Ça vaut la peine de casser la vieille habitude. Encore mieux, si l'émetteur principal est doté d'une voix synthétique, on retrouvera un message attestant que l'instructeur contrôle la maquette.

L'émetteur principal en mode sans fil (celui qui est appairé à la maquette et qui est programmé en conséquence) peut être l'un de ceux de la génération actuelle des produits Spektrum, comme les DX6, DX6e, DX8G2, DX9, etc. Les émetteurs DXe achetés au détail peuvent aussi servir d'émetteur principal sans fil mais ceux qui sont offerts avec une maquette prête à voler ne peuvent fonctionner qu'en mode émetteur-tient-l'élève-pilote.

En mode « Training », l'émetteur principal est normalement réglé à Wireless Trainer, Pilot Link Maser. Si on choisit Master Over-Ride, le commutateur A est typiquement utilisé afin de sélectionner le contrôle de l'instructeur ou de l'élève-pilote.

L'émetteur de l'élève-pilote peut être un appareil des séries DSM2 ou DSMX (on songe aux DXe, DX5e, à un vieux DX7) ou un émetteur moderne.

Normalement, vous ne ressentirez que les mouvements des manettes si bien que vous ne pouvez programmer quelque fonction spéciale que ce soit dans votre unité. Les réglages (trim, sub-trim) doivent être placés à zéro et le commutateur du taux (rate) doit être placé à High.

Truc important au moment d'appairer (binding) les deux émetteurs. Sur de nombreux émetteurs boîtes-écoles, le message initial affichera « Bind failed » (opération d'appairage non complétée). Toutefois, si vous attendez dix secondes, l'affichage changera à « Bind complete » (appairage complété). Soyez patient et ne déressez pas le bouton d'appairage trop tôt!

La fonction Wireless Trainer n'est pas limitée à la formation initiale. Elle peut aussi venir en aide à l'élève-pilote qui nécessite un coup de pouce d'un pilote plus expérimenté, comme lors du baptême de l'air d'une nouvelle maquette. Qu'il s'agisse d'aider un nouveau venu à maîtriser les aptitudes de base ou d'appuyer un pilote qui se retrouve en situation difficile, la fonction Wireless Trainer est pratique.

D'autres systèmes que Spektrum offrent aussi une caractéristique de formation sans fil; FrSky est une telle marque. ✨

R/C Precision Aerobatics

from page 71

the biggest thing is to imagine a vertical line were it starts, it must also end there.

A-20.15 Roll Combination with consecutive two ½ rolls: Looking 2 nice centered half rolls

A-20.16 Half Square Loop on Corner: As with all half or full Squares on corner, the descending line tends to be longer and the second line to be short and also not 45 degrees.

A-20.17 Avalanche: Looking for a nice round loop and a good snap dead center at the bottom of the loop, I would strongly suggest a positive snap.

Have fun with it! ✨

SAM/Vol libre extérieur

suite de la page 61

Couteau Frost, solution Veritas et cuir de lame. Ceux-ci ne sont pas bon marché, mais ils vous dureront une vie entière, je vous le garantis.

PONÇAGE AFFLEURANT

« Point essentiel surtout au moment d'effectuer des réparations, il est souvent souhaitable que vous réussissiez à effectuer du ponçage affleurant (en anglais, le terme flush sanding très répandu) à une surface sans pour autant égratigner le matériel adjacent. À cette fin, il est facile de fabriquer un outil qui protégera cette surface voisine.

« Les chemises Manilla pour classer vos dossiers sont de la même épaisseur que plusieurs papiers fins à poncer (sabler). Si vous collez le carton Manilla et le papier à poncer à un bloc, vous pourrez alors poncer en affleurant sans causer de dommage. Vous devrez tout juste proportionner la surface (du bloc) au travail à effectuer. » ✨

R/C PRECISION AEROBATICS

Harry Ells

Committee Chair

905.342.2128 | harryells@gmail.com

The weather has been a huge problem. I missed the first contest I normally attend in May. It was looking like a very long drive for my first flight of the year. I also know that it effected many clubs with a late start due to the large of amount of rain we received in April and May.

One of the other Committee Chairmen has a very interesting method of doing articles for the magazine. One that I am thinking the RC Aerobatics Committee should try, each committee member is tasked with writing one column a year.

I will be back from the F3A World Championships by the time you read this and I thought that it would be a good time to look ahead at the schedules for 2020. I expect that the Committee will decide to move on to A20 along with P21. Because of the similarities here are some of my comments on A20.

A-20.01 Vertical 8: A mid level inverted entry is interesting, unfortunately the top is done first, look for the top to be flown larger than the bottom.

A-20.02 Stall Turn with consecutive two $\frac{1}{4}$ rolls: As in all stall turns look for the plane to stop before the pivot and the $\frac{1}{4}$ rolls to be centered on the downline, also with inverted entry and upright exit look closely for radius to be a different size.

A-20.03 Square Loop on Corner: Usually in squares on corners there are not too many radiuses the same size and length of sides tend to vary the 3rd side is often the longest.

A-20.04 Figure 9: The thing to look for is the $\frac{3}{4}$ loop and exit radius being the same size.

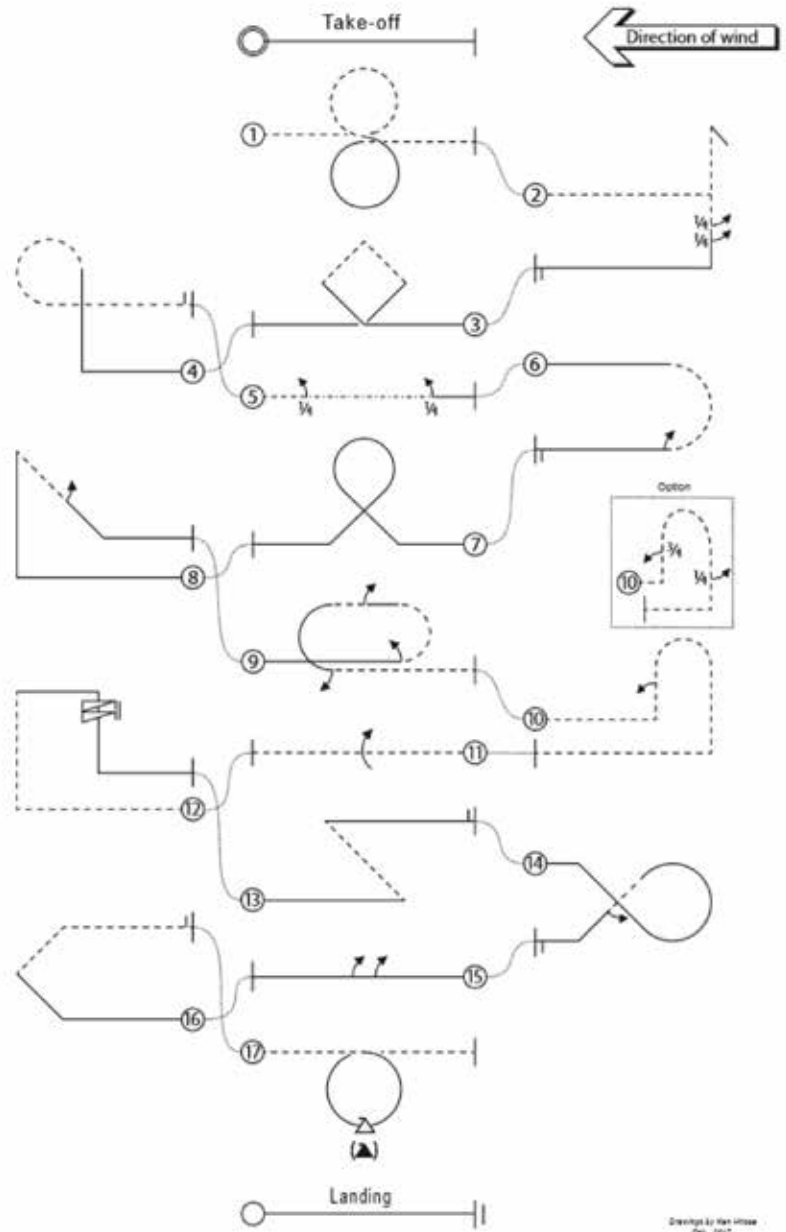
A-20.05 Knife-Edge flight with $\frac{1}{4}$ roll, $\frac{1}{4}$ roll: Look for pitching with rudder and most important the $\frac{1}{4}$ roll direction.

A-20.06 Inverted Split S with $\frac{1}{2}$ roll: Something straight forward, look for $\frac{1}{2}$ loop to be round and the $\frac{1}{2}$ roll to be immediate at the bottom of the $\frac{1}{2}$ loop.

A-20.07 Golf Ball: The two 45-degree lines do not need to cross at their midsections but do need to cross at the same point on each line. Watch for various sizes of the 3 radii.

A-20.08 Shark Fin with $\frac{1}{2}$ roll: Look for the up-line to be 45 degrees and the radius

ADVANCED SCHEDULE A-20 (2019-2020)



the same, the middle radius is often smaller.

A-20.09 Double Immelman with $\frac{1}{2}$ roll, $\frac{1}{2}$ roll, $\frac{1}{2}$ roll: Watch that the $\frac{1}{2}$ loops are round and that the $\frac{1}{2}$ roll, $\frac{1}{2}$ loops do not have a pause between them.

A-20.10 Push-Push-Push Humpty-Bump with $\frac{1}{2}$ roll (option with $\frac{3}{4}$ roll, $\frac{1}{4}$ roll): The thing to watch for in any humpty-bump is the top radius. It should be round and match the entry and exit, but most of all watch the it starts and stops at the same altitude it will

often finish low.

A-20.11 Roll: Looking for constant speed and centering.

A-20.12 Top Hat with spin: As with all spins the entry is usually most critical, looking for snap or rolling entry.

A-20.13 Figure Z: Here looking for same radius on entry and exit as well as a 45-degree line.

A-20.14 Comet with $\frac{1}{2}$ roll: With a comet,

continued on page 70

COURSE AUTOUR DE PYLÔNES



Hank Kauffmann

Chef de Comité

403-278-4403 | hawksoft@telusplanet.net

Le ciel était fort achalandé au terrain de vol de la Calgary Miniature Pylon Racing Association au cours de la grande fin de semaine de la fête du Canada alors que le club était l'hôte d'une séance de formation pour l'Escadron 781 des Cadets de l'air. Les pilotes Kevin Moorehouse, Roy Andrassy, Bruce Peipgrass et Hank Kauffmann ont apporté leurs maquettes et les boîtes-écoles (buddy boxes) afin de passer l'après-midi avec sept ou huit cadets de l'air.

Souvent, trois maquettes étaient en l'air et les cadets ont pu effectuer autant de vol qu'ils le désiraient. Puisqu'ils possèdent déjà des connaissances en matière aéronautique, quelques cadets avaient réussi un atterrissage en milieu d'après-midi.

Autre volet aussi moderne de populaire du vol télécommandé, le vol par immersion (en anglais, First Person View ou FPV). L'appareil de Bruce Peipgrass a volé tout l'après-midi et les cadets faisaient la file pour avoir leur tour.

La météo autour de Calgary était un peu turbulente, ces temps-ci mais au



cours de cette journée de formation, elle était absolument parfaite; peu de vent et le mercure dans la basse vingtaine de degrés. C'était un temps superbe pour

l'instruction, tous les avions ont survécu et tout le monde s'est bien amusé. Nous avons hâte de récidiver l'année prochaine! ✈

R/C PYLON



Hank Kauffmann

Committee Chair

403-278-4403 | hawksoft@telusplanet.net

The skies were busy at the Calgary Miniature Pylon Racing Association flying field over Canada Day long weekend as the club hosted an RC training session for the 781 Royal Canadian Air Cadet Squadron. Pilots Kevin Moorehouse, Roy Andrassy, Bruce Peipgrass, and Hank Kauffmann, brought their trainer planes and buddy boxes, and spent the afternoon with seven or eight air cadets flying their planes.

Three planes were often in the air at the same time and the cadets got to fly as much as they wanted. With their knowledge of all things airplane, by mid-afternoon, a couple cadets already had their first takeoffs under their belts.

A modern and popular twist to RC flying is FPV. Bruce Peipgrass' FPV rig was flying all afternoon, he always had a couple of cadets waiting for their turn.

The weather around Calgary had been unsettled lately but on the day of the



training session, it was absolutely perfect with minimal wind and temps in the low 20s. It was great weather for instructing, all planes survived, everyone had a great time,

and we are all looking forward to doing it again next year. ✨

COPIES VOLANTES RC

Scott Crosby - 23964

Chef de Comité

780-220-1195 crosby.scott@rocketmail.com

J'espère que tout le monde s'exerce à faire voler des avions et qu'on apprécie l'été! Un rappel : lisez les règlements de Transports Canada et du MAAC. Un immense MERCI à toutes les personnes qui ont travaillé très fort afin d'obtenir l'exemption pour les membres du MAAC et les terrains de vol dûment reconnus.

Plusieurs rassemblements de copies volantes seront présentés, cet été!

Comme d'habitude, le B.C. Scale Classic se déroule à Vernon (Colombie-Britannique) du 12 au 14 juillet.

L'Edmonton Radio Control Society (ERCS) sera l'hôte d'un Fun-fly de copies volantes du 26 au 28 juillet.

Le KW Flying Dutchmen Scale Rally se déroulera les 7 et 8 septembre dans la région de Kitchener-Waterloo (Ontario).

Ce ne sont là que quelques-uns des rassemblements de copies volantes au calendrier en cours d'année. Vérifiez le site Web du MAAC, au cas où il s'en déroule un non loin de chez vous!

Philippe Dessureault, membre du Comité et maître-constructeur, vient d'entreprendre un ambitieux projet et a accepté de partager quelques détails de sa construction d'un Xtreme Decathlon à l'échelle 35 % d'AMR.

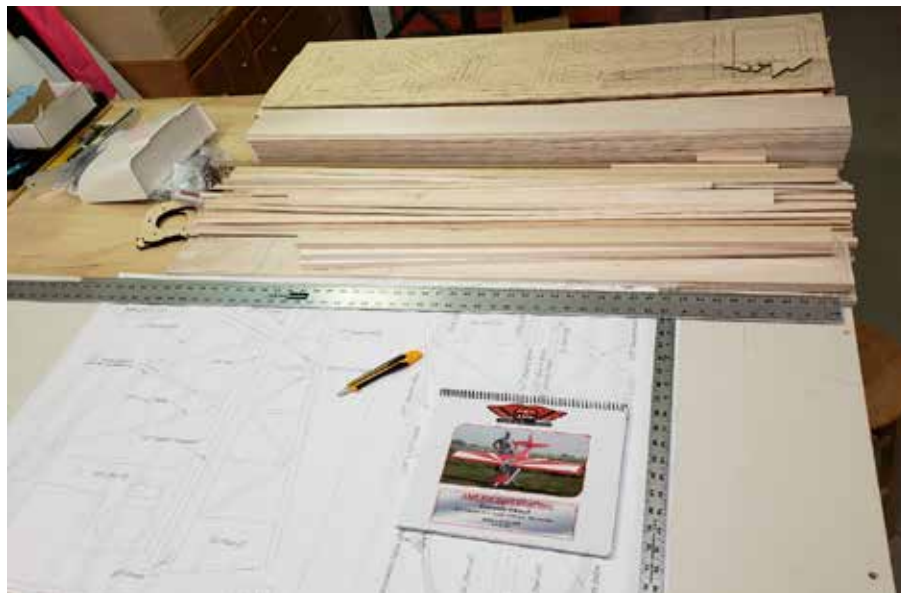
Super Decathlon

par Philippe Dessureault

« C'est mon premier kit d'AMR et je dois dire qu'il est très bien conçu. Les instructions sont claires et faciles à suivre. Le seul plan qui soit inclus, c'est l'assemblage de l'empennage. Des plans ne sont pas nécessaires pour le reste... tout s'assemble aisément à ce point! Un beau gabarit est fourni avec les deux panneaux d'ailerons, si bien qu'il serait difficile de faire une gaffe.

« Bien que le kit soit très fidèle à l'échelle, je modifie le design afin de le transformer en Xtreme Decathlon. Les différences se trouvent aux chapitres des ailes et des ailerons (plus larges sur l'Xtreme) et aucun saumon (je retirerai 6 pouces des ailes du kit).

« L'avant du capot moteur est aussi modifié de sorte à loger un moteur



plus puissant, entre 180 et 210 chevaux. Un exemplaire très connu de l'Xtreme Decathlon, c'est celui du pilote acrobatique Greg Koontz. Ce dernier a eu la gentillesse de m'envoyer plusieurs photos détaillées en prévision de mon projet de construction. Pour moi, c'est là l'un des volets excitants de ce passe-temps : communiquer avec les personnes qui pilotent les véritables appareils et construire quelque chose qui fait penser ou qui ressemble fidèlement à l'appareil à l'échelle réelle.

« La modification du capot-moteur de l'Xtreme Decathlon, c'est là où vous pouvez commettre des erreurs sur un projet de copie volante. J'avais l'intention de fabriquer mon propre moule; plus facile à dire qu'à faire parce que c'est beaucoup de travail. Une recherche en ligne m'a conduit vers un collègue modéliste au Brésil qui fabrique aussi des kits du Decathlon, Markus Kellerman de Markus Model Factory.

« Autre volet fantastique du passe-temps : la rencontre de tant de gens sensationnels et des amitiés forgées. Pour faire une histoire courte, Markus offre déjà un devant de capot sur l'Xtreme Decathlon à 35 %! Il a déjà fait tout le travail pour moi... Naturellement, j'ai commandé la pièce.

« L'avion est aussi équipé d'un crochet de remorquage pour planeurs. Je m'adonne au remorquage aérien depuis quelques années et je m'y plais beaucoup. Merci à mon ami Michael Berends; il m'a initié à ce volet de l'expérience télécommandée.



« C'est donc un projet de copie volante que j'espère piloter l'hiver ou le printemps prochain et je reconnais qu'il y a encore beaucoup de travail à effectuer. Ma maquette sera recouverte à la façon de l'appareil grandeur nature et j'utiliserai du recouvrement de soie (au lieu du Ceconite) et j'aurai recours au bon vieil enduit-vernis (dope) Randolph et aux couleurs assorties.

« Greg Koontz est en passe de se doter d'un Xtreme Decathlon flambant neuf, si bien que je ne connais pas encore la livrée de couleurs que j'appliquerai... Demeurez aux aguets!

Quelques détails :

Super Decathlon, kit d'AMR-RC au Québec. Échelle à 35 %, envergure de 133,5 pouces, moteur de 80 à 120 cc. Je motoriserai ma maquette à l'aide d'un EME 120 muni d'un système d'échappement conventionnel. Émetteur JETI. » ✈

R/C SCALE



Scott Crosby - 23964

Committee Chair

780-220-1195 crosby.scott@rocketmail.com

I hope that everyone is out flying and enjoying the summer weather! Remember to read up on the new Transport Canada and MAAC regulations. A huge THANK YOU to all who worked hard to get the exemptions for all MAAC members and MAAC registered flying sites!

There are several scale events this summer!

As usual, the BC Scale Classic is taking place in Vernon (British Columbia) on July 12-14.

The Edmonton Radio Control Society (ERCS) will be hosting a scale fun fly July 26-28.

The KW Flying Dutchmen Scale Rally will be held Sept 7-8 in the Kitchener/Waterloo (Ontario) area.

These are only a few of the scale events listed for this year. Check the MAAC website for a scale event in your area!

MAAC Scale Committee member, and master builder, Philippe Dessureault has embarked on an ambitious project and has gladly volunteered to share his AMR 35% Extreme Decathlon build with us.

SUPER DECATHLON

by Philippe Dessureault

"This is my first kit from AMR, and I have to say that it is very well designed. The instructions are clear and easy to follow. The only plan included is for the tail feathers. No plans are required for anything else... everything just comes together that well! A nice jig is supplied for both wing panels, so nothing can go wrong there.

Although the AMR Super Decathlon kit is very scale, I am modifying the design a little to turn it into an Xtreme Decathlon. The differences are the wings and the ailerons (wider on the Xtreme) and no wing tip (removing 6" from the 35% scale).

"The cowl face is also modified to accommodate a larger horsepower engine, 180 hp to 210 hp. A well-known full-size



version of the Xtreme Decathlon is flown by aerobatic pilot Greg Koontz. Greg was kind enough to send me a bunch of detailed pictures for my build. To me, this is one of the exciting parts of the hobby: getting in touch with the people who fly the full-size planes, and building something that reflects or looks as much as possible to the full scale aircraft.

"The Xtreme Decathlon cowl face modification is where you can easily go wrong on a scale project. My plan was to make my own mold and build my own cowl; that is easier said than done, as there is a lot

continued on page 91

COPIES VOLANTES ACROBATIQUES RC

Lee Prevost - 9551L

Chef de Comité

leeprevost97@yahoo.ca

ÉPREUVES NATIONALES

Au moment d'écrire ces lignes, nous ne sommes qu'à un mois de la tenue des Épreuves nationales d'acrobatie de copies volantes 2019 dans la magnifique région de Sudbury (Ontario). Les préparatifs vont bon train et se poursuivront jusqu'à la journée d'ouverture; nous attendons 30 pilotes au sein de cinq catégories différentes!

Les Épreuves nationales sont toujours un événement spécial qui ne se produit qu'aux cinq ans puisque c'est une tâche herculéenne d'organiser trois journées de compétition mettant en vedette plus du double du nombre de pilotes. Plusieurs événements spéciaux sont prévus et nous espérons que tous les pilotes – du novice au professionnel – s'y sentira le/la bienvenu(e).

Nous posterons plusieurs messages sur RCCanada, sur Facebook et ailleurs, alors demeurez aux aguets ou mieux encore, venez prendre part au plaisir!

CATÉGORIE NOVICE

Malheureusement, en raison d'un printemps à la fois détrempé et froid, plusieurs terrains de vol et concours ont été affectés, mais la saison estivale est maintenant bel et bien entamée. L'objectif d'à peu près tout le monde, c'est d'améliorer leur aptitude au pilotage et même d'essayer quelques acrobaties.

Les organisateurs à l'IMAC (mini-iac.org) tentent quelque chose de différent afin d'inciter de nouveaux membres à se joindre à la troupe : l'introduction d'une catégorie novice. Nous sommes encore à déterminer les détails mais en gros, ce sera une séance informelle au cours de laquelle les pilotes pourront tenter d'exécuter des manœuvres prédéterminées lors d'un concours et de récolter des commentaires constructifs sur la façon de s'améliorer.

Au sein de notre propre club, nous avons tenté d'inciter des membres à enchaîner des manœuvres de base, ce qui constitue un défi en soi. C'est en exigeant beaucoup d'eux que de les faire piloter leur maquette devant un groupe de soi-disant experts... à un concours, rien de moins!



The flight line at the field being used for the upcoming Canadian Nationals in Sudbury. / La ligne vol au terrain où se dérouleront les prochaines Épreuves nationales à Sudbury.

Je demanderais à quiconque a réussi à établir un système de formation acrobatique de bien vouloir nous laisser savoir comment la formule a été reçue et de nous partager l'information!

LOGICIEL DE POINTAGE

La technologie améliore constamment (je crois) nos vies et ce comité-ci examine présentement un système numérique de pointage en prévision des concours IMAC qui fonctionne à l'aide du programme SCORE. En somme, des scribes inscrivent les pointages sur des iPads qui sont branchés par Wifi local à un serveur ou à un ordinateur portable qui imprime

instantanément les pointages en temps réel!

Ce système a été essayé avec succès en Australie et en Italie, ce dernier pays ayant été l'hôte d'un concours aussi gros (en participation) que le championnat mondial de l'année dernière.

La formule de rechange consistait à imprimer le tout sur du papier mais les organisateurs n'y ont jamais eu recours, tellement le fonctionnement était sans faille. Les détails technologiques et logistiques doivent être réglés mais il se pourrait que nous puissions utiliser un tel système lors de nos propres NATS, ce qui serait vraiment cool!

Bon, assez de jasette... allez voler! ✈

Spectre radio

suite de la page 55

lien vers son information est le suivant : <https://www.rccanada.ca/rccforum/showthread.php?t=147971>.

J'ai aussi acheté plusieurs caméra GOPRO. La nouvelle version GOPRO 7 noire est toute une pièce technologique. La compagnie a maintenant équipé ses caméras de la stabilisation électronique sur le capteur. Cette caractéristique fait en sorte que les vidéos afficheront une image stabilisée même si l'avion télécommandé s'agit dans le vent.

Vous aurez dorénavant une toute autre

perspective de vol télécommandé en installant l'un de ces appareils sur votre avion pour des prises en vol. Mon appareil de choix : mon Opterra (E-Flite), fonction de stabilisation branchée. Les vidéos sont surprenantes avec cette combinaison GOPRO Hero 7 black et l'Opterra.

J'ai récemment acheté un Vixia Camcorder de Canon qui enregistre de la vidéo en haute résolution 1080. Certains tels appareils peuvent maintenant enregistrer en 4K et ceux de pointe peuvent enregistrer en 8K. ✈

R/C SCALE AEROBATICS

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

NATIONALS

As of this writing, we are only one month away from hosting the 2019 Scale Aerobatics Nationals in beautiful Sudbury, in Northern Ontario. Preparations are ongoing and will continue until opening day with an anticipated 30 pilots attending in five different classes!

The Nationals is always a special event and only occurs about once every five years or so as it is a monumental task involving over three days of competition with more than double the usual amount of pilots. We have several special events planned and hope to make everyone from the rank novice to the seasoned professional feel very welcome.

There will be lots of posts to come on RC Canada, on Facebook and elsewhere, so stay tuned or better yet, come and join in on the fun!

NOVICE CLASS

Unfortunately, due to such a wet and cool spring, many flying sites and contests have been affected but the summer season is now well under way. The goal for most everyone is to improve their own flying skills and maybe even try some aerobatics.

The people at IMAC (mini-iac.org) are trying something different to entice new members to the fold and that is the introduction of the Novice class. Details are still being hashed out but it's basically an informal session to have people try their hand at flying set manoeuvres at a contest and have constructive talks about how they can improve their experience.

At our own club, we have tried to get some members to try simply linking some basic manoeuvres which is in itself a big challenge. Having people fly in front of so called "experts" and at a contest to boot is asking a lot!

I would ask anyone who has established an Aerobatic training system to let us know how it's worked out and share the joy!

SCORING SOFTWARE

Technology is constantly improving (I
continued on page 91)



Lee Prevost with his newly refurbished Carden Pro. New paint scheme, covering, rebuilt DA200L, etc. Still flies the same...awesome! / Lee Prevost et son Carden Pro récemment refait à neuf. Nouvelle livrée de couleurs, recouvrement, moteur DA200L rebâti, etc. L'appareil vole tout aussi bien qu'avant... Super!



One of our intrepid crew taking a break in the shade of a trailer! / Un des membres de notre équipe prend une pause à l'ombre d'une remorque!

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: Zenoah 20cc engine. Electronic ignition plus electronic kill switch. Used less than 1 hour. \$250 Warren 403 527 0569 or wsmguitars@shaw.ca (07/19)

FOR SALE: Model airplanes. Complete and ready to fly. All sizes, small and large. John @ 204-728-2345 (Brandon, MB) (07/19)

FOR SALE: 2 only OS .40 FS 4-stroke motors (nitro) \$125.00 EACH or \$200.00 for both- Brand new in box. 1 only OS .25FX w/m 2-stroke motor (nitro) \$75.00. Brand new in box, 1 only OS .15 LA 2-stroke motor (nitro) \$50.00. Brand new in box, 1 only Great Planes .40 Float KIT (5-10 lbs plane) \$50.00, 1 only Great Planes .60 Float KIT (8-15 lbs plane) \$60.00. Flitesup@Island.net or Frank at 250-337-5320 (07/19)

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

FOR SALE: Top Flite P51D Mustang. OS 91 four stroke. Motor driven 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. Midwest Sweet Stick 54" .19 to .45 \$30. Proctor Mini Antic Bipe 54" \$175; 1/4 scale Proctor Nieuport 28, 80", \$650; Phaeton 90 70: \$150; 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; 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 reparable. Specifically, I require a fuselage. bonamimurray@gmail.com (03/17)

com (03/17)

WANTED: Airtronics Aquila Sailplane kit, or original plans, or Fibreglas fuselage, or built aircraft. Please contact Dave at Fowlowd@yahoo.com. (03/17)

40% Tiger Moth *from page 37*
fiber-glass cowl, CAD drawings and blue prints, high quality balsa, plywood all packaged up in a sturdy box to withstand the rigors of shipping so the mail-ordered kits would arrive safely to their destination.

In larger kit manufacturing companies all these steps of production would be fulfilled by a team of people, but at Unionville Hobbies Joe did it all himself, methodically, overcoming all the challenges that presented themselves. ✨

St. Lawrence (J) *from page 29*
Lionel-Daunais, Boucherville, QC, J4B 8N5, for our Annual Zone Meeting. You can bring models to exhibit, and also sell (or buy) in a swap shop.

It is important to note that there has been a change in MAAC policy stating that all persons wishing to present resolutions, recommendations, nominations etc., nomination for awards, committee heads must do so in writing a minimum of 40 days prior to October 27 2019.

All communication must be sent to your zone director (ZD-J@maac.ca) and also to the MAAC head office (info@maac.ca). Please note as well that this year will be an election year for Zone Director, so interested persons must present their desire in writing on the prescribed nomination form to run for this position in writing 40 days in advance of October 27, 2019.

More details regarding seminars, the agenda for the AZM will be contained in the next MAAC magazine, in addition to e-blasts. ✨



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COMING EVENTS

ALBERTA - A

JULY 27, 2019 - SATURDAY | Competition | 1 Day | Q500, AMA 426 (Quickee 500) | CALGARY MINIATURE PYLON RACING ASSOCIATION | CMPRA FLYING FIELD | Quickee 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 | CMPRA FLYING 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 | Air Show/ Demo | 1 Day | ERCS Annual Air Show | EDMONTON RADIO CONTROL SOCIETY | ERCS field. | The Edmonton Radio Control Society invites the Public and Fellow Flyers to our annual air show. The show will begin at 12 noon and finish around 3 Pm. At the Bremner Field. Please bring a donation for the " Strathcona Food Bank " . In this demonstration of RC there will be a variety of aircraft flown, from jets, Scale warbirds, to racers,aerobics,and trainers.. there will be a candy drop for the children and maybe a few other surprises. A concession will be on site. Admission to the event will be \$5.00 per Car Load !! And don't forget that donation to the Food Bank !! Directions are as follows " from Edmonton east on highway 16 north on Sherwood drive to township road 540 then east to the ERCS sign on the left side of the road turn in and drive to the field. It's a fun day , Enjoyment for all !! | 2019-1311 | <http://www.ercs.ab.ca>

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 | NAMA O 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 MODELLERS ASSOCIATION | ALBERTA'S LITTLEST 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.camrosemodellers.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 @ rebelss@telus.net or 780-919-1931 | 2019-1291 |

SEPTEMBER 06, 2019 - FRIDAY | Fun Fly | 3 Days | 2nd Annual fall festival of flight | MEDICINE HAT RC'ERS INC. | Medicine Hat Rcers Len Young Memorial Field | Come and join us as we celebrate this great hobby with our friends and families at the Medicine Hat Rcers 2nd annual festival of flight. Flying to start Friday morning. Camping on site (no hookups) but we do have washroom and concession and power at the facility. \$10 cost for all pilots flying at the event. Pancake breakfast each morning on the house. Bring a combat plane if you would like to participate in the combat event. This is event is for all types of flying machines (Jet and retract friendly). Bring yours and a smile and lets have some fun. Hope to see some new faces this year. Happy flying to you all! | 2019-1332 | <http://MHRcercs.ca>

SEPTEMBER 07, 2019 - SATURDAY | Competition | 2 Days | 2019 FALL CLASSIC | ALBERTA CONTROL LINE FLYING CLUB | NAMAQ 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 | 2019-1213 |

<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 | 2019-1214 | <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>

JANUARY 01, 2020 - WEDNESDAY | Fun Fly | 1 Day | Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Valley of Hope | Jan 1, 2020/ 1 day/ Annual Polar Fun Fly/ Rocky Barnstormers RC Club/ Main Field/ Noon to 4 pm regardless of weather. Field is cleared of snow. Heated Club house. Coffee and sweets provided. Proof of valid |

ATLANTIC - B

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.sjrvc.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 à 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 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, courriel: "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: lucbelangers9@gmail.com | 2019-392 | <http://lesaillesdumadawaska.com>

AUGUST 24, 2019 - SATURDAY | Competition | 1 Day | Northumberland RC Modellers 2019 Imac Competition | NORTHUMBERLAND R/C MODELERS | NRCM OUTDOOR FIELD (OPEN YEAR ROUND, SUBJECT TO WEATHER CONDITIONS) | The Northumberland RC Modelers will be hosting this year's 8th Annual Northumberland Scale Aerobatic Challenge on Saturday, August 24th (Rain date following day) at our main field in New Glasgow, Nova Scotia. Basic, Sportsman, Intermediate and Advanced classes will be flown. | 2019-1333 | <http://www.sinnis.ca/nrcm/joomla>

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.sjrvc.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.ssrcfc.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.sjrvc.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.sjrvc.ca>

BRITISH COLUMBIA - C

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 drsmdoucette@gmail.com | 2019-1113 |

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 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. City of Kamloops camping \$16.50 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 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 city of Kamloops: \$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

aeroto-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 21, 2019 - SATURDAY | Meeting/Seminar/Clinic | 1 Day | Zone-C Annual General Meeting | BRITISH COLUMBIA INTERIOR/YUKON ZONE | Kamloops Japanese Cultural Centre | 2019 MAAC Zone C Annual Zone Meeting is scheduled for September 21, 2019 - 10 AM in Kamloops at the Japanese Cultural Centre. Doors will open at 09:00 AM. We encourage each club to have a representative at the meeting and to bring along proxies from those who are unable to attend. It's important for clubs to have representation to help set the direction of MAAC policies and processes. Location Name: Kamloops - Japanese Cultural Centre Location: 160 Vernon Avenue Kamloops, BC V2B 1L6 Directions: GPS: 50.6954342,-120.359 | 2019-1121 |

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 - city of Kamloops 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

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 aeromodeller 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 aeromodeller 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 |

SEPTEMBER 07, 2019 - SATURDAY | Fun Fly | 2 Days | fall fun fly | LAKE OF THE WOODS AEROMODELERS | Main Field Wheels | The summer is winding down. The leaves are changing color. The bugs are no more. It is not hot. It is a great time to get together and visit with friends, before the winter season drives us back into our basements. | 2019-1328 |

OCTOBER 26, 2019 - SATURDAY | Meeting/ Seminar/Clinic | 1 Day | Zone D Annual Zone Meeting | MANITOBA/NORTHWESTERN ONTARIO ZONE | ANAVETS | Zone D Annual Zone Meeting. October 26th 2019. ANAVETS 3584 Portage Ave., Winnipeg, MB 11:30am - 1:00pm - Lunch /Swap-n-shop/registration -Join us for lunch and some great aviation conversation ahead of the meeting. -Order from AnaVets Canteen. Good food, good prices. (Cash Only) Grab a complimentary coffee and a snack or grab a brew from on site pub. 1:00 - 2:00pm - Annual Zone Meeting - Meeting business to be strictly held to 1 hour (or less) - Election of ZD - Any recommendations / Resolutions and intent to run for ZD must now be submitted in advance. MAAC.ca for submission guidelines. 2:00pm - 2:15pm - Video /Photo - Video and/or Photo montage of past season. 2:15pm - 3:30pm - Presentation - General Aviation and/or Model Aviation themed Presentation! - Topic TBA in advance of AZM 3:30pm - Wrap-up - Any loose end discussion - Stick around, join us for a drink

or another coffee and some more aviation chit chat. Detailed schedule/ Presentation details/ changes or additions will be sent out as they develop. | 2019-1334 |

MIDDLE - E

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>

JULY 27, 2019 - SATURDAY | Fun Fly | 1 Day | SOGGI Fun Fly | SOUTHERN ONTARIO GLIDER GROUP INC. | HALDIBROOK ROAD | Come one, come all to the SOGGI Glider Fun Fly This event is open to all MAAC and AMA members. Any size or type of line-launch, electric or hand launch sailplane may be flown. The SOGGI winch will be on-hand. Additional hi-starts and winches would be appreciated. If this is your first exposure to line-launch operation, we will pair you with an experienced pilot to assist with launching your sailplane. This is an opportunity for pilots to gain credits for League of Silent Flight soaring or electric soaring program accomplishments. LSF Forms and landing tapes will be available for anyone interested in starting their LSF SAP or eSAP journey. Spectators are welcome to attend and may watch, time and ask questions freely. Any assistance with field set-up and tear-down is appreciated. Make some new friends and become familiar with the field-routine. After the Fun Fly, have a coffee with us at Tim's in Caledonia. | 2019-1300 | <http://www.soggi.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 17, 2019 - SATURDAY | Fun Fly | 1 Day | Hespeler Model Aviators Open Fun Fly | HESPELER MODEL AVIATORS INC | 2400 HSEPELER RD CAMBRIDGE | 2nd Annual HMA Fun Fly, Aug 17, 2019. Rain date Aug 18, 2019. Hespeler Model Aviators invite you to our second annual fun fly. Admission is free. Gates open 9:00am, flying starts at 10:00. BBQ lunch available. Open flying, and a skills "competition" adds to the fun. Proof of MAAC is required to fly, and MAAC rules are in effect. No turbines, please. For more information and directions, visit our website at www.hespelermodelaviators.ca | 2019-1316 | <http://www.hespelermodelaviators.ca/>

AUGUST 24, 2019 - SATURDAY | Fun Fly | 1 Day | NRMFC Control-line Nostalgia Day | NIAGARA REGION MODEL FLYING CLUB | BROCK FIELD | First Time In Eons!!! Dust of those old memories, and come fly control line with us. In order to make better full use of our Brock field the NRMFC will be hosting an open invitational Nostalgia Day to get back to some of our roots... A CONTROL LINE DAY! All participants must have MAAC or AMA current paid proof of membership! | 2019-1346 | <http://www.nrmfc.ca>

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.kwflyngdutchmen.com>

SEPTEMBER 28, 2019 - SATURDAY |

Competition | 1 Day | Open ALES Contest | SOUTHERN ONTARIO GLIDER GROUP INC. | HALDIBROOK ROAD | The contest is open to all current MAAC and AMA members (Proof of membership may be requested). Any size or type of electric launch sailplane may be flown as long as it is equipped with a launch altitude limiting device such as a CAM or Altis. The contest will be conducted as per AMA ALES rules. If this is your first experience with sailplane contests we will pair you with an experienced pilot to assist with launching your sailplane. This is an opportunity for contestants to gain credits for League of Silent Flight electric soaring program accomplishments. The more contestants we have, the higher probability of gaining credits for the competition requirements for LSF levels II and above. Members who choose not to enter the contest are nonetheless welcome to attend. We always need Timers at our contests, and any assistance with field set-up and tear-down is appreciated. Make some new friends and become familiar with the field-routine. After the contest, have a coffee with us at Tim's in Caledonia. To prevent distractions from jeopardizing field safety, flying activity unrelated to the contest must have the approval of the CD during contest hours. Thank you for your understanding and for your continued support. We ask that any member wishing to fly offside during the contest restrict themselves to electric or hand launch aircraft. | 2019-1299 | <http://www.soggi.ca>

NORTHERN ONTARIO - F

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 |

AUGUST 10, 2019 - SATURDAY | Fun Fly | 1 Day | Annual Fun Fly | NIPISSING MINIATURE AIRCRAFT CLUB | CRANBERRY FIELD | The annual fun fly will be flown August 10, 2019. Rain date August 11, 2019 Lunch and cold drinks free with entry fee | 2019-1342 | <http://www.nipmac.ca>

OTTAWA VALLEY - G

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 02, 2019 - FRIDAY | Fun Fly | 2 Days | Zone "G" Funfly | BROCKVILLE MODEL AERO CLUB | 1 Melbourne Lane | Upper Canada Zone "G" Fun Fly Lots going on check out bmaclub.ca for details. This year we are supporting the Shriners Hospital for Children Canada. Steak Dinner (Tickets sold in advance only) Early registration discount. Fun for the whole family. Camping onsite reservations recommended. | 2019-1325 | <http://www.bmaclub.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/>

SEPTEMBER 15, 2019 - SUNDAY | Fun Fly | 1 Day | Float Fun Fly #5 | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our last fun float fly event for the season! Bring out your used and unwanted gear for a swap meet as well and get ready for those winter projects! A beautiful time of year to be flying off Deseronto's waterfront so come out and enjoy flying your aircraft over the Bay of Quinte! | 2019-1308 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

BC COASTAL - H

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. Electrics 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 - 17:00) 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.cef.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 07, 2019 - SATURDAY | Competition | 2 Days | BC Precision Aerobatics Championship | VICTORIA RADIO CONTROL MODELERS | MICHELL AIRPARK | The VRCMS is proud to host the BC Precision Aerobatics Championships at our Michell Airpark facility on Lochside Drive. Entry includes a lunch served both days. Awards to third place. FAI will fly P-19. Out of town flyers will require a plane inspection prior to flying. Please email the CD if planning to attend. Thanks | 2019-1327 | <http://www.vrcms.org>

SEPTEMBER 14, 2019 - SATURDAY | 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 |

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 15, 2019 - SUNDAY | 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 |

SEPTEMBER 15, 2019 - SUNDAY | Meeting/ Seminar/Clinic | 1 Day | Annual Zone Meeting Zone H Swap Meet | BC COASTAL ZONE | Sullivan Hall | JOHN DEADMAN | zd-h@maac.ca | MAAC SouthWest British Columbia Zone H Annual Zone Meeting And Swap Meet September 15 2019 10am, followed by the Annual Zone Meeting at 1100 am. as in past years Coffee and Donuts will be provided. | 2019-1331 |

SEPTEMBER 21, 2019 - SATURDAY | Fun Fly | 1 Day | WCRCAF Fall 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.wcrcaf.com>

QUEBEC - I

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'aigles 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 e tle 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 roulettes 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 MODELISTE | 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'Aéromodélisme les Phoenix vous invite au Festival Provincial 2019 qui aura lieu à 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 | Gazonière Lacolle | Register to the Lacolle International Championship, the largest sailplane competition in Canada. F5J and ALES classes. Further info and registration <http://ArpentsVairRC.org/> | 2019-12 | <http://arpentsvairrc.org/>

ST LAWRENCE - J

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 Feu 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

vosre 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>

AUGUST 31, 2019 - SATURDAY | Fun Fly | 1 Day | WIMAC FUNFLY 2019 | CLUB WIMAC | GRILLI CONSTRUCTION | August 31, Saturday | FunFly | 1 Day | WIMAC (West Island Model Aeronautics Club) | General public welcome 9:00 am to 4:00pm. Expert demonstrations with Remote Control airplanes, Helis & drones; food provided and win RC equipment! The club field is located in Pierrefonds, Quebec in the West Island of Montreal, accessible via the entrance to Collège Charlemagne school on Gouin West Boulevard. For more club information and map see www.wimac.ca : Tab "Club Information / Field Directions". New Member discount available from 31 Aug. FunFly to be held Sunday Sept. 1 if bad weather on Saturday. ----- Samedi 31 août | FunFly | 1 jour | WIMAC | Le public est bienvenue de 9h00 à 16h00. Des démonstrations d'experts avec avions, hélicoptères et drones télécommandés, nourriture fournie et équipement téléguidé à gagner! Le terrain du club est situé à Pierrefonds, au Québec, dans l'ouest de l'île de Montréal, accessible par l'entrée de l'école du Collège Charlemagne sur le boulevard Gouin Ouest. Pour plus de renseignements sur le club ou comment s'y rendre, consultez www.wimac.ca: onglet «Club Information / Field Directions». Rabais sur les nouvelles adhésions disponible à partir du 31 août. En cas de pluie le FunFly sera remis le dimanche 1 septembre. | 2019-1330 | <http://www.wimac.ca>

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/eau 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/>

OCTOBER 27, 2019 - SUNDAY | Meeting/ Seminar/Clinic | 1 Day | Annual Zone meeting | ST LAWRENCE ZONE | 490, chemin du Lac ; Boucherville (Québec) J4B 6X3 | St Lawrence Zone Annual Zone Meeting Sunday October 27 2019 | 2019-1323 |

SASKATCHEAWN - K

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>

AUGUST 24, 2019 - SATURDAY | Competition | 2 Days | CPPRA Pylon Race | HUB CITY R/C CLUB | Richardt Field | Once again CPPRA pylon races will be hosted by the HCCRC at Richardt Field on August 24 & 25. 9am-3pm both days Saturday Q500 / Sunday Q40 \$50 per event to participate. Free to the viewing public. If you have any questions please contact Jeff Martin at jmartin@sasktel.net OR call (306)270-9318 | 2019-1338 | <http://www.hccrc.org>

SEPTEMBER 14, 2019 - SATURDAY | Fun Fly | 2 Days | Summer's end float fly | SWIFT WINGS RC FLYING CLUB INC | Hazlet Regional Park | Swift Wings invites you to our last event of the year at Hazlet regional park float fly. Bring your planes, boats, and anything else of interest for 2 days of fun and excitement. Those interested in camping for the weekend, camp site without power is \$15 per night, with power \$25 per night. | 2019-1347 | <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

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 10, 2019 - SATURDAY | Fun Fly | 1 Day | MMFC 1st Annual Heli Fun Fly | MISSISSAUGA MODEL FLYING CLUB | TOTORDACA PARK | MMFC - Mississauga's First Annual Heli Fun Fly | 2019-1304 | <http://www.mmfc.net>

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.lsflyers.com or face book page Long Sault Flyers | 2019-847 | <http://www.lsflyers.com>

SEPTEMBER 15, 2019 - SUNDAY | Meeting/ Seminar/Clinic | 1 Day | Annual Zone Meeting - Southeast Ontario - Zone L | OAKVILLE MFC INC. | Annual Zone Meeting 2019 - Southeast Ontario (Zone L) | maac.ca | 2019-1298 | <http://www.omfc.org>

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

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.bluewaterrcflyers.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>

OCTOBER 19, 2019 - SATURDAY | Meeting/Seminar/Clinic | 1 Day | Annual Zone Meeting for Southwest | SOUTH WEST ONTARIO ZONE | Fanshawe College School of Aviation Technology | Our Annual Zone Meeting will be at the "Norton Wolf School of Aviation Technology" Fanshawe College located at the London International Airport in the old Jazz hangar. This is just off to the right of the main terminal. The date is October 19. 10 am will be sign in with the meeting starting at 11:00 am sharp. We will be discussing the MAAC Bursary which is \$5000.00. Do you know a MAAC member that qualifies for this? I'd love to submit their name to the committee for consideration. We will also discuss Hall of Fame, Leader, Lifetime Achievement and Pioneer so please bring along your completed paperwork. We always need volunteers, consider to volunteer as a chairman of a committee or be a committee member. We will be voting for a Deputy Zone Director. Peter Doupnik is standing and has submitted his name. By the way, breakfast is still on, we meet at Wimpy's at 8 am, 4349 Wellington Rd S, London. See you there. | 2019-1329 |

et le positionnement de cette information ne sont pas spécifiés; toutefois, ces renseignements doivent être aisément visibles sans que vous ne deviez démanteler votre maquette.

MPPD6 – Précisions sur les terrains de vol du MAAC

Peter Schaffer, président du MAAC, l'a écrit :

« L'objectif de l'avis MPPD 6 est de fournir des recommandations sur les pratiques exemplaires visant à aménager un environnement sécuritaire. Les contraintes sont multiples : temps de voyage, accès au chemin, propriétaires terriens adjacents, nouvelles restrictions de l'espace aérien, le développement résidentiel, trouver des propriétaires qui veulent louer du terrain, restrictions provinciales et municipales sur l'utilisation du terrain, la dimension et la forme du terrain de vol, le coût annuel de location du terrain, de même que les coûts d'aménagement du terrain et de ses structures.

« Plusieurs terrains de vol actuels sont aménagés selon des conditions moins qu'idéales. On retrouve de tels terrains dans le coin de champs dans les prairies là même où les agriculteurs ne peuvent faire tourner leur gros équipement agricole ou encore, dans des coins industriels qui ne seront pas développés à des fins résidentielles, sur des exploitations de gazonnière où tout l'équipement doit être retiré, une fois la séance de vol terminée.

« Les besoins des emplacements de vol sont en partie déterminés par les machines qui volent sur place, c'est-à-dire de petites maquettes électriques, jets, hydravions, avions sur train conventionnel, hélicoptères, drones de course, vol circulaire, vol libre, fusées, etc. Notez qu'il est permis de dévier des points 4.2 et 4.5 si vous avez documenté le tout.

« Pour être à jour relativement à cette problématique, consultez le site Web du MAAC et visionnez la directive MPPD 6, version 6. »

ÉVÈNEMENTS

Jusqu'à maintenant, notre zone a été l'hôte de six évènements et selon la liste inscrite dans la section du site Web du MAAC, quelques autres seront présentés. Si vous planifiez un évènement, n'hésitez pas à l'annoncer, surtout si des pilotes de l'extérieur de votre club sont invités, puisqu'il vous faudra faire approuver l'évènement.

ASSEMBLÉE DE ZONE À BOUCHERVILLE

J'ai le plaisir de vous annoncer que grâce à l'aide d'Yves Auger (président du Club d'avions téléguidés de Boucherville (535)), nous avons réussi réserver le Centre multifonctionnel Francine-Gadbois (1075, rue Lionel-Daunais) de Boucherville à l'occasion de notre Assemblée annuelle de la zone. Vous pourrez apporter des maquettes afin de les exposer ou de les mettre à vendre (sous forme de vente-échange, communément appelée Swap Shop).

Il importe que vous notiez que la politique du MAAC a été modifiée à l'effet que toutes les personnes qui veulent présenter des résolutions, recommandations, mises en candidature, mises en candidature à des prix ou quant à la direction de comités doivent le faire par écrit au minimum 40 jours avant la réunion du 27 octobre 2019.

Toutes les communications devront être envoyées à votre directeur de zone (ZD-J@maac.ca) ainsi qu'au siège de l'organisme (info@maac.ca). Veuillez aussi noter que cette année, le poste de directeur de zone sera soumis à une élection; les personnes intéressées devront faire part de leur intention de se présenter en complétant le formulaire à cet effet, par écrit, 40 jours avant le 27 octobre.

Vous trouverez d'autres détails sur les ateliers et l'ordre du jour de la réunion dans le prochain numéro de Model Aviation Canada, en plus des envois de bulletin électronique. ✨

couple of kits and had one in the air during his short stay. Needless to say, Swedish modellers were impressed too!

The story does not end there. Inspired by Ulf's innovation, a couple of WRCFC members have tried their hand at similar construction methods for a Vampire and F-18. Ulf, is currently working on a delta combat model as well as a very impressive SAAB Gripen that is sure to be a hit with the modellers in Sweden!

COMING EVENTS

Mark your calendars! August 15-18, our very own Southwest Zone Camp and Fly, Goderich Airport, hosted by Sky Harbour Modelers. Noon air shows, scale, jets, big, small, candy drop, fly through the barn for \$\$, paved runway, food vendors, four days of fun. Goderich has a lot to offer, check it out.

ThunderThrust over Chatham Kent airport, Peter Doupnik's JET event, is always well attended, September 18-22. ✨

reconnu du MAAC ou non. Le dernier numéro de notre revue (mai-juin) renferme quantité d'information sur ces règlements.

SAISON DE VOL

La saison de vol ici dans la majeure partie de l'Ontario a débuté un peu en retard, compte tenu des précipitations que nous avons eues. Mais au moment de rédiger ces lignes, je crois que la plupart d'entre nous avons réussi à nous rendre à nos terrains de vol.

Personnellement, je n'ai eu que six séances de vol à mon club local – et je suis à la retraite! À mesure que nous arrivons au mois de juillet, j'irai rendre visite à quelques-uns des clubs environnants et je leur transmettrai les salutations du MAAC et je tenterai de mon mieux de répondre aux questions qu'auront les membres.

NOUVEAU TERRAIN

Le Radio Control Flying Club of Toronto dispose dorénavant d'un nouveau terrain et ses membres s'affairent à le préparer pour la saison de vol. Ils ont entamé les travaux vers la fin de la dernière saison et les ont repris aussitôt que la pluie a cessé cette année. Ils nivellent, nettoient et ont semé des graines de pelouse.

Leur page Facebook renferme de bien belles photos qui illustrent le progrès de leur piste en pelouse.

MES MEILLEURS VOEUX

Au directeur qui me remplacera, je lui souhaite tout le bien possible et je lui offre de l'aider à comprendre les dossiers, s'il a besoin de moi. ✨

Control Line

from page 57

was extremely impressive. One example was of a speed fuselage mold made from steel by Serei Kostin. That mold must have weighted 50 pounds! But boy, did it ever produce the nicest, strongest and lightest composite (wood/graphite) fuselages I've ever seen.

Only then did I understand why in 1982, Peter Allnutt had a hand-built championship Eugene Verbitsky gear drive .15 F/F motor hand delivered to me. It was an example of what I needed to do if I was going to be competitive in this FAI business. Sadly, back then, the Model Aviation Canada editor (at the time) thought my article complete with photos of this revolutionary motor was "too far beyond" our modeling readership to be printed! Who knew (but Eugene) that gear drive motors were going to be the "State-of-the-Art" some perhaps 20 years later?

My experience has shown that if one really wants to set a record and isn't afraid of the work involved in getting to that level, then it becomes very do-able. We've also had fliers who aim for the "soft" records and only fly in those events that require less dedication. That's O.K. too. It's very unrealistic to think everybody has a chance at every record.

Not everybody is going to achieve "Master Modeler" status. But again, the question is why bother? To which I reply, "Because I can, even if I'm not a Master Modeler." That's it, plain and simple! Chasing records results in sometimes unexpected things. Such as, it tends to make you a better model builder and engine operator. It tends to make you hearing a bit more sensitive to exactly how that engine is running. It tends to make one more observant than you were initially. It tends to make you pay attention to detail.

It also tends to expand your repertoire of special contact people and cottage industries that offer high quality "hard to get" equipment and materials. Sometimes, it even leads you to visit with modellers in other countries!

All of these things can be used to make one's regular sport flying all that more enjoyable!

COMMITTEE BUSINESS

As of this writing, nothing pressing comes to mind in terms of Committee business.

The ACFC in Edmonton had a successful 'Spring Opener' and the Toronto Balsa Beavers are hosting their Beanfield Contest as this column goes to press.

I hope to have more reports and photos for the next issue. In the meantime, I hope you all are all finally able to get some flying in during our summer weather. Feel free to contact me with what's happening in your area. Photos are always welcomed! ✈

R/C Scale Aerobatics

from page 77

think) our lives and this committee is currently looking at a digital scoring system for IMAC contests using the SCORE program. Basically, it consists of scribes inputting the scores onto iPads which are linked by a local WiFi to a server or laptop that instantaneously prints out the scores as they happen!

It's been used with great success in Australia and in Italy, where they just hosted a mega contest that rivalled last year's Worlds for numbers.

Paper back-up was available but never used as the systems appeared flawless. Technical and logistical details are being worked out and we may even see such a system at our own NATS, which would be really cool!

Well that's enough nattering....get flying! ✈

R/C Scale

from page 75

of work involved. A quick search on the internet led me to a fellow modeler in Brazil who also makes kits of the Decathlon, Markus Kellerman of Markus Model Factory.

"Another fantastic part of this hobby is all the great people we meet and build relationships with. Long story short, Markus already has an excellent cow face for the 35% Xtreme Decathlon! He has done all the hard work for me, so naturally I ordered one.

"The aircraft is also equipped with a glider towing hook. Aerotowing is something that I have been doing for the last couple years and truly enjoy. Thank you to my friend Michael Berends; he introduced me to this awesome part of the R/C flying experience.

"This is a scale project that will hopefully fly next winter/spring, still lots of work to do. It will be finished like the full scale job, using silk (instead of Ceconite) and good old Randolph butyrate dope and colour.

"Greg Koontz is in the process of getting a brand new Xtreme Decathlon, so the scheme is unknown at this point... Stay tuned!

Details

Super Decathlon, kit from AMR-RC in Québec. 35% scale, 133.5" wingspan. 80cc to 120cc engine. It will be powered by an EME 120 on stock muffler. Controlled by JETI." ✈

Vol libre intérieur

suite de la page 60

maquettes doivent être robustes. Notre équipe a déjà commencé à préparer de tels appareils en essayant de la fibre de carbone et en mettant à l'essai des hélices à pas fixe (fixed pitch).

Comme d'habitude, nous invitons tout le monde à se joindre au groupe Facebook (IndoorFreeFlight). ✈

Hydravions RC

suite de la page 63

sourire, il m'a dit : « C'est bien chouette et trop de plaisir. »

Je peux dire honnêtement que tout le monde va s'ennuyer de Jim au sein du groupe d'adeptes d'hydravions et au sein du MAAC. Repose en paix, Jim. ✈

Sud Ouest de l'Ontario (M)

suite de la page 32

jets – gros et petits – un largage de friandises, le vol à travers une grange (afin de remporter des \$), une piste asphaltée, des concessions de nourriture... quatre jours de plaisir, quoi. Goderich en offrira beaucoup; vérifiez ça.

Le rassemblement de jets de Peter Doupnik, ThunderThrust over Chatham, se déroulera à l'aérodrome de Chatham-Kent du 18 au 22 septembre. Il est toujours populaire. ✈

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Douglas Ronald MacMillan - 17212L

January 12, 1930 – July 11, 2019

Doug passed away on July 11, 2019 at Salmon Arm, BC at the age of 89 years

He was born in Calgary, AB where he lived until 1992 and was a member of the "Calgary Radio Aero Modellers Society". Doug and Lynne moved to Shuswap Lake in 1997 – first to Blind Bay until 2006, then to Salmon Arm. He was a member of the "Shuswap Lake Aero-Modellers" (SLAM).

Doug was a 'giver', working tirelessly as a MAAC organizer of many activities promoting MAAC within and outside the organization. Always thinking 'Outside the Box.'

He was an avid RC Scale enthusiast and organizer along with being judge and the Chief Judge for the "NorthWest Scale Aero Modellers".

Doug was instrumental as one of the founding members of the "Stampede City Radio Control Model Club" with a field near Calgary, at Indus, AB. During that time Doug established the "Classic Scale" event. Flying scale aircraft and organizing the pilot's wind up banquet for over 11 years. The event created a high level of club social participation and scale aircraft hobby promotion. He was the supporting force for club rules benefited by MAAC regulations and insurance.

A past MAAC British Columbia Zone Director for many years. He was also a MAAC 'Lifetime Achievement' member and recently awarded the MAAC 'Hall of Fame' award for his many year years of dedicated MAAC work and achievements. He loved the hobby and was a walking model hobby promoter in his everyday activity!

He is survived by his loving wife Lynn, a strong supporter for his MAAC activities. Also survived by many family members and friends throughout Alberta, British Columbia, the rest of Canada and North West U.S.A.

He will be remembered and missed by many. Thank You Doug, Rest in Peace.



Vol circulaire

suite de la page 56

des records peut entraîner des choses tout à fait inattendues. Par exemple, vous deviendrez un meilleur constructeur et technicien des moteurs. Votre ouïe deviendra aussi plus sensible au son de votre moteur. Vous deviendrez aussi plus observateur. Vous vous souciez davantage des détails.

Cela a aussi tendance à étendre votre répertoire de personnes ressources spéciales et des fabricants artisanaux qui offrent de l'équipement et des matériaux. Parfois, vous rencontrerez même des modélistes d'autres pays!

Tout cela a de quoi rendre beaucoup plus agréable votre sport!

SUJETS AU COMITÉ

Au moment de rédiger ces lignes, il n'y a rien qui presse dans les sujets à traiter au sein du comité.

Le Club ACFC d'Edmonton a présenté une séance de début de saison qui a remporté beaucoup de succès. Les Toronto Balsa Beavers préparent leur concours Beanfield au moment où cette chronique sera publiée.

J'espère recevoir davantage de comptes-rendus et de photos dans le prochain numéro de la revue. Entre-temps, j'espère que vous avez tous réussi à entreprendre des séances de vol, maintenant que l'été est revenu. Sentez-vous bien à l'aise de communiquer avec moi afin de me transmettre ce qui se passe dans votre région. J'accueille toujours les photos avec bonheur! ✨

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- Lasercut Foam Construction
- Water resistant foam
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