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CANADA



Canada Post Publication agreement number 40012482

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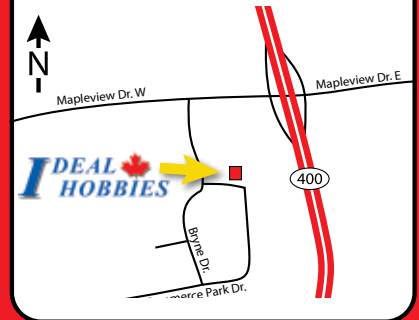
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La mission nationale de l'association des modélistes aéronautique du Canada est la promotion de tous les aspects du modélisme tant au niveau familial, communautaire qu'individuel sous l'enseigne de la sécurité et l'accomplissement personnel.

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Model Aviation Canada
is Published by
Morison Communications

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

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

Submissions

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

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

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NOVEMBER-DECEMBER 2019 - VOL. 50 NO.6

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Jim Gavel's Pica Spitfire MK IX wings in construction on his building board.
More on this project starting on page 28

CHRONIQUE DU PRÉSIDENT



Peter Schaffer - 44429

Président

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La vieille jument grise n'a plus la vigueur de jadis; il en va de même avec le MAAC et notre passe-temps.

Plusieurs auraient tendance à s'appuyer sur la notion du « bon vieux temps »... mais cela dépend d'à qui vous posez la question. Ce point de référence est en mouvement à mesure que le temps fait son œuvre sur nous tous et sur nos organismes. Il ne sert à rien de s'ennuyer de ce qui appartient dorénavant au passé ou de résister à la réalité actuelle. Notre organisme et nous devons passer en mode continu d'apprentissage afin d'adopter les modifications aux règlements et afin de profiter des outils technologiques du moment.

Si je martèle encore une fois ce thème, c'est que les changements se produisent à un rythme effréné. Ce qui nous semblait tout neuf et pressant aujourd'hui deviendra probablement obsolète dans six mois. Il est très important d'informer tout le monde sur la façon dont travaillent le conseil de direction, le personnel administratif et les comités; nous voulons nous assurer que tout le monde utilise les pratiques exemplaires d'affaires et les outils connexes – de même que d'effectuer la mise à jour de nos documents – afin de nous conformer aux règlements existants ou à venir.

Faites jouer la musique effrayante des films d'horreur ou de suspense.

C'est le temps de s'occuper du budget! La mise au point des budgets ressemble à une extraction de dents sans analgésique ou au nettoyage d'une étable de chevaux. C'est du travail salissant et de longue haleine qu'on ne peut ignorer. Voici une vieille fable qui illustre là où je veux en venir. Imaginez-vous qu'un agriculteur soit sur le chemin du retour à l'obscurité dans un petit village de l'Ontario, au cours des années 1820. Il arrive à la hauteur d'un groupe de personnes en train d'extraire un bœuf d'un marécage.

« Cela ne fonctionnera jamais, constate l'agriculteur. Nous devrions nous borner à le dépecer et à distribuer les quartiers entre nous. »

« C'est votre choix, lui répond l'un des secouristes. C'est votre bœuf. »

« Un instant, réplique aussitôt l'agriculteur. Nous devons sortir le bœuf de là bien vivant. » Selon la même logique, c'est correct d'évoquer des compressions budgétaires, du moment qu'il ne s'agit pas de votre bœuf dans le marécage.

PLANIFICATION

Un vieux proverbe japonais dit : « Planifier sans geste, c'est un rêve. Des gestes sans planification, c'est un désastre. »

Il existe trois types de plans :

Les plans stratégiques, qui servent à planifier pour l'avenir;

Les plans tactiques ou opérationnels, qui servent à planifier le « ici, maintenant »;

Les plans de travail individuels, qui servent à prévoir ce que vous ferez aujourd'hui.

Vous trouverez le plan stratégique et les plans opérationnels annuels du MAAC au site Web, sous les documents ressources/corporatifs.

La gestion de projet, c'est la clé afin de faire en sorte que tout cela devienne réalité. La gestion de projet, c'est la pratique de lancer, de planifier, d'exécuter, de contrôler et de terminer le travail d'une équipe afin d'atteindre des buts spécifiques et d'atteindre des critères précis de succès au moment voulu. Le principal défi de la gestion de projet réside en l'atteinte de tous les objectifs malgré les contraintes. Les budgets constituent la principale contrainte. Excitant, non?

BUDGETS

Voici « la vraie patente » au sujet des budgets. On peut accomplir n'importe quoi sans limite d'argent mais ce n'est pas la réalité du MAAC. Tout ce dont il a été question plus haut nous amène à la discussion et à la différence entre « ce serait bien d'avoir cela » et « nous devons avoir cela ». Il va sans dire que la quantité de sous dans la tirelire nous offre le regard probant sur la réalité. Nous devons toujours garder en tête que nos sources de revenus diminuent tandis que l'impact de l'inflation se fait aussi sentir.

Introduisez maintenant du bruit des dents qui grincent, une fois le budget et le

plan de travail approuvés. Les budgets et la vérification annuelle sont publiés dans la revue, avant chacune des assemblées générales annuelles (A.G.A.).

Le budget n'est équilibré en ce moment que parce que des décisions ont été prises afin d'éliminer les dépenses non essentielles et parce que nous avons continué d'investir dans la technologie numérique.

Plusieurs tels petits changements, ça entraîne un impact positif sur le budget. Exemple récent : le paiement de factures est passé de chèques à des transferts électroniques; cela requiert moins de ressources du personnel, cela élimine les frais de poste, en plus d'aider l'automatisation du processus comptable.

Ce faisant, notre personnel peut dévouer davantage de temps au travail plus pressant. On pourrait écrire une thèse de maîtrise ou un roman sur les mises à niveau des procédés d'affaires, dont plusieurs numériques, des dernières années. Ces économies ne se produisent pas une seule fois ou pendant une seule année. Elles se répètent d'une année à l'autre.

Chaque nouvelle proposition de projet est présentée au conseil de direction et devient l'objet d'un processus d'affaires. Le retour sur investissement est évalué tant sur le plan tangible (\$) qu'intangible (satisfaction des membres).

COMMUNICATIONS

Le MAAC est un organisme basé sur ses membres. Il n'est aucunement question de « nous » contre « eux », nous sommes ensemble. La communication efficace établit de bons rapports entre tout le monde. Le bulletin électronique E-Blast nous permet de communiquer instantanément avec nos membres. Nous nous en sommes servis à 414 occasions en 2018. Nous avons ainsi réalisé 210 875 contacts, et ce, sans engendrer de quelconques frais de poste ou de publication à même la revue. On pourrait parler de transparence et de contact soutenu « sur stéroïdes ». ✨

PRESIDENT'S MESSAGE



Peter Schaffer - 44429

President

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The old grey mare ain't what she used to be, neither are we, MAAC, or our hobby.

The benchmark of when the simpler times, or the good old days actually existed, depends on who you ask. The benchmark continues to move, as time marches on for all of us and our organizations. Reminiscing or pining for what was, or resisting the realities of what is, serves no one well. We and our organization must constantly be in a learning mode, in order to adopt to regulation change and to take advantage of today's digital tools. Luddites perish.

There is a reason that I continue to return to this theme. The changes are coming at us hard and fast. What seemed new and pressing today, will probably be old hat in six months' time. I feel that it is very important, that everyone be kept up to speed (fully apprised) about how the Board of Directors, the administrative staff and the committees are working, to make sure that we are using the best business practises and tools, as well as updating our documents, in order to be in compliance with existing and new regulations.

Cue the spooky music from horror and suspense movies.

It's budget time again! Developing budgets have much in common with tooth extraction, without pain killer, or cleaning a horse barn. It can be a crappy, painful job, that cannot be ignored. There is an old fable, that illustrates the budget development points of view. Imagine that a farmer is trudging home, in the dark, on a return trip from a small nearby village, in Upper Canada, circa 1820s. He comes across a group of folks, struggling to extricate an ox that is stuck in a swamp.

"That will never work" said the farmer. "We should cut it up and divide it amongst ourselves".

"Well, that is your choice" said one of the mud caked rescuers, "its your ox."

"Hold on" said the farmer. "We need to get that ox out of the hole, all in one piece and alive". It seems that budget constraints are fine, as long as it is not your ox in the swamp.

PLANNING

There is a Japanese proverb that says 'Planning without actions is a dream. Actions without planning is a disaster.'

There are three types of plans:

- Strategic plans, which is planning for the future;
- Tactical planning or Operating planning, which is planning for the here and now;
- Individual workplan for what you are going to do today.

MAAC's Strategic Plan and the Annual Operating Plans are found on the website, under resources/corporate documents.

Project management is key to making it all become a reality. Project management is the practice of initiating, planning, executing, controlling, and closing the work of a team to achieve specific goals and meet specific success criteria at the specified time. The primary challenge of project management is to achieve all of the project goals within the given constraints. Budgets are the major constraint. Exciting stuff eh?

BUDGETS

Here is the thing about budgets. One can do anything with endless money, but that is not MAAC's reality. All of the above brings us to the discussion and the difference between nice to have vs. must have. It goes without saying that the amount of coin in the piggy bank is the final reality check. Declining income and the impacts of

inflation is always top of mind.

Now cue the wailing and gnashing of teeth, after the budget and workplan are approved. The budgets and the annual audit are published in the magazine, prior to the Annual General Meetings.

The budget is only in balance at the moment, because of the decisions that were made to eliminate the non-core expenditures and to continue the investment in digital technology.

Many little changes taken together, have positive impacts on the budget bottom line. A recent example, the payments of invoices moved from cheques to e-banking, it requires less staff time, eliminates the associated costs of snail mail, and helps in the automation of the accounting process.

This has freed up staff time to do other more pressing work. One could write a master's paper, or novel on all the digital and business process upgrades, that have been made the past few years. The cost savings are not a one-time, one-year event. They repeat themselves on an annual basis.

Every new project proposal is brought to the Board, as a fully costed Business Case. The return on investment is evaluated both in the tangible (\$\$\$) and intangible (member satisfaction).

COMMUNICATIONS

MAAC is a member-based organization. There is no us and them, only us. Effective communication helps build strong relationships between everyone. The website E-blast tool makes it possible to have instant communications with everyone. The E-blast tool was used on 414 different occasions in 2018. Number of contacts made 210,875. No costs associated with postage or publication in the magazine. That is transparency and constant contact on steroids. ✈

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EDITOR'S COLUMN

Keith Morison - 24909L

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Twenty years... wow!

This issue marks the end of the 20th year that Morison Communications has been publishing Model Aviation Canada Magazine for MAAC and its members. There have been a lot of changes over the years, most noticeable are an increased amount of translated material, thanks to the dedication of Jacques Des Becquets, and slow movement from black and white newsprint to full colour gloss through the entire magazine. Of course, the content has slowly shifted in both tone and variety, with members regularly telling me they are enjoying the magazine more and more.

Being always on the hunt for improvements, there are more changes coming in the future. While I'm happy with what MAC Mag has become, I'm also excited about what we can do with it for the members.

MAC Mag has existed for much longer than I have been shepherding it, but I like to think that over the last two decades, we've

pulled the publication into a new direction and are working to make it more interesting and more valuable to every member.

Elsewhere in this issue, Chris Brownhill recalls the days when members would gather around the President's kitchen table to put the magazine together. Times, and technology, have changed... although I doubt Chris realizes that I often will proofread the magazine while sitting at my own kitchen table.

MAC Mag continues to be both by, and for, the members. Over the years, I've had the goal of increasing the 'general interest' articles, and pushing contributors to 'speak' to a broader audience. The goal was, and is, to make more pages of the magazine of interest to more members. I think we're well on our way to accomplishing this goal.

The latest mantra for our content, and direction, has been to 'celebrate our members and our hobby' and to try and share the best of what we have to offer. This is why you've seen more member profiles, more 'stand-alone' content, and even more broadly focused committee columns.

My hope is that as members flip through the magazine, they will catch hints, tips, and

ideas from all corners of our hobby. Maybe somewhat hidden in the SAM/Outdoor Free Flight column has been a great series on building techniques and tools brought to us by former MAAC President Richard Barlow. While the hobby has moved away from a 'builder's hobby,' many of the tools and techniques are transferable to repairs and adjusting any model.

The next phase of evolution for your magazine will see some of the 'regular' content moved to the website, and these pages being opened up for more feature content. We want to expand the celebration of the best and brightest MAAC has to offer. This is where you, the members, come in.

Nobody knows our community like the members out in the field... literally. So if one of your flying buddies is the 'go-to' member of your club or the 'one that makes things happen' then let us know, and we can work with you to share their story.

Similarly, if you have some experiences that you'd like to share - such as what you get out of being an instructor, what it was like to fly your jet for the first time, or why you love to build... we want to help you share those stories too. ✨

CHRONIQUE DE L'ÉDITEUR

Keith Morison - 24909L

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Vingt ans... tout simplement wow!

Ce numéro de la revue marque la 20^e année depuis que Morison Communications agit en tant qu'éditeur de Model Aviation Canada pour le compte du MAAC et de ses membres. Plusieurs changements ont marqué ces années, les plus notables étant l'augmentation du contenu traduit - grâce au dévouement de Jacques Des Becquets - et une transition graduelle du papier journal en noir et blanc à des pages couleurs glacées pour la publication en entier. Bien sûr, le contenu s'est aussi modifié - direction générale et variété - alors que les membres me disent souvent qu'ils ont davantage de plaisir à lire la revue.

Je suis toujours à la recherche de façons d'améliorer le contenu et conséquemment,

d'autres changements sont à prévoir. Bien que je sois heureux de ce qu'est devenu Model Aviation Canada, je suis tout aussi excité quant à ce que nous pouvons en faire, dans l'intérêt des membres.

Model Aviation Canada existe depuis plus longtemps que mon implication mais j'aimerais penser qu'au cours des deux dernières décennies, nous avons orienté la publication dans une nouvelle direction que nous planchons à la rendre plus intéressante et précieuse aux yeux de chaque membre.

Ailleurs dans ce numéro, Chris Brownhill se remémore l'époque où les membres se réunissaient autour de la table du président afin de créer la revue. Les temps et la technologie ont bien changé... bien que je doute que Chris se rende compte que je relis souvent la revue... à ma propre table de cuisine.

Model Aviation Canada continue sa double mission - être « par et pour » les

membres. Au fil des années, je nourris l'objectif d'augmenter les articles « d'intérêt général » et pousser les collaborateurs à s'adresser à un public élargi. L'objectif était - et demeure - de rendre les pages de la revue plus attirantes à un plus grand nombre de membres. J'ose croire que nous sommes en voie d'atteindre cet objectif.

Le plus récent mantra de notre contenu et de notre direction, c'est de « reconnaître nos membres et notre passe-temps » et d'essayer de partager le meilleur de ce que nous pouvons offrir. C'est pourquoi vous avez vu davantage de profils de membres, davantage de contenu indépendant (en marge des chroniques de zone) et des chroniques de comité qui ratissaient plus large.

Mon espoir, c'est qu'à mesure que les membres consultent les pages de la revue, ils récolteront des conseils, astuces et idées émanant de toutes les disciplines au sein

suite à la page 83

ALBERTA (A)



Roger Ganley - 6426

Directeur de zone

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ASSEMBLÉE ANNUELLE DE ZONE

Notre assemblée annuelle de zone s'est déroulée le 28 septembre au clubhouse du Club CARFF de Red Deer. Quelque 13 membres étaient présents. La réunion a été courte puisqu'il n'y avait pas de résolution, recommandations ou prix de reconnaissance à discuter ou sur lesquels voter.

Roy Andrassy, un pilote de maquette de course autour de pylônes de Calgary, nous a parlé de son voyage en Australie à l'occasion d'un concours de catégorie F3D. Paul Gibeault s'y est aussi déplacé en sa qualité de gérant d'équipe. Roy a établi plusieurs records canadiens dans sa discipline tandis que Paul en a fait de même en vol circulaire (de vitesse).

DES NOUVELLES DU CONSEIL DE DIRECTION

Transports Canada a réclamé que le MAAC conçoive une façon de déterminer l'aptitude au pilotage des systèmes d'aéronefs télépilotes ou, de façon plus générale, une « maquette d'aéronef ». Grâce à la direction et à la rétroaction du Comité de Transports Canada, du Comité sur les assurances et du président du Comité de la charte (constitution) Keith Bennet, nous mènerons à bien cette tâche.

Ceci requiert beaucoup de discussion au sein du conseil de direction du MAAC et conséquemment, du temps. Heureusement, ce processus est simplifié grâce aux conférences téléphoniques, grâce auxquelles le conseil pourra discuter des détails.

PHOTOS AÉRIENNES À L'AIDE D'UN DRONE

Dans le numéro précédent de la revue et une fois de plus dans celui-ci, vous verrez une photo aérienne d'un terrain de vol. Les deux photos ont été prises grâce à un système d'aéronef télépilote. Il n'y a pas si longtemps, la seule façon d'obtenir un tel cliché, c'était de recourir à un avion à l'échelle réelle. Lors de mes déplacements au sein de la zone, j'ai vu plusieurs telles photos aériennes de terrains de vol qui avaient été fièrement affichées à l'intérieur du clubhouse ou de la remise. Une photo aérienne de club est particulièrement intéressante si elle a été prise lors d'un rassemblement. ✈



Valley of Hope Annual Fun Fly and Pot Luck June 15, 2019. / Le Fun-fly et dîner-partage (Pot Luck) au Fun-fly annuel de Valley of Hope, le 15 juin 2019.

PHOTO: Wilhelm Vohs



Airdrie Modelers Aircraft Society Fun Fly, June 15, 2019. / Le Fun-fly de l'Airdrie Modelers Aircraft Society, le 15 juin 2019.

PHOTO: Wayne Fras

ALBERTA (A)



B-25 Mitchell on final at the Leduc flying field. The model has a 52-inch span and is powered by two OS 55s. / Un B-25 Mitchell en finale au terrain de Leduc. La maquette possède une envergure de 52 pouces et est mûe par deux O.S. 55.

PHOTO: Roger Ganley



Roger Ganley - 6426

Zone Director

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Saint-Albert Aeromodelers Society Fun Fly June, 2019. / Le Fun-fly de la Saint-Albert Aeromodelers, en juin 2019. PHOTO: Maurice McCall

ANNUAL ZONE MEETING

Our Annual Zone Meeting was held on September 28 at the CARFF (Red Deer) club house. Thirteen members were in attendance. This was a fairly short AZM as there were no resolutions, recommendations or awards to discuss and vote on.

Roy Andrassy, a pylon racer from Calgary, spoke about his trip to Australia to compete in the F3D class. Paul Gibeault also went on the trip and was the team's manager. Roy has set many Canadian records in pylon as has Paul in control line speed events.

NEWS FROM THE BOARD OF DIRECTORS

Transport Canada has requested that MAAC develop a way of determining a pilot's ability to fly an RPAS (Remotely Piloted Aircraft System) or in layman's terms, a "model aircraft." With the guidance and input of the Transport Canada Committee, the Insurance Committee plus the Constitution chairman Keith Bennet, this task will be completed.

This requires a considerable amount of discussion amongst the Board of Directors of MAAC and therefore, a considerable amount of time. The use of conference calls makes this a much more efficient process due to the opportunity to discuss amongst the Board the many details which result from this kind of endeavour.

AERIAL PHOTOS USING A DRONE

In the previous issue and again in this one, you will see an aerial photo of a flying field site. Both photos were taken using an RPAS. It wasn't that long ago that the only way of getting this particular type of picture was by the use of a full-size aircraft. In my travels, I've seen many aerial photos of flying fields which have been proudly put on display inside the club house or storage shed. An aerial photo of a club's flying field is particularly interesting when it's taken while an event is taking place. ✈

ATLANTIQUE (B)



Cato Hansen - 61451

Directeur de zone
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J'espère que vous passez tous un bon hiver et que vous avez trouvé un endroit où faire voler des maquettes à l'intérieur... ou pourquoi ne pas dépenser de votre argent durement gagné afin de faire comme Troy? Mince de mince, ce que la technologie a évolué!

Passez un bel hiver, pilotez de façon sécuritaire et soyez courtois envers tout le monde.

SPITFIRE IMPRIMÉ EN TROIS DIMENSIONS

par Troy Reimer

« J'ai récemment construit une maquette de Supermarine Spitfire Mk XVI à l'aide d'une imprimante 3D. La cellule pèse 460 grammes et je m'attends à ce que le poids prêt à voler soit de 840 grammes. Elle sera mûe par une batterie 6S de 1 300 mAh et un moteur de 620 kV 4008 avec hélice de 9x6. Cela devrait conférer une vitesse de plus de 200 km/h et une durée de vol d'environ sept minutes.

« C'est un design de 3D LabPrint que j'ai imprimé à l'aide d'une machine Prusa i3 mk 3; le matériau reproducteur est de l'acide polylactique (PLA), du thermoplastique biodégradable basé sur des plantes.

« L'avion a été imprimé en plusieurs composantes en une dimension qui soit compatible avec toute imprimante disposant d'un volume de 20 cm x 20 cm x 20 cm. Ces composantes sont dotées de petites excroissances (tabs) d'alignement et je les colle à l'aide d'une colle cyanoacrylate. L'aisance de création m'a impressionné.

« C'était le premier véritable projet que j'ai mis en chantier à l'aide de mon imprimante et cela m'a pris 55 heures; je n'ai eu qu'à télécharger le fichier et d'observer les pièces en cours de création. J'utilise exactement le type d'imprimante que celui de 3D LabPrint, ce qui aide probablement à obtenir de bons résultats.

« J'encourage n'importe qui à vérifier les produits de 3dlabprint.com; ce type offre un calibre élevé d'exécution et bon nombre d'avions.



« Passons à l'analyse des coûts. Le fichier de cette maquette en particulier coûte 20 \$US. Le matériau PLA coûte entre 30 et 40 \$ pour un kilo, selon des paramètres comme la couleur. La beauté réside en le fait qu'advenant

un écrasement, je puisse tout bonnement imprimer une nouvelle pièce. » ✈

ATLANTIC (B)



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Zone Director
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I hope that you are having a great winter and found a place to fly indoors... or how about spending some

of your hard-earned cash and do as Troy did? Boy, the technology has come a long way!

Have a great winter, fly safe and be courteous to all.

3D-PRINTED SPITFIRE

by Troy Reimer

"I recently built a 3D-printed model of a Supermarine Spitfire Mk XVI. It has a wingspan of 38.3 inches. The airframe weighs 460 grams with an anticipated flying weight of 840 grams or so. It will be powered with a 6s 1300-mAh battery and 620 kV 4008 turning a 9x6 prop. This gives the model an anticipated top speed of 200+ km/h with an expected flight time of around 7 minutes.

"This is a 3D LabPrint design which I printed with an original Prusa i3 mk3, using Polylactic Acid (PLA), a plant-based biodegradable thermoplastic.

"The plane is printed in multiple parts sized in such a fashion that any printer with at least a 20cm x 20cm x 20cm build volume can do the project. The parts have alignment tabs and are glued together with regular CA glue. I have been very impressed with how easily it has printed.

"This was the first real project that I did with my printer, it took 55 hours, and quite literally was simply a matter of loading the file and watching the parts come out. I am using the exact same model of printer that 3D LabPrint uses, which probably helps the results.

"I would strongly encourage everyone to check out 3dlabprint.com, the level of design and number of different planes that this chap has is simply amazing.

"Now for some cost analysis. The file for this plane costs \$20 US. The PLA runs at \$30-40 for a kg, depending on colours and such. The real beauty though, is that when I crash and break something, all I do is print a new part." ✈

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COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



Roly Worsfold - 50286 L
Directeur de zone
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Bonne année à tout le monde. J'ai hâte de vivre 2020 et je souhaite toutes sortes de belles choses à tous et toutes. Voici venu le temps de faire approuver (parrainer) les événements de cette année de sorte à ce que vous puissiez attirer des participants et que votre événement soit répertorié dans les pages de Model Aviation Canada.

L'année dernière, la zone C a justement présenté 60 tels événements (54 l'année d'avant). Ceux-ci sont une bonne façon de se montrer au sein de la communauté et des membres potentiels.

Les adhésions de club et de membres individuels font en sorte que notre passe-temps prenne de l'expansion et que nous puissions maintenir nos privilèges de fréquences radio, tout en maintenant notre statut aux yeux des agences gouvernementales comme Transports Canada.

ÉVÈNEMENTS RÉCENTS

Je me suis rendu au rassemblement de septembre Fall Classic Float Fly, qu'ont organisé les Shuswap Lake Aero Modellers. Plus de 80 pilotes se sont inscrits en provenance du Canada et des États-Unis. Tout le monde s'est bien amusé à la Sandy Beach Resort et plusieurs impressionnantes maquettes s'y trouvaient.

En octobre, l'assemblée générale annuelle de la zone C a été présentée à Kamloops au Centre culturel japonais et les membres présents ont entendu parler des divers clubs. On devait élire un assistant directeur de zone; Todd Davis a été élu par acclamation.

ACTIVITÉ DE SCOUTISME

« Un gros merci au Kelowna Ogoopogo RC Flying Club d'avoir fait la promotion de notre passe-temps auprès des scouts et d'avoir possiblement planté la graine de futurs modélistes.

« Doug Ison, Len Steg, Dave Salter, Lief Scott et Rick Dawday ont présenté une séance devant les scouts, leurs leaders et quelques parents. Bien des jeunes ont demandé s'ils pouvaient piloter quelque chose, mais en raison de l'espace de vol trop restreint, les porte-paroles n'ont pu que leur offrir des



Kelowna Scouts paying attention to the presentation by members of the Kelowna Ogoopogo Radio Control Club. / Les scouts de Kelowna écoutent la présentation des membres du Kelowna Ogoopogo Radio Control Club. PHOTO: Len Steg



Swimming to retrieve a plane is a cool way to do it, particularly at the Shuswap Lake Fall Classic. / La récupération de maquette à la nage, c'est une façon de se rafraîchir, surtout au Shuswap Lake Fall Classic. PHOTO: Les Isted

renseignements et une impression de ce qu'est le vol télécommandé.

« Environ 80 scouts participaient à l'activité camp-out de la fin de semaine. Il avait neigé la veille et la journée était froide et grise. Les membres du KORC ont présenté des avions statiquement en raison de cette météo et du vent, en plus du manque d'un espace de vol.

« Tous les membres ont très bien décrit les avions télécommandés, comme ceux-ci volent, les divers types et des renseignements de nature générale sur notre passe-temps. Ces modélistes avaient apporté une gamme très intéressante de maquettes, du vol intérieur

aux gyrocoptères, des bimoteurs aux biplans. J'aimerais remercier ces membres; j'estime que vous avez très bien représenté notre passe-temps.

« Merci et salutations distinguées » – Doug Ison, président

FUN-FLY DE LA FÊTE DES PÈRES À BULKLEY

par Rob Dover, assistant directeur de zone

« Les Bulkley Valley RC Flyers, c'est un club relativement petit qui attire des membres
suite à la page 91

BRITISH COLUMBIA INTERIOR – YUKON (C)



The amazing flying facilities at the Bulkley Valley Fathers Day Fun Fly. / Les fabuleuses installations de vol du Club de Bulkley pendant le Fun-fly de la Fête des pères.

PHOTO: Rob Dover



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Happy New year to all. I am looking forward to 2020 and I wish everyone all the best. It is now time to sanction the coming year's events so you can get good participant turn-out and your event listed in Model Aviation Canada.

Last year Zone C had over 60 sanctioned events between Annual Zone meetings up from 54 the previous year. Events are a good way to reach out into the community for new membership.

New club and individual memberships help the hobby to grow and to maintain our privileges of radio frequencies and maintain our status with government agencies such as Transport Canada.

RECENT EVENTS

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

In October the Zone C Annual Zone Meeting was held in Kamloops at the Japanese Cultural Centre and featured reviewing club experiences over the last year. This year was the election for Deputy Zone Director; Todd Davis was elected by acclamation.

SCOUT EVENT

"A big thanks to the Kelowna Ogoopogo RC Flying Club for promoting the hobby by working with the Scouts and planting the seeds for the future.

"Doug Ison, Len Steg, Dave Salter, Lief Scott, and Rick Dawdy presented an informative show-and-tell session for the Scouts, Scout leaders, and some parents. The most asked question was could "we" fly, but due to lack of flying area, were only able to satisfy them with information and positive foresight.

"There were approximately 80 Scouts at the weekend camp-out. It snowed the night before and was a cold overcast day. KORC members just did a static display this year due to the weather, wind, and the lack of a suitable flying site.

"All members presented very good description of RC airplanes, how they fly, different types, and good general information about the hobby.

"They brought quite a cross section of models from indoor to gyrocopter to twin-engine models to biplanes. I would like to thank the members present; I feel you did a great job to promote the RC hobby."

"Thanks and Best Regards" - Doug Ison - President.

BULKLEY FATHERS DAY FUN FLY

Report from Assistant Zone Director - Rob Dover

"The Bulkley Valley RC Flyers is a fairly small club which draws members mainly from Smithers, Houston, and Burns Lake, BC.

"Every year on Fathers Day weekend, they host a Fun Fly that draws pilots from all over

BC and a few from Alberta as well. While the main event is focused on the weekend, some, arrive early and stay all week.

"Their venue for the event is first class: the Lakes District Burns Lake Airport (CYPZ) which has 5,000 feet of smooth paved runway, a nice grassy area for camping near the runway and access to the terminal building with washrooms and other amenities.

"I have been to this event four or five times over the last ten years or so and it certainly doesn't disappoint. Saturday evening, the BVRC club puts on a steak and shrimp feast for all the pilots and immediate family. This



The Bulkley Valley Club knows how to cook up and feed well for the Fathers Day Fun Fly. / Le Bulkley Valley Club sait comment faire cuire des mets et nourrir les convives lors du Fun-fly de la Fête des pères. PHOTO: Rob Dover

year was just as good as I remembered it!

"The weather was near to perfect. We had a few light showers early in the week and a bit of wind. However, Saturday was almost perfect with sunny skies and no wind. Lots of flying by all made it another great event.

"This is a not-to-miss event and well worth a journey to visit and see another beautiful area of the province." ✨



SOUTH WEST BRITISH COLUMBIA (H)



John Deadman - 26518

Zone Director
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I am writing this On Remembrance Day, November 11, 2019. I was at my local flying field today attending an annual tradition of the Remembrance Day flight, which we have every year. At 11 a.m., we were to fly our warbirds all at one time to honour those who served. As the photos will show, we had WW1 and WW2 warbirds primed and ready to go. However, to our surprise we were overflown by four full-scale WW2 Harvards and then shortly thereafter, by a group of three Chipmunks and then by a group of four civilian aircraft, all participating in local memorial service flybys.

Once they passed by, we were free to have our Remembrance Day flight, where we had five aircraft, two WWI biplanes and three WWII aircraft.

I am relating this in memory of those who made the ultimate sacrifice so long ago; we should not forget them.

A YEAR OF CHANGES

This year has been full of changes. We have secured the RPAS exemption from



Transport Canada, and hopefully, an agreement with NavCanada for those fields affected by controlled airspace issues.

It has been just over a year since I took on this Zone Director role, and it has had some awesome moments and some not so awesome moments. I have visited almost all of the clubs this year, 28 out of 32, which kept me busy. I will get to the other clubs this coming year.

DON'T FORGET TO RENEW

Just a reminder to be sure to renew your MAAC membership for 2020, as well as your

club memberships! Please take a moment to visit the MAAC homepage and sign into your account and check that your information is current.

Please take the time to review the RPAS exemption, which can be found on the Transport Canada tab on the MAAC homepage.

When this issue is printed, it will be the holiday season, and I hope you all have a pleasant holiday.

If you have any questions or need of anything MAAC-related, please feel to e-mail me at zd-h@maac.ca ✈

SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



John Deadman - 26518

Directeur de zone
zd-h@maac.ca

Je rédige cette chronique le 11 novembre 2019, jour du souvenir. Je me trouvais à notre terrain local aujourd'hui, où nous avons coutume d'exécuter une Envolée du souvenir. À 11 heures, nous allions faire voler tous nos coucous de guerre (warbirds) en même temps afin d'honorer les soldats qui ont servi. Comme le montrent les photos, nous avons préparé nos maquettes des deux Guerres mondiales. Toutefois et à notre grande surprise, quatre appareils Harvard à l'échelle réelle, puis trois DeHavilland Chipmunks et ensuite quatre avions civils nous ont survolé à l'occasion de passes qu'ils effectuaient dans le cadre de services commémoratifs locaux.

Une fois ces aéronefs passés, nous avons procédé à notre propre cérémonie à l'aide de deux biplans de la Première Guerre mondiale et de deux autres, cette fois de la Seconde.

Je raconte cette histoire en mémoire de ceux qui ont fait l'ultime sacrifice – celui de leur vie – il y a si longtemps; nous ne devrions pas les oublier.

UNE ANNÉE DE CHANGEMENTS

Cette année en a été une de changements. Nous avons réussi à nous doter d'une exception pour les systèmes d'aéronefs télépilotes (SATP ou RPAS en anglais) chez Transports Canada et avec un peu de chance, nous aurons aussi conclu une entente avec NavCanada au sujet des terrains de vol affectés par des problématiques d'espace aérien contrôlé.

Cela fait légèrement plus d'un an que

j'ai accepté ce rôle de directeur de zone; j'ai vécu des moments exaltants et d'autres... moins exaltants. J'ai visité presque tous les clubs cette année (28 sur 32), ce qui m'a gardé passablement occupé. Je me rendrai aux autres en cours d'année qui s'amorce.

N'oubliez pas de renouveler!

Un rappel afin que vous vous assuriez de renouveler votre adhésion au MAAC en 2020, de même que l'adhésion de vos clubs! Prenez un instant et allez faire un tour sur le site du MAAC, entrez dans votre compte et assurez-vous que vos renseignements soient à jour.

Prenez aussi le temps de consulter l'exemption pour les SATP, qu'on trouve à l'onglet « Transports Canada » au site Web du MAAC.

Au moment où ce numéro de la revue

suite à la page 91

MANITOBA NORTHWESTERN ONTARIO (D)



Jeff Esslinger - 64851L

Zone Director

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As Zone Directors we are to be a writer, some may even say a content provider. Our editor gives us a target of 450 words for our zone reports. But to paraphrase the great philosophers Jagger and Richards... we don't always get what we want. So, how about 511 words.

Words are more than the sum of their letters, or the way they sound. Even without context, these words (ok, some phrases pretending to be words) bring me back to the hobby and spark some memories. See if they do anything for you!

En notre qualité de directeurs de zone, nous devons être des rédacteurs, voire même des fournisseurs de contenu. Notre éditeur nous donne une cible de 450 mots pour nos chroniques de zone. Mais histoire de paraphraser les grands philosophes Jagger et Richards... «... on n'obtient pas toujours ce que nous voulons ». Qu'en serait-il de 511 mots, alors?

Les mots, c'est davantage que la somme du nombre de lettres ou que la façon qu'ils sonnent. Sans même fournir de contexte, ces mots (d'accord, il s'y glisse certaines expressions) me rappellent des souvenirs de notre passe-temps de jadis. Évoquent-ils quelque chose en vous?

AZM	Squinted eyes
Camping	BBQ
Campfires	Sweating
Laughs	Freezing
Travels	Handshakes and hugs
GMF	Fish
15 Years of GMF	Steak
Winter gathering	Stake
Crunch of the snow	Annoying flies
Smell of fresh cut grass	Annoying flights
Big white tent	Big, Bang, Boom
Jack's place	Mosquitoes
Tall crop	Coils
Dawn Patrol	Flying Witch
Fireworks	Flying Snoopy
Candle balloons	DDT
Hog roast	PAR3
Selling stuff	ABC
Give Aways	LMNOP
Getting Back	Corn
Quietness	Hot Dogs
Noise	Furry Dogs
Sunshine	Barking Dogs

Stepping in it
Salad
Slime
Breathing out
Breathing in
Why bother
Flip-ouch
The Walk
D'oh!
Glider
OK to take off
LANDING!
Smoke
Cigar
Baileys
Cessna
Patty
Dust
¼ Down
Trainer
Innis Gunn
Wine? Wine not
Especially Red Wine
Control line
U-Control
Flying
Aircraft
Elevator
Pitch
Yaw
Corair
P51
Spitfire
Bipe
Sport
Jet
Speed
Kerosene
Gas
Glow
Whisper
Great music
Annoying music
Jet
Speed
Kerosene
Gas
Glow
Why Repeat
Tesla
Great music
Really??
Depends
If you like
Do you have....
Can I borrow

You can have
REPEAT:
Smoke
Cigar
Baileys
Innis Gunn
Wine, Wine not
Do you need
Walleye
Danny's
Chicken
Pizza
Soda
Hail
Winds
Beer
Rain
Rain 2.0
GMF1.0
GMF2.0
Heat
Wind
Relaxing
Breakfast
Friends
Sharing
Experiences
Outdoor
Nature
Teaching
Learning
Understanding
BBQ
Fire
Stories
Bunkhouse
Dock
Boat
Coyotes
Reversed ailerons
Family
Trailers
Tents
Coaches
Planes
OSH
Helping others
Long journeys
Campfire snacks
Listening
Friends
Sharing
Experiences
Outdoor
Nature
Teaching

Learning
Understanding
Fire
Stories
Trailers
Planes
Helping others
Long journeys
Campfire snacks
Listening
West
Survivor
Cox PT19
Testors P51
Nylon
Balsa
Dope
CBD
LOL
Coffee
Bacon
Eggs
Burnt Toast
Better Toast
Just Bread
Dawn
Dusk
One flew over..
Got Glitched
Thumbed it in
Bad burbles
Bad air
LMAO
Or not.....
Building
Fixing
Replacing
painting
Searching for parts
Teamwork
Red solo cup
Music
Jokes
Fish fry
Rain
Cold nights
What night?
Who's napping?
Homemade pickles
Fresh baking
Delicious baking
Butter
Helping
Not alone
Welcome

NORTHERN ONTARIO (F)



Kevin McGrath - 6401L
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Our hobby is as much about the 'community' we spend time with as it is the models or the flying. Even when that community is small, communication and sharing of information is important.

As evidence, let me present SMAC News... the regular newsletter of the Sudbury Model Aircraft Club. The newsletter does a great job of getting the

basic information out to the members. Inspiring words from the Editor, event listings, reports from club and zone meetings, gentle reminders to renew, and the musings of Captain Crash... while it may seem simple, club newsletters can be the glue that holds the club together.

Notre passe-temps, c'est autant au sujet de la « communauté » (de modélistes) auprès de laquelle nous passons du temps qu'au sujet des maquettes et des vols que nous effectuons. Même cette communauté est petite, les communications et le partage

d'information sont importants. À preuve, je vous présente SMAC News, le bulletin du Sudbury Model Aircraft Club. Celui-ci s'affaire à fournir les renseignements de base aux membres en offrant de l'encouragement de la part de l'éditeur, la liste d'évènements à venir, des rapports de club au sein de la zone, les renseignements au sujet des réunions de la zone, des rappels de renouvellement d'adhésion et les histoires du Capitaine Crash... Tout cela simple bien simple mais les bulletins de club peuvent constituer la colle proverbiale qui soude un club.

November 3rd, 2019

S.M.A.C. NEWS

Seventh Issue 2019: Pleased to report the AZM on October 19th and the closing year-end meeting on November 3rd went very smoothly, details of which are attached to this newsletter. Not much for pictures this time ... Don't forget our year end Christmas Dinner at the M.I.C. on December 7th, refreshments at 5:00 p.m., Dinner starting around 5:30 p.m. Bring everybody, but please email me who's coming with you so I can advise the M.I.C. kitchen. We'll be seated in the Log Cabin area - so far, I've advised the manager to expect around 12 to 16 people.

The usual Reminder: This is great time of the year to renew your SMAC dues for 2019! Contact Jason Thomson by email: jason@entrad.ca. Jason can also take your money any time in person, or you can send it to him via email money transfer. If you're a flyer, please ensure you renew your 2019 MAAC membership - dues are payable directly to MAAC on line.

Visit us at <http://smac1964.wikisite.com/smac-website>

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END

Set-up tables now inaccessible! Blocked by semi-frozen "lake"

November 3rd, 2019

DRIBBLES FROM THE COCKPIT

by
Captain Crash

season 2 series 6

Fortunately, my better half spent an hour and a half talking to our t.v. provider about Netflix and in the end we had a technician replace "the box" with an updated version which gave us a better picture and finally access to YouTube!

As a result, I have been able to watch all kinds of RC stuff and realized that the challenges that I have been brought up with over 40 years are history.

Checking my favorite hobby sites, I have found a marked drop in the number of kit suppliers. There are still some basic kits and giant scale kits but the intermediate build it yourself don't seem to be as plentiful and particularly in glow engine configuration.

Glow engine is giving up to electric and gasoline. Some glow engines can be converted to using gasoline even.

Giant scale is quite popular with those that can afford the trailers etc. that are needed for transporting, which I can't justify as an old time flyer. Quarter scale will not fit in my SUV even with the seats down.

The changes in trainer planes have eliminated the need for an instructor by your side ready to grab the controls or with a buddy box to get your latest creation out of trouble.

There are now Styrofoam high wing trainers that are available with drone technology to take over the trainer avoiding any mishaps such as the Apprentice and Carbon Cub St 1.3. They will not let the plane fly out of range and will land at your feet hands off!

This is the Captain signing off and heading to my work bench and another build.

November 3rd, 2019

SMAC Notes from Meeting at the Colonial Inn - November 3rd, 2019

Present: Paul Ashley, Jason Thompson, John Pearson, Harry Konowalchuk, Hugh Harrison, Kent Fabbro, Brendan Grace, Bill Whitehouse, Rob Haynes, Spencer Webster, Al Poliv, Fred Pelia (12)

Honored Guests: none today

Meeting called to order at 10:06 a.m.

1) Financial Report and Year-End Report

Jason reported that as of today, our bank balance is about where our year-end balance stands traditionally. Jason reported the club BBO COST the club \$86.38 which was easily covered by the Club's finances. Detailed costs available to past members on request.

Also, this just in: SMAC 2020 Summer flying membership stands at 11 paid memberships, of which 5 were also included for the Winter flying at Hanner High.

2) Review of the October 19th 2019 AZM Minutes

Discussions ensued after the passing around of the officially released minutes regarding the holding of the NOIC by SMAC. Brendan explained the event date and location here were O.K. by Maurice, although it won't be quite as quiet as this year's bell-ringer event. The Sault club may yet do one as well. Brendan also explained a new NOVIC category in the IMAC. This will comprise of 6 basic maneuvers, details to follow later. It will pre-basic to encourage flyers to hone their flying skills without the undue pressures of competing at a higher level. It would immediately follow the regular flights. Any aircraft type will be eligible, glow, gas or electric, as well as any scale or size.

Paul brought us up to date on the issue of club executive liability. No word from MAAC as yet. Apparently, MAAC was waiting for more feedback from insurers and other clubs on this issue. The estimated cost of providing this kind of coverage remains at \$125 per club.

3) Com-Fly (Saturday, September 21st, 2019)

This event was successful, event-wise and financially. Many thanks and kudos to Jason and Tracy for their combined effort to make this event work so successfully! The club brought in \$189.63, which, after expenses, netted the club - \$86. There was also a few boxes of food stuff collected for the local soup kitchen. An all-around great community project as well.

4) Field Closure:

The field should be officially closed next Monday or Tuesday, the tarp on the sun-shade structure removed and stored, banners and flags put away and the lock on the combination lock on the field gate replaced by the winter key lock. In fact, a post-meeting crew showed up at the field to do just that, many thanks going out to Hugh, Brendan, Al and Spencer. The bridge over the creek will remain in place this winter based on our historical experience with the water levels and ice buildups.

November 3rd, 2019

5) SMAC Executive for CY 2020:

There being no nominations made or accepted by other than the current executive, the current executive has been acclaimed to their existing positions for another term. Many thanks for their hard work in 2019, and for their willingness and dedication to stay on for another term. Congratulations!

6) Christmas Dinner - December 7th, 2019

Still on track for Saturday, December 7th, starting at 5:00 p.m. at the M.I.C. Members of SMAC and all other clubs in the area are invited, along with their families and friends. Arrangements for the SMAC are confirmed with the manager, Chad Pittfield.

7) Other: None

There being no other items or issues brought forth, Bill Whitehouse made a motion to adjourn the meeting at 10:21 a.m. (A record finishing time!)

Harry K.
Scribe

November 3rd, 2019

Northern Ontario Annual Zone Meeting

October 19, 2019
MIC Restaurant, Sudbury, Ontario
Call to Order
The meeting was called to order at 1:15 PM.

Quorum
There were 20 members in attendance. A quorum is 5% of the membership for a total of 11 a quorum was established. Five of the clubs in the Zone were represented.

Agenda
The agenda for the meeting was circulated. There were no additions or changes noted.
Moved by scribe C. Knight, Second by R. Zorzi, (SSM) the agenda be approved as distributed. All in favour, carried.

Minutes of the 2018 Annual Zone Meeting
The minutes of the 2018 AZM were read. There were no errors or omissions noted.
Moved by C. Knight, scribe, that the minutes be approved as read.
Seconded by H. Konowalchuk, SMAC.
Approved.

Business Arising

Northern Ontario Zone Pilot's Award.
The Deputy Zone Director was charged with polling the zone's club regarding the process to award the Zone Fun Fly Pilot's Award. A committee of the DZD, Gary Tremblay, Tammins and Foley Stroyev, NIPMAC, was struck to review the existing criteria and act on any improvements. The committee, with input from the clubs determined that, with minor adjustments, the existing criteria should remain.

Going forward, the Zone Pilot's Award will continue to be awarded at the Zone Fun Fly by a committee consisting of:

- A member of the host club
- Another member, preferably a previous winner, but not competing.
- Deputy Zone Director or Alternate

The criteria is as follows:

- Preference is given to original design and construction
- Level of detail
- Significant modifications to kit or ARE types
- The model must fly at the event, proxy pilot is allowed
- No limit on previous wins

Old Business
Lee Prevost, SA Chair, provided a brief summary of the Scale Aerobatics Nationals held in Sudbury.

November 3rd, 2019

Northern Ontario Zone Award.
Steve Day of Sault Ste. Marie is this year's recipient of the Zone Trophy.

Zone Director's Report
Kevin give an overview of MAAC and Zone activities.

New Business

Election of Zone Director
There was only one application for Zone Director received according to the requirements. Kevin McGrath is acclaimed Zone Director for another two year term.

Committee Chair Discretionary Funds
Les Prevost, Scale Aerobatics Chair, raised a concern with regard having a level of discretionary funds available to committee chairmen, especially Special Interest Groups hosting competitions, to help offset expenses related to the committee's commitments.
A discussion followed on whether this should be raised as a recommendation to the Board or other venue.

The Zone Director requested he be given an opportunity to query the Board of Directors as to the proper approach and will report back in time for the appropriate action to be launched prior to the Annual General Meeting in the spring.

Director's Liability Insurance
Kent Fabbro, SMAC, raised a question regarding the offer by MAAC to provide Director's Liability Insurance to clubs, for the protection of club officers. This is at an additional annual cost to the individual clubs of \$125.
The Zone Director will pursue with MAAC as to what is proposed and the benefits for the clubs.

Event Dates

The following events are scheduled for 2020:

- June 20, SMAC Fun Fly
- June 27, Sault Fun Fly and Zone Fun Fly
- July 11, Timmins Fun Fly
- July 25, TARMAC Fun Fly
- July 25, 26 SMAC - Northern Ontario IMAC Challenge.
- Aug 2, Sault Float Fly
- August 15, North Bay Fun Fly

Note:

- The members present discussed and accepted the conflict with the TARMAC Fun Fly and NOIC.
- There may be an additional Scale Aerobatics event in Sault Ste. Marie, dependent upon the club acceptance.



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Directeur de zone

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L'hiver arrivera bientôt et d'autres aspects saisonniers de notre passe-temps – l'hiver et le vol intérieur – seront l'objet de notre concentration.

Il me fait très plaisir de vous rapporter que les opérations de vol se sont déroulées en toute sécurité au sein de la zone... enfin, presque, puisque l'année n'est pas terminée. Je souligne la chose parce qu'il est absolument fondamental que nous poursuivions sur cette lancée, dans l'intérêt de l'existence de notre passe-temps. Je vous applaudis de votre attention à la sécurité et de votre recours au gros bon sens au cours de la dernière année; j'appuie les efforts que vous allez déployer afin de préserver ce bon comportement.

LOCALISER LES TERRAINS DE VOL

Quelques-uns de nos clubs sont en passe de localiser de nouveaux terrains de vol en raison de la perte de ceux à partir desquels les modélistes évoluent présentement. Les clubs qui vivent cette situation ou qui examinent la conformité de leur terrain de vol ou encore, qui songent à apporter d'importantes modifications, devraient relire les documents suivants afin de prendre connaissance des lignes directrices

suivantes :

1. (Obtenir et préserver les terrains de vol) Getting & Keeping Flying Fields; https://www.maac.ca/en/committees_details.php?committee_id=27

2. (Spécifications recommandées pour terrains de vol) MPPD 06 - Recommended R/C. Flying Site Specifications; https://secure.maac.ca/get_document.php?document_id=61

Notez qu'au moment de rédiger cette chronique, la directive MPPD 06 est en train de faire l'objet d'une révision afin d'y incorporer les exigences de Transports Canada.

ASSEMBLÉE ANNUELLE DE LA ZONE

La zone G a procédé à son assemblée générale, le 26 octobre au Musée de l'aviation et de l'espace du Canada. Merci une fois de plus à Hal Macdonald qui s'est occupé de réserver l'amphithéâtre cette année et pour l'année prochaine (17 octobre 2020).

Veuillez noter que la réservation de ce lieu sans coût envers la zone signifie que nous devons nous accommoder de l'unique disponibilité du samedi. Mon équipe et moi-même nous excusons à l'avance si cela est un inconvenient pour vous; toutefois, c'est un excellent lieu qui nous convient et nous avons pris soin d'avertir tout le monde à l'avance afin qu'ils planifient cette soirée.

La participation était bonne et nous avons passé à travers l'ordre du jour en très

peu de temps. Cette année, trois modélistes ont offert d'excellentes présentations. Tom Hastie, un employé local de Transports Canada et affecté aux systèmes d'aéronefs télépilotes (SAPT ou RPAS en anglais) nous a offert des conseils pratiques sur les exigences actuelles. Jon Harper nous a coupé le souffle avec les détails de construction et les vols d'essai de son hydravion à coque Curtiss. Et Jean Dorais nous a résumé – et nous a provoqués – le travail de l'équipe de F5J au Championnat mondial.

Merci à chacun de ces présentateurs; j'aimerais offrir davantage de temps afin d'entendre plusieurs d'entre vous. Quiconque voudrait suggérer un sujet d'atelier lors de l'assemblée de 2020 peut communiquer avec moi à tout moment. Le maximum demeure de trois présentations, par contrainte de temps. Premiers arrivés, premiers servis.

Je souhaite la bienvenue à Roger Bélanger, notre nouveau secrétaire de zone, de même que les membres de ma nouvelle équipe : Mike Anderson (assistant directeur de zone), Karl Kingston (directeur de zone adjoint depuis un moment) et le petit nouveau, Robert Rouleau (aussi à titre d'adjoint). J'ajouterai quelqu'un qui représentera l'ouest de la zone.

Parmi les points forts de cette rencontre, il y avait la remise du tout premier prix du Club Leader, tant pour la zone G que

suite à la page 91

OTTAWA VALLEY (G)



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Winter will soon be upon us and yet, other seasonal aspects of our hobby, winter and indoor flying, will soon become our focus.

I am extremely pleased to report that another year of extremely safe flight operations across our zone is almost in the books. I celebrate this topic because it is absolutely fundamental to the continued existence of our hobby. So I applaud all of you for your attention to safety and use of common sense this past year and support all our efforts to continue this excellent behaviour going forward.

FINDING FIELDS

A couple of our clubs are in the process of locating new flying fields, due to re-assignment of lands they currently occupy. Any clubs facing this situation, reviewing their field compliance, or contemplating any significant field changes should locate and review the following documents for general guidance:

1. Getting & Keeping Flying Fields; https://www.maac.ca/en/committees_details.php?committee_id=27
2. MPPD o6 - Recommended R/C. Flying Site Specifications; https://secure.maac.ca/get_document.php?document_id=61

Note that as of compilation of this column, MPPD o6 is in the process of being revised to bring it in line with Transport Canada requirements.

ZONE MEETING

Zone G held its Annual Zone Meeting on October 26th at the National Aviation and Space Museum. Our thanks go out, yet again, to Hal Macdonald for securing this venue for this year and again for next year's AZM on Saturday October 17, 2020.

Please note that securing this excellent venue without cost to the Zone does mean that we are limited to Saturdays only. My team and I apologize, in advance if this is an inconvenience; however, this is an excellent venue and we've given everyone lots of time to plan.

The AZM was well attended and our lengthy agenda was executed in record time. This year, we had three excellent



presentations: Tom Hastie, a local Transport Canada (RPAS team) employee provided us timely and detailed guidance on current requirements; Jon Harper dazzled us with details of the construction and flight test of his replica Curtiss Flying Boat. And Jean Dorais provided an interesting and provocative recap of the F5J team at the World Championships this year.

My thanks to each of the presenters; I only wish we had time to accommodate more of you. Anyone who would like to present at the 2020 AZM can advise me at any time. Maximum three presentations, first come first served.

I wish also to welcome Roger Bélanger, our new Zone Secretary, as well as the rest of my new team: Mike Anderson as DZD, Karl Kingston as AZD, and our newest team member Robert Rouleau as AZD. I will be adding one more AZD representing the Western extent of our large Zone.

Among the highlights of our AZM, was the awarding of the very first Leader Club award, both for Zone G and MAAC. The award was presented by initiative creator Mike Anderson to Claude Melbourne representing the Brockville Model Airplane Club (BMAC).

This club's application was an exemplary portrayal of the very best aspects of a model airplane club and earned them an unequivocal "Gold" level award. On behalf of the Initiative Team, I congratulate the BMAC Club for your excellence.



I would be remiss if I didn't also issue a challenge to the rest of the clubs in our Zone to make 2020 the year you each step up and make your submission. Please note that, based on the level of participation, the Initiative Team will be presenting to the MAAC BOD at the 2020 AGM in Cornwall with a Go/No-Go recommendation for the future of this program.

SPECIAL THANKS

I want to take this opportunity to thank Sue and Hal Macdonald who have silently and very ably supported myself and quite a few ZDs before me in running various meetings. They will both scale back their activities to focus on family, critical MAAC Safety committee work, and - just maybe - get a little flying in. ✈

SAINT-LAURENT (J)



Steve Woloz - 7877L

Directeur de zone
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BIENTÔT LA FIN DES ACTIVITÉS EXTÉRIEURES

À mesure qu'arrive le temps froid, voici venu le temps de procéder aux réparations sur nos maquettes chéries ou d'entreprendre la construction des nouvelles. C'est plus amusant et valorisant de travailler sur ces projets en compagnie d'un ami modéliste du MAAC.

Ceux qui en ont la chance peuvent aussi se diriger vers un emplacement de vol intérieur afin de pratiquer leurs réflexes.

CÔTE-SAINT-LUC MENS' CLUB (CSLMC) : VERS DE NOUVELLES AVANCÉES

Le CSLMC, sous la gouverne de Mark Fogel et de David Haltrecht, recherchent de nouvelles façons de développer les aptitudes pour les multimoteurs qu'ils ont construits. Les techniques explorées comprennent la planification des missions, le vol par immersion (en anglais, FPV) et la vidéographie.

En raison de la vaste gamme d'options disponibles – surtout lorsque vient le temps de sélectionner l'équipement – le groupe a fait appel à des consultants experts afin de présenter des ateliers sur divers types d'équipement qu'on peut utiliser pour chaque usage escompté.



Top: Very successful day watching young students maiden their 12-foot wingspan cargo lift creation with experienced MAAC pilot Sébastien Lajoie manning the transmitter. . Above: Last minute preparations for the maiden flight. / En haut : Une journée couronnée de succès alors que de jeunes étudiants effectuaient le vol inaugural de leur création d'une envergure de 12 pieds lors de l'épreuve d'emport de charge, avec le pilote expérimenté du MAAC Sébastien Lajoie aux commandes. Ci-haut : Des préparatifs de dernière minute avant le vol inaugural.

Selon la rétroaction d'experts comme Ryan Walker et Yves Auger lorsqu'ils se faisaient demander « Comment puis-je me lancer? » ou « Que devrais-je acheter? », leur inlassable conseil, c'est de commencer modestement (en petit) et de songer à recourir aux microdrones. Bien que cela ne soit pas nouveau sur le marché, cette catégorie est envisageable en raison de la plus petite dimension, coût abordable, sécurité et poids-plume sous la barre des 250 grammes, ce qui dispense ces

petits appareils de la majeure partie de la réglementation de Transports Canada.

Quiconque voudrait en savoir davantage devrait lire les articles dans le numéro d'automne 2019 de PARK PILOT Magazine. Les intéressés peuvent aussi communiquer directement avec David Haltrecht (davidhaltrecht@bell.net) ou Mark Fogel (msfogel@videotron.ca).

RÉCAPITULATION DE L'ASSEMBLÉE DE
suite à la page 22

ST. LAWRENCE (J)



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FLYING EVENTS COMING TO END

As the colder weather sets in, it's time to start repairs on cherished models or begin construction on next years' beauties. Working with a MAAC buddy on these projects always makes it more fun and rewarding.

Those fortunate enough to have an indoor flying site, take advantage of this privilege to hone your flying skills.

CÔTE-SAINT-LUC MENS' CLUB (CSLMC) ADVANCING WITH NEW INITIATIVES

The CSLMC, under the leadership of Mark Fogel and David Haltrecht, are researching new and advanced skills for the multi-rotors they have built. Techniques being explored include mission planning, flying FPV, and videography.

Due to the wide variety of options, especially when it comes to equipment selection, the group has been calling in expert advisors to present lectures on the various types of equipment that may be used for each purpose.

Based on feedback from experts such as Ryan Walker and Yves Auger when asked questions such as 'Where do I start, what should I buy,' the consistent advice is to start small and consider using micro-drones. Although not exactly new to the market, this class is most advisable due smaller size, affordability, safety, and due to low weight of under 250 grams, flying just under the wire of most recent Transport Canada regulations.

Anyone wishing to learn more in this area should read articles in the FALL 2019 edition of the PARK PILOT Magazine. They may also communicate directly with David Haltrecht (davidhaltrecht@bell.net) or Mark Fogel (msfogel@videotron.ca)

AZM RECAP OCTOBER 27, 2019

I am pleased to announce that the Saint-Lawrence Zone AZM, held October 27, 2019 at the Centre multifonctionnel Francine E. Gadbois in Boucherville, QC, was an outstanding success in terms of:

- Attendance (22 % of total zone



Top: Swap Shop action at the AZM. Above: Jean-Claude Guèvremont leads a seminar for the members. / En haut : L'action lors de la vente-échange (swap shop) dans le cadre de l'assemblée annuelle de zone. Ci-haut : Jean-Claude Guèvremont présente un atelier aux membres.

membership represented)

- Information learned (via seminars and demos): See note 1 below.
- Items exchanged at the swap shop
- Items won via the silent auction *See Note 2 below for companies and individuals who so generously donated items for the Silent Auction in
- Special Awards for models displayed in the Concours d'élégance,
- Items won for the attendance prizes;
- Awards won (20) in the category of Wings Certificates
- Two new awards 'Elite Instructor' and 'Certificate of Appreciation.'

A special thank you to Yves Auger, president of the Club Boucherville for obtaining the goodwill and permission of the

city of Boucherville to allow us to hold the event at their beautiful multicultural centre.

In addition, a special thanks to Pierre Cloutier who doubled both as the official photographer and also as the official scribe during the meeting.

ZONE ELECTIONS

For your information, Steve Woloz was acclaimed the Zone Director for the next two years, with Jean-Guy Ouellet continuing on as the Deputy Zone director for the second year in his term. In addition, the following persons were appointed as

Assistant Zone J Directors:

- Yves Auger 38621
- Gabor Botka 84397

continued on page 22

ZONE 2019

Il me fait plaisir d'annoncer que l'assemblée annuelle de la zone Saint-Laurent du 27 octobre 2019 au Centre multifonctionnel Francine E. Gadbois (de Boucherville) a été un succès retentissant en matière de :

- participation (22 % des membres de la zone au total étaient représentés)
 - Information appris (à l'aide d'ateliers et de démonstrations) : lisez la note 1, plus bas.
 - les articles échangés lors de la vente-échange (swap shop)
 - les articles qui ont été remportés par le biais de l'encan chinois (silencieux) *
- Lisez la note 2 pour prendre connaissance de la liste des entrepreneurs et des personnes qui ont fait don d'articles pour cette portion.
- les prix spéciaux remis aux maquettes en montre au Concours d'élégance
 - les prix remportés en guise de prix de présence
 - les prix remportés (20), catégorie des certificats d'obtention des « ailes » du MAAC

• deux nouveaux prix créés : « instructeur élite » et « certificat d'appréciation »

Un merci particulier à Yves Auger (président du Club Boucherville) pour avoir eu le savoir-faire d'obtenir la permission de la Ville de Boucherville, ce qui nous a permis d'organiser l'évènement à son magnifique centre multiculturel.

De plus, un merci particulier à Pierre Cloutier qui a agi à titre de photographe officiel et de scribe officiel pendant la réunion.

ÉLECTION AU SEIN DE LA ZONE

Pour votre information, Steve Woloz a été élu par acclamation à titre de directeur de zone pour les deux prochaines années; Jean-Guy Ouellet poursuit à titre de directeur adjoint de zone (deuxième année de son mandat). De plus, les personnes suivantes ont été nommées à titre d'assistant-directeurs de zone (J):

- Yves Auger 38621
- Gabor Botka 84397
- Peter Bauer 88519
- Pierre Cloutier 94445
- Mark Fogel 93617
- Bob Forest 4131 L
- Jean-Claude Guèvremont 22710 L
- David Haltrecht 93615

- Xavier Mouraux 57581

ATELIERS

Comme d'habitude nos participants ont eu droit au partage de connaissances poussées grâce à des ateliers et à des démonstrations :

- formation : Xavier Mouraux
- mise à jour, Transports Canada : Jean-Guy Ouellet
- impression 3 D : Jean-Claude
- maquette en foam board de Peter Bauer
- démonstration d'impression 3D : Jean-Claude Guèvremont
- démonstration de vol intérieur : sous la supervision de Jean-Guy Ouellet.

COMMANDITAIRES :

Les assemblées générales annuelles de zone sont des évènements majeurs et les commanditaires suivants ont rendu l'évènement très agréable :

- AMR
- Auger, Yves
- Bauer, Peter
- Distribution aux modélistes
- Great Hobbies
- Icare
- Reno Depot
- TBRC Wings
- Woloz, Steve
- Udisco
- Zone Hobbies

BIEN HÂTE À 2020

L'année 2020 sera une saison intéressante, compte des évènements potentiels dont nous avons entendu parler :

- Vente-échange (SWAP SHOP) à Sainte-Julie (typiquement organisée durant la première semaine de février par le Club Anti-Gravité)
- Atelier à la bibliothèque de Côte Saint-Luc (typiquement organisé durant la première semaine de mars grâce aux Club de Côte-Saint-Luc)
- Rassemblement de vol par immersion (en anglais, FPV), gracieuseté de la Vertical Flight Society, début du mois de mai

Dans tous ces cas, les détails suivront dans un prochain numéro de Model Aviation Canada. Nous vous souhaitons un temps des fêtes en toute sécurité et de bien belles choses au cours du Nouvel an. ✨

- Peter Bauer 88519
- Pierre Cloutier 94445
- Mark Fogel 93617
- Bob Forest 4131 L
- Jean-Claude Guèvremont 22710 L
- David Haltrecht 93615
- Xavier Mouraux 57581

SEMINARS

As usual, our zone meeting attendees were treated to some advanced knowledge courtesy of some seminars and demonstrations.

- Training: Xavier Mouraux
- Transport Canada Update: Jean-Guy Ouellet
- 3D printing: Jean-Claude
- Foam board model build by Peter Bauer.
- 3D Printing demo by Jean-Claude Guèvremont
- Indoor flying demo: supervised by Jean-Guy Ouellet.

AZM SPONSORS:

AZMs are major events to host, and the support of the following sponsors helped make the event as enjoyable as it was.

- AMR
- Auger, Yves
- Bauer, Peter
- Distribution aux modélistes
- Great Hobbies
- Icare
- Reno Depot
- TBRC Wings
- Woloz, Steve
- Udisco
- Zone Hobbies

LOOKING FORWARD TO 2020

2020 will be an interesting season with knowledge at this point of the following potential upcoming events:

- SWAP SHOP in Sainte-Julie (typically hosted during the first week of February by the Club Anti-Gravité)
- Côte Saint-Luc Library Shop (typically hosted during the first week of March by the Côte-Saint-Luc Club)
- Vertical Flight Society FPV event for beginning of May

In all cases, additional details to follow in the next Model Aviation Canada

Wishing all a safe and happy Holiday season and best of everything in the coming New Year. ✨

Club Antigravite Fun Fly



Clockwise from above: Some of the beautiful models on the flight line; Line-up of pilots at Club Anti-Gravité's fun fly on September 15, all hoping to win prizes in raffle draw; Michel Renaud with his Pitts Special; Patrice Sarrazin with his 33% beauty; Jean-Claude Guèvremont and Steve Woloz talk drones.

En haut, dans le sens des aiguilles d'une montre : Quelques-unes des magnifiques maquettes sur la ligne de vol; La file de pilotes lors du Fun-fly du Club Anti-Gravité, le 15 septembre, chacun espérant remporter un prix; Michel Renaud et son Pitts Special; Patrice Sarrazin et son appareil à l'échelle 33 %; Jean-Claude Guèvremont et Steve Woloz en pleine conversation de drones.



SUD EST DE L'ONTARIO (L)



Chris Brownhill -3797L

Directeur de zone

416-255-1289 | zd-l@maac.ca

Vous pourriez avoir commis de pires coups, mais j'ai succédé à Athol Cohen à titre de directeur de zone, au 15 septembre 2019. Je remercie Athol de s'être acquitté d'une tâche dont personne ne voulait mais qu'il a entreprise quand même.

J'ai bien peur que je me retrouve dans le même bateau mais de nos jours, c'est difficile d'obtenir l'aide de quiconque au sein de notre association.

Je devrais aussi mentionner qu'Adam Maas a consenti à agir à titre de d'assistant directeur de zone au cas où je devrais me faire remplacer pour une raison quelconque et je lui en suis reconnaissant.

Malheureusement, le MAAC a été très occupé à faire de l'autopromotion à titre d'association qui offre plusieurs services à ses membres. D'un point de vue de marketing, c'est bon j'imagine, mais dès sa création, les membres de notre association avaient compris que sa survie ne tenait qu'à eux.

Les bulletins aux membres étaient créés

sur la table de cuisine du président de l'époque et ses collaborateurs rapprochés se rassemblaient afin de faire en sorte que cela se produise.

Les cartes de membres étaient traitées de la même façon et ce n'est qu'à la fin des années 1960 que le MAAC s'est doté d'un véritable bureau ou, du moins, d'une adresse postale qui n'était pas rattachée à un domicile. Une secrétaire a fait partie de l'équipe par la suite.

À l'époque, nous étions d'avis que la cotisation n'était qu'une façon de travailler gratuitement et ceux qui s'activaient affichaient la satisfaction de faire quelque chose de positif pour l'organisme et pour l'aéromodélisme!

Bon, assez de ce retour sur l'histoire, nous sommes passés à l'ère moderne. Les drones, les appareils en mousse et les autres – prêts à voler – sont devenus monnaie courante et nous devons en profiter.

En passant, si les membres de la zone devaient me remplacer, je serai heureux de leur fournir les détails. Je ne serai en poste qu'aussi longtemps que le veulent les membres, après quoi je prendrai ma retraite et je laisserai quelqu'un d'autre abattre la charge de travail.

ÉPREUVES D'ÉQUIPE DE FID

Le vendredi 1er novembre, des organisateurs ont présenté des épreuves de sélection d'équipe de vol libre à la Bill Crothers High School de Markham (Ontario) afin de sélectionner les membres de l'équipe qui nous représentera au Championnat mondial FAI de 2020.

Les maquettes en vedette ne pèsent qu'un gramme et comprennent une hélice à pas variable afin de maximiser la puissance du moteur à élastique. On peut s'attendre à ce que ces avions diminutifs réalisent un temps de vol pouvant atteindre les 20 minutes dans un gymnase typique d'école doté d'un plafond d'environ 20 pieds. Les résultats sont meilleurs sous des plafonds plus élevés.

Dmytro Silin, de Kitchener (Ontario), a livré combat afin de ravir une place au sein de l'équipe et a réalisé un vol de dix minutes mais il aurait réalisé une meilleure performance, n'eût été de l'hélice à pas variable de sa maquette.

D'autres épreuves de qualification avaient lieu la semaine d'ensuite à Vancouver afin d'accueillir les modélistes de l'Ouest. ✈

FOR SALE

For more information please contact
gavin@idealhobbies.com

1/8 scale Avro Arrow flying model ready to fly.

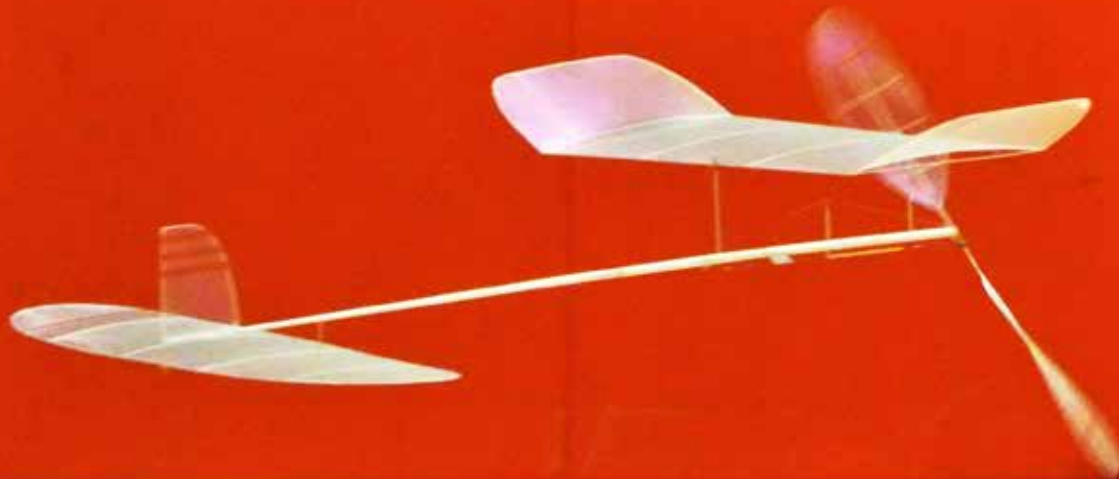
Over 5 years and \$20,000 invested in this one of a kind aircraft.

It can be yours for \$15,000.

About 9 feet long, weighing 38 pounds, powered by 2 Bob Violett Models EV2.

Want to see it fly? Go to: https://www.youtube.com/watch?v=CkTFK_1oAnw

SOUTH-EAST ONTARIO (L)



Dmytro Silin's F1D Indoor Free Flight Model at November 1, 2019 Team Trials held in Markham, Ontario Weight – 1 gram with variable pitch propeller. / La maquette de F1D (vol intérieur) de Dmytro Silin lors des épreuves de qualification de vol intérieur du 1er novembre 2019 à Markham (Ontario). Poids d'un gramme et hélice à pas variable.



Chris Brownhill -3797L

Zone Director

416-255-1289 | zd-l@maac.ca

You might have done worse, but I have succeeded Athol Cohen as your Zone Director as of September 15, 2019.

My thanks to Athol for doing a job that he really didn't want but decided to do anyway when no others were willing to do so.

I am afraid that I find myself in the same boat, but there is a dearth of interest in trying to get anyone to help out in our association nowadays.

I should also mention that Adam Maas has agreed to be the Deputy ZD in case should I need a replacement for any reason, and I am grateful to him for offering to do so.

Unfortunately, MAAC has been awfully busy lately trying to promote itself as an association with many services for its members. From a marketing standpoint that is good, I suppose, but in the very beginning the membership understood that the survival of the organization rested with

them.

Newsletters were collated around the President's kitchen table, and the faithful gathered there to make that happen. Membership cards were similarly processed by volunteers, and it wasn't until the late 1960s that MAAC got an actual "office", or at least, a mailing address not attached to a private home, along with a paid secretary.

In those days, we considered that the membership fee was just a way of being able to work for free, and there was a good feeling amongst those who did, in that they were doing something positive to grow the organization, and model aviation as well!

Anyway, enough of the reminiscing, we are in the age that we are in. Drones, styrofoam, and ready-to-fly airplanes are the order of the day, and we must make the best of what we have.

By the way, should the Zone membership require my replacement, I will be happy to provide them with the details as to how they can make that happen. I am only here as long as you want me, and after that, I will cheerfully retire, and let someone else do

the job.

F1D INDOOR TEAM TRIALS

On Friday, November 1, an Indoor Free Flight Team Trials was held at Bill Crothers High School in Markham in order to choose a Canadian team to compete at the 2020 FAI World Championships.

The airplanes that compete in this event weigh only 1 gram and include a variable pitch propeller in order to maximize the power from the rubber motor. A flight with a duration of up to 20 minutes may be expected in the average school gym with a ceiling height of about 20 ft. Venues with higher ceilings will yield even better results.

Dmytro Silin, of Kitchener, competed for a place on the team, and managed a ten-minute flight, but would have done much better if not for the difficulties he was having with his model's variable pitch propeller.

Another trial will be held next week in Vancouver in order to accommodate the western competitors also flying in this event.



SUD OUEST DE L'ONTARIO (M)



Frank Klenk - 32001L

Directeur de zone
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facebook.com/groups/
SWOntZoneMAAC/

Notre Assemblée annuelle de zone a été un succès : 45 membres étaient de la partie et nous avons 35 votes par procuration. Nous avons traité des affaires normales et nous nous sommes penchés sur notre Fun-fly de zone. Le défi : encourager davantage de modélistes à se rendre au Fun-fly. Nous ferons l'essai d'un nouveau format sur la ligne de vol de sorte à ce que tout le monde ait la chance de piloter son appareil.

Nous devons traiter d'une recommandation d'affaires et de nous pencher sur deux recommandations de membres Leader.

C'était une année d'élection pour le poste de directeur adjoint de zone. Peter Doupnik a une fois de plus laissé flotter son nom et il l'a emporté avec une large marge. Félicitations, Pete! Je vais voir à ce que votre salaire soit doublé.

Un gros merci à Tom Knight du Club LMAC qui nous a nourris et déshydratés. Notre réunion des présidents est prévue pour le 18 avril 2019.

Pour ceux qui ne pouvaient se présenter à l'A.G.A., voici mon rapport de directeur de zone, celui-là même que j'ai lu :

« Félicitations, tout le monde! Nous n'avons déploré aucun incident de sécurité dans la zone du Sud-ouest!

« Nous avons parrainé 28 événements. Nous avons accueilli quatre rassemblements de jets, deux rassemblements de copies volantes, deux ventes-échanges (swap meets), trois concours de vol circulaire – y compris un championnat – un concours IMAC, un rassemblement camp and fly, cinq événements de présentation et expositions dans les mails commerciaux ainsi que dix Fun-flies. C'est un calendrier chargé! Malheureusement, je n'ai pas été en mesure de me présenter à chacune de ces activités mais là où je suis passé, celles-là étaient très agréables et je transmets un énorme merci aux organisateurs et aux bénévoles. Vous, les modélistes, êtes la raison pour laquelle j'aime tant ce passe-temps.

« Maintenant, je vous présente des



Sun Parlor Open House air show pilots pose for a group photo. / Les pilotes présents à la journée d'accueil (Open House) du Club Sun Parlor se laissent photographier en groupe.

chiffres pas très réjouissants : notre zone compte 621 membres libres et 34 jeunes pour un total de 655. C'est une diminution de 47, cette année. En 2018, notre zone avait perdu 29 membres. C'est une diminution de 7 %. À l'échelle du pays, le MAAC accuse une diminution de 3 %.

« Le MAAC établira son budget en fonction d'une telle diminution en 2020. C'est tout un défi. J'encourage tous les clubs à poursuivre le bon travail et à recruter de nouveaux membres. »

Et maintenant, un mot en provenance de notre directeur adjoint de zone, Peter Doupnik...

« Les Sun Parlor R/C Flyers de Windsor ont organisé leur Fun-fly et Open House (journée d'accueil) à Windsor, les 24 et 25 août. Le but : sensibiliser le public à notre passe-temps, recruter de nouveaux membres et ajouter de l'argent dans le compte du club.

« Nous avons connu deux splendides journées au cours desquelles nous avons présenté plusieurs types de maquettes. Le spectacle de l'heure du midi mettait en vedette un largage de friandises et un concours de planeurs pour les enfants. Nous avons aussi présenté des démonstrations de combat, de vol par immersion (FPV en anglais), des copies volantes, des avions acrobatiques et des jets.

« Le kiosque de nourriture a été occupé tout au long des deux journées. Je suis heureux de rapporter que nous avons atteint nos trois objectifs.

« Lorsque je songe à la dernière année, je me rends compte à quel point nous sommes chanceux de faire partie du MAAC. Les efforts qu'ont déployés Transports Canada et le dévoilement des nouveaux règlements qui protègent nos terrains et notre espace aérien, c'est tout simplement renversant.

« Je me suis déplacé jusqu'à huit clubs au sein de la zone afin de me présenter à leurs événements. À chacun, je constate le même patron. Les modélistes adorent socialiser, manger et piloter des maquettes. Chaque année, les mêmes histoires deviennent légendaires. Mais j'avoue que j'aime bien ça.

« L'univers des jets poursuit son évolution puisque quatre rassemblements d'importance sont présentés à l'intérieur de notre zone. L'une des raisons, c'est que le coût de se doter d'une maquette est à la baisse en raison des jets en mousse et des petites turbines qui ont fait leur entrée sur le marché. Il est aussi intéressant de constater que le marché des appareils usagés prend aussi de l'ampleur; annuellement, plusieurs avions trouvent un nouveau preneur à moitié-prix. Quelle dépréciation!

« Maintenant que la saison tire à sa fin, veuillez passer du temps de qualité avec les personnes qui vous importent le plus. De nous tous, nous vous souhaitons un Joyeux Noël et un heureux temps des fêtes. Rappelez-vous que dans trois mois, le printemps reviendra. Au plaisir de vous voir à Toledo. » ✨

SOUTH-WEST ONTARIO (M)



Frank Klenk - 32001L

Zone Director

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

facebook.com/swontzonemaac/

Our Annual Zone Meeting was a success, with 45 members attending and 35 proxies. We covered the normal business and focused on our Zone Fun Fly as well. The challenge is to encourage more to attend the Fun Fly. We will be trying a new format on the flightline to give everyone more opportunity to fly.

We had one business recommendation and two Leader member recommendations.

It was an election year for the position of Deputy Zone Director. Peter Doupnik once again threw his hat in the ring and won by a landslide. Congratulations Peter! I will see to it that your pay is doubled.

A big thank you to Tom Knight of the LMAC club for keeping us all fed and watered. Our Presidents' meeting is scheduled for April 18, 2020.

For those who couldn't attend, here is my zone director report that was read at the meeting:

"Congratulations everyone! We have no safety related issues to report for the Southwest zone!

"Twenty-eight events were sanctioned. We had four jet rallies, two scale rallies, two swap meets, three control line events including a Championships, one IMAC contest, one zone camp and fly, five presentation events and mall shows, and ten fun fly events. That's a busy calendar. Sadly, I was not able to attend them all but the ones I did make it to were very enjoyable and a big thank you to the organizers and volunteers. You guys are the reason I enjoy the hobby so much.

"And now the hard facts: our zone currently has 621 open members, 34 junior members, total of 655. We are down 47 members this year. Last year, our zone was down 29 members. Our zone is down by 7%. Across Canada, we are down 3%.

"MAAC will be budgeting for another decrease for Canada in 2020. It is challenging. I encourage all clubs to keep up the good work and continue to recruit new members."

And now from the desk of Deputy Zone Director Peter Doupnik...



Bob Bennett receives the Top Gun award, from left to right Jeff Daley, Bob Bennett, co-pilot Fiona and Peter Doupnik. / Bob Bennett reçoit le prix Top Gun. De g. à dr. : Jeff Daley, Bob Bennett, Fiona (copilote) et Peter Doupnik.

"The Sun Parlor R/C Flyers in Windsor held their annual Fun Fly / Open House in Windsor on August 24 & 25. The purpose of the event is to raise awareness of the hobby, recruit new members and add money to the club's balance sheet.

"We had two perfect days where we showcased all types of aircraft. The noontime show featured candy drop and a glider events for the children. We also put on combat, FPV, scale, aerobatics, and jet aircraft demo flights.

"The concession stand was busy on both days. I'm glad to report that we accomplished all three goals."

"As I reflect back on this year, I realize how lucky we are to be part of MAAC. The effort with Transport Canada and the new regulations that protected our fields and airspace are nothing short of amazing.

"I have traveled to eight clubs in our zone to attend numerous events. In each case, I see

the same pattern. Modelers love to socialize, eat and fly. Each year, the same stories grow larger than life. But I must admit that I really enjoy it.

"The jet scene is still on an upswing with four large events taking place in our zone alone. One reason is the lower cost of buying a model due to the many foam jets and small turbines that are on the market. It is interesting to see that a secondary market is also growing, where each year many airplanes can be bought at half price. Talk about depreciation!

"As the season comes to a close, please spend time with the people that are most important to you. From all us, we wish everyone a Merry Christmas and Happy Holidays. Remember spring is only three months away. See you in Toledo." ✈



PICA SPITFIRE MK IX CONSTRUCTION NOTES

By Jim Gavel

Spitfire!--- What does that name inspire? To a young lad growing up in the '50's it meant speed, beauty and power. Yes, this was the beginning of the jet age but it was hard to ignore the sight and sound of those wonderful Rolls Royce Merlin engines. Any wonder that, in my later years, this would be my favorite "go to" plane for RC flying.

I started flying RC in the early 70's, before ARF's and electrics, so I have a pretty good idea of what was involved in building models of that time. RC flying, inevitably, introduced me to full size flying and by the end of the 70's I was a licensed Private Pilot. The next 25 yrs were mostly taken up with this type of flying with only a little time set aside for RC.

However, times and hobbies change and in 2000 I sold my share of the Super Cub and headed back into the world of RC flying. While things had changed quite a bit, this was still before the electric and foamie PNP explosion had hit the RC scene.

I turned my interest to the IMAC type of aircraft and built several of this type before buying my 1st ARF. I'll admit I was skeptical of what I was getting into, but, when I received the "kit" and had it flyable in a weekend and at a price I couldn't have built it for, what was hard not to like!

So, several more ARF's were tried and I was generally pleased with all. At about this time the Spitfire bug was starting to itch. I had test flown a friend's Spit Mk IX and promptly crashed it on landing. By the way, this friend had actually flown Spitfires during the war and had modeled this kit after his own plane. So, I felt pretty bad about this but went about and rebuilt it for him with an eventual successful flight.

Well that was the spark that lit the fire and I soon had a Great Planes 60 size ARF Spitfire ordered, built and flying in no time.

The GP Spitfire was fun to fly but it was lacking in several areas. The monokote finish was glossy, not what I considered a battle worn look and the landing gear was atrocious. While it was retractable, it was also spindly, springy piano wire and bounced around on the ground like a cartoon caricature. This would never do!

New electric retracts were ordered from "offshore" and lasted one season before they folded, time for some quality gear, but boy did I get a surprise when I priced out "quality" retracts. I ended up talking with several modellers who had good success with another "offshore" company, so these were ordered and are still functioning today.

So now I'm flying a Spitfire MK IX, should be happy, but wait, I've suddenly discovered that I like giant scale models. The spell was cast and now I start checking out model kits for that elusive Spit IX that I could build and customize to my heart's content. I don't know about you, but half the fun of a project is the research leading up to the acquisition of the perfect "one".

I very quickly found out that there are not really a lot of Spitfire kits out there, a few ARFs, some high end composite/fiberglass kits, plans with basic wood kits but nothing that would meet my criteria. Then I came across the PICA 1/5th scale Spit IX kit, a kit from the 80's, long out of production, but still available, occasionally, on some websites. So began the search and of course, amassing a great deal of information on this particular kit. Eventually my searches were rewarded and I found a kit in the USA, no construction started and a promise to be complete... more on that later.

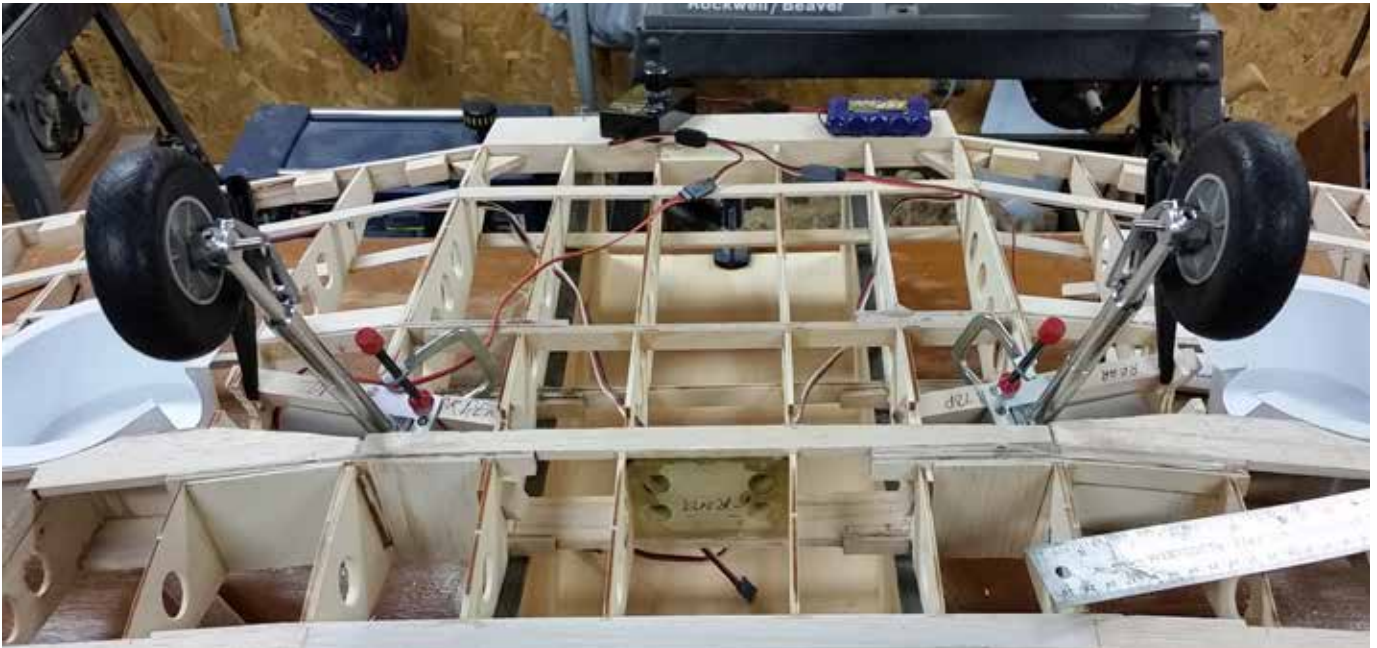


When I received the kit, I quickly went through it to check for missing pieces and didn't notice anything missing. Great! Can't wait to start. But, before I cut one piece of balsa, I start researching the full size plane the model was going to emulate. What would I use for power, how far would "scale" go, what modifications did I want to incorporate, covering, colours, on and on. Again, I really enjoy this part of the build because you start to see in your mind's eye what the finished plane should look like and how it should perform.

Finally, I have "Bookmarks" of every website with the information I need, I have blown up drawings of the Spit, I have purchased the motor, have the retracts, the special servos required, all I need to do now is start construction.

During my research, one of the continuing complaints I heard was the extreme tail heaviness of this model and the required 3 - 4 lbs of lead in the nose to balance. I decided to tackle this in 2 ways, one was by radically lightening the structure aft of the CG and the second was by moving all weight as far forward as I possibly could. The recommended power was only a 1.60 cc 4- stroke which was well known to be under powered.





I had decided to use a DLE-55ra and this would add significant weight to the front of the plane.

All fuselage formers and the empennage were drilled with lightening holes without compromising the structural integrity. This was where I also learned that not all the formers were there; in fact I had 2 identical former sheets and one completely missing. This is where some scratch building experience comes in handy.

The wingspan is 88 inches and makes it difficult to transport easily. Solution? Make the wing in 3 pieces. Great idea, sounds easy, until you deal with a tapering wing, thinning airfoil and then throw in washout. Did I mention two carbon fibre wing joiners per wing! This was probably the most challenging part of the whole build, I know I certainly spent a lot of time on this, but in the end it worked out and I'm very pleased with the results, although I have yet to fly it!

Another challenge was to deal with the known tendency to nose over on ground operations. One option was to rake the gear even more forward but that would look odd and not what I was after. Moving the gear mounts forward required cutting the main spar, not something to be taken lightly. In the end, I cut the main spar, re-positioned it 5/8th inch forward, which allowed gear mounts to move forward that amount and then strengthened the re-positioned main spar.

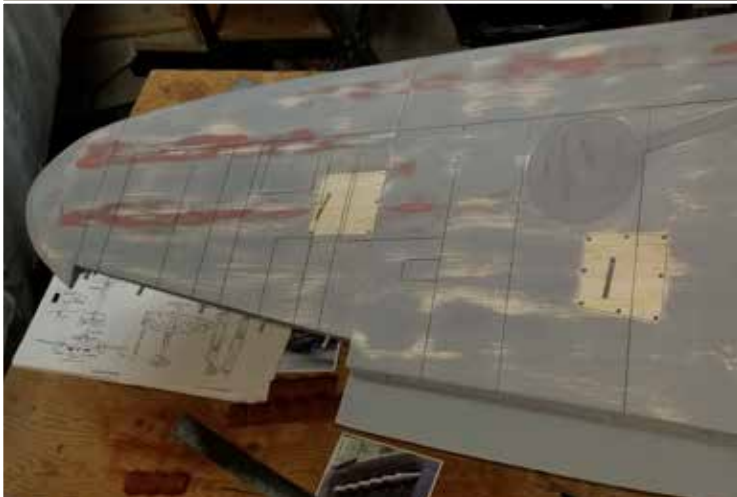


The last major modification I would need to make involved the firewall. Due to the size of the motor, it was recommended to have at least a 3/8th inch thick plywood firewall. I decided that if that was the minimum a 7/16th inch should suffice. The original plans called for hardwood beams to mount the engine on, but this would have to be modified to accommodate the "stand-off" type of motor mounts I would be using. Due to the length of the engine I would also have to modify the firewall position by employing a setback of 3/4" with the fuselage sides extended out that 3/4" to maintain the proper cowl position.

With construction now basically complete, it was time to look at scale details. All of my previous builds had ended up with a high gloss, museum finish, but I decided to try my hand at weathering scale details and making it look like a "Working/fighting" machine.

First up was the addition of panel lines using 1/64th chart tape, hi-build primer and a little sanding work. The scale lines were measured off of drawings I had, laid out with a soft lead pencil and then the tape was applied over these lines. Two or 3 coats of primer were







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applied and, when dry, lightly sanded to expose tape. When the tape was removed, voila, panel lines!

After completion of the panel lines, all that remained was to install the external fixtures i.e. radiators, belly scoop, cannon blisters, canopy, etc, until I had the “look” I was after. Once I was satisfied with these it was time to get serious about finish painting.

The colours I used were picked from actual paint specs and mixed as accurately as possible with regular exterior latex house paint. After masking the canopy, I basically freehand sprayed the camo colours with a HVLP spraygun.

Once satisfied with the look, I added weathering/stains, etc, to the panel lines and appropriate areas. Two coats of latex satin clear followed to seal this work in and, suddenly, it was done... well, not quite!

Now it was time for weight and balance, test runs of engine and radio setups, and then the fine tuning that always seems to show up. I was pleased that the modifications to the tail did cut down on the nose weight, but it still took a lot to balance the model.

Finally, on Oct 20th 2019, all was ready, batteries were fully charged, engine runs were OK, and all systems were “GO”. Out to the field, I fuelled up, started engine, allowed to warm up and taxied for takeoff. Gentle application of power, tail comes up, running true on the mains and then lift-off! A few clicks of down elevator and some right aileron and it was flying hands off. Two circuits with gear down, then retracted, what a beauty in the air. This moment was worth all the time, effort and endless planning that this model had taken.

Unfortunately, on landing (hard), the main gear literally bent backwards and pulled out of the actuators. The struts were very soft aluminum and could not take the 24 lb weight of this model on a hard landing. The actuators though, stayed intact and absolutely no damage was done to the airplane, amazing! So, I have ordered Robart struts to fit the Spit and should have everything ready for next Spring.





BOB FOREST 4131L VOLER AU-DELÀ DE VOS RÊVES

Par Pierre Cloutier

L'homme se découvre devant l'obstacle, disait Saint-Ex. Bob Forest en a vaincu plus d'un en qualité de chef d'entreprise (Bob Forest Systems), fervent de voile, tout comme de voitures sport, et champion provincial et national d'aéromodélisme, dans sa catégorie.

C'est avec l'amicale sérénité d'un courage tranquille et souriant, qu'il affronte, l'échéance venue, les aléas du grand âge et les fragilités d'une fin de vie qui le feront entrer dans la légende si jamais vient, pour lui, le moment de mettre pleins gaz, une dernière fois, pour s'envoler dans un ciel de gloire.

AU FIL DU SOUVENIR

Que de souvenirs illustrent les murs du sous-sol de sa coquette maison de Vaudreuil où il a réuni son petit royaume qui témoigne éloquemment d'une vie bien remplie. On y voit son fils architecte, en toge universitaire, qui vit à Chicago et conçoit des gratte-ciels à Dubaï, Toronto, New York, en Chine et ailleurs. Son autre fils est concepteur en informatique. Bob est fier de ses deux fils.

Mais remontons le cours du temps pour apercevoir une photo de Sir Wilfrid Laurier et son ami... le grand-père de Bob. J'aperçois Maurice Richard ? Après l'émeute du Forum, 1955, il a trouvé refuge chez le père de Bob et la photo où se regroupe la famille, au bénéfice des générations futures, montre le Rocket accompagné des grands du hockey de l'époque : Butch Bouchard, Doug Harvey.

ALTITUDE ET ATTITUDE

Quand Bob veut voler, car il vole encore et conçoit la voltige comme l'un des beaux-arts, deux membres du club, John Reece et Don Casey, assurent le transport et montent l'appareil de Bob. Celui-ci vole au club de l'île Perrot et au MRCC (Montreal Radio Control Club) « Le plus beau club du Canada, et vous pouvez me citer » précise John Reece. Situé dans le comté de Sainte-Justine-de-Newton, à proximité de la frontière de l'Ontario. » Et John de poursuivre : « Nous l'aidons, Don et moi, notamment parce qu'il est le dernier membre fondateur du Montreal Radio Control Club. Une légende qui a remporté des compétitions aux USA et au Canada »

Classé deuxième aux Championnats canadiens (1974) et champion Québécois (1977), dans sa catégorie. Deuxième ? Une fracassante collision frontale avec Gerald Shaw a marqué les championnats canadiens cette année-là. Et les concurrents d'avant-hier se renvoient encore amicalement la balle pour mieux savoir à qui imputer la faute.



L'AÉROMODÉLISME ? RAS LE BOL

1977, un bon matin, la magie de l'aéromodélisme ne joue plus. Finita la comedia. Autre péripétie, le gaillard divorce. Dans la foulée il achète une maison à Pointe des Cascades. Bob qui brûlait allègrement 75 gallons de nitro par année en roulant des tonneaux à l'aube (alors que la consommation moyenne est de 2 ou 3 gallons) opte pour la voile et reluque les voitures sport. Nouvelles amours, nouvelles passions.

Au début de la décennie 1980, il devient commodore du yacht club



By Pierre Cloutier

A man shows his mettle when he takes on a challenge, said the French aviator and writer Saint-Exupéry. Bob Forest has addressed and met more than one as a business leader (Bob Forest Systems), avid sailing buff, sports car enthusiast, as well as provincial and national model aircraft aerobatics champ, in his category.

With quiet determination and courage, he now faces up, with a smile, to the ultimate closure of aging and the frailties of illness which will turn his life into the stuff of legends, should he be called upon to give her the gun, one last time, straighten up and fly right.

A TRIP DOWN MEMORY LANE

Stepping into the basement of his charming Vaudreuil home, one goes down memory lane. The walls showcase treasures bearing witness to a life well-lived. There you see a rather grand framed photograph of one of his sons, an architect, donning a university gown, who lives in Chicago and builds skyscrapers in Dubai, Toronto, New York, China and elsewhere. His other son is a computer designer. Bob

is proud of both his sons.

Going further back in time, you catch sight of a photograph of Sir Wilfrid Laurier, prime minister of Canada and his bosom friend... Bob's grandfather. Do I see Maurice Richard? After the forum riot, in 1955, he found a haven in the home of Bob's father. The photograph, where the family circle congregates for the benefit of future generations, shows the Rocket, and other hockey greats: Butch Bouchard and Doug Harvey.

THEIR ATTITUDE IS THEIR ALTITUDE

When Bob wants to fly, since he still feels the need for speed and considers scale model aerobatics one of the fine arts, two club members, John Reece and Don Casey, drive him to the field and set up Bob's plane. He flies at the Île Perrot Club and at the MRCC (Montreal Radio Control Club) "The finest club in Canada and you can quote me", jokingly adds John Reece. "Located in Sainte-Justine-de-Newton county, close to the Ontario frontier. And John adds: "We give him a hand, Don and I, notably because he is the last founding member of the Montreal Radio Control Club. A living legend who has won competitions in Canada and the US. "



de Senneville, fonction qu'il exerce jusqu'en 1984 environ. 1986, il retape une Austin Healey. La vend, achète une MGA, puis une MGB. En 2002 vient la défaillance cardiaque. Son cœur tourne à 10 % - 15 % de sa capacité. À un cheveu de la mort, il envisage une transplantation. En deux ans, le cœur remonte à 40 %. 2002, il revient à l'aéromodélisme, à l'île Perrot.

STEVE WOLOZ

Bob n'avait pas revu Steve depuis 1989. Celui-ci était membre du RC Club et ils avaient restauré leurs Austin Healey ensemble. Coup de fil en 2002. « Devine d'où je t'appelle ? Les modèles réduits, c'est reparti ! ». Deux semaines plus tard Bob aperçoit une Austin Healey familière se frayer un chemin dans le champ d'aviation. Un essai ? « Je te passe le contrôleur. »

« Le reste appartient à l'histoire. Steve est devenu directeur de zone, ce qui a tout changé. Avant lui, on comptait un pelé et un tondu aux assemblées annuelles. Pas de quorum. Maintenant, il y a

foule. Tout un travail. Un organisateur phénoménal ».

Malgré mon âge, je peux encore exécuter des « 4-point rolls »... « 8-point rolls »... « slow rolls »... des « rolling circles », la manœuvre la plus difficile. « Ce que me procure ce sport ? La concentration, je suis tout entier dans l'instant. Et, bien sûr, la convivialité », précise bob en échangeant un regard complice avec John et Don.

« En juillet 2019 j'ai eu une autre défaillance cardiaque. Au Nouveau-Brunswick. À Charlo, près de Cappelton. Lors d'une réunion de famille. Ma femme, Hélène, vient de Charlo. »

« J'ai passé un mois au Montreal Jewish. Ma fonction cardiaque était réduite à moins de 10 %. J'étais très faible. Mon médecin m'a dit qu'il ne pouvait plus rien pour moi. Voilà. Quand John Reece et Don Casey se sont pointés pour m'aider, je me suis dit : « Ma vie tire sans doute à sa fin, un an, deux mois, qui sait, mais, grâce à eux, je peux encore voler ! »

Bravo Bob ! On lâche rien !





Bob came in second at the Canadian championships (1974) and was Québec champion (1977), in his category. Second? A head-on crash with Gerald Shaw's plane marred the Canadian Championships that year. And the running joke of amiable back and forth banter still has both competitors debating who should shoulder the blame for this unlikely snafu.

FED UP WITH MODEL AIRCRAFT

In 1977, one fine morning, Bob has had it with model aircraft aerobatics. Finita la comedia. For a time. The ups and downs of marital life result in a divorce. In the wake of these disruptions, Bob bought a house in Pointe des Cascades. The man who burned up 75 gallons of nitro a year (average consumption is 2 or 3), doing barrel rolls at dawn goes into sailing and sports cars with renewed gusto.

He became commodore of the Senneville Yacht Club at the beginning of the 1980's, a position he held until 1984 or thereabouts. In 1986, he stripped down and practically reengineered his Austin Healey. "Sold it, bought an MGA, and then an MGB." In 2002, he came down with a heart failure. His heart was working at 10% - 15% capacity. Close to death he considered a heart transplant. Over a two-year period, his heart got back to 40%. In 2002, he rediscovered his passion for model planes, in Île Perrot.



STEVE WOLOZ

Bob hadn't seen Steve since 1989. Steve was a member of the RC club and both had refurbished their Austin Healeys together. He dropped Steve a line in 2002. "Guess where I'm calling from? I'm back into model planes!". Two weeks later, Bob saw a familiar looking Austin Healey winding its way down the airfield. "Want to try? Here's my controller."

"The rest is history. Steve became zone director, which changed everything. Before him, the pickings were slim when you tried to hold an annual zone meeting. You could hardly get a quorum. Now, it's come one, come all. Of course, it took a huge amount of work. Steve is a phenomenal organizer."

"Despite my age, I can still do 4-point rolls... 8-point rolls... slow rolls ...and rolling circles, the toughest maneuver. "What do I get out of this sport? Focusing, concentration. Being in the moment. It's a form of meditation, you know. And fellowship, of course," Bob adds, glancing at John and Don.

"In July 2019, I had another heart failure. In New-Brunswick. Charlo, near Cambelton. It was a family reunion. My wife, H el ene, comes from Charlo."

"I spent one month at the Jewish. My heart working at less than 10 % capacity. I was very weak. My doctor told me he could no longer do a thing for me. There you have it. When John Reece and Don Casey came to give me a hand, I told myself: "My life is probably coming to a close. One year? A couple of months? Who knows? But thanks to them, I can still fly! "

Make it happen, Bob. Never say die!

CREATING KEEPSAKES



by Chris Dean - 75313.

I'm an RC flyer and I have both loved and hated this sport since I started flying; love for the thrill and pleasure it gives and hate for the inevitable repairs. It always seems there is some sort of story going around the airfield. Here is one of the better stories from our club this year.

I have always loved the look of the Spitfire, it is a beautiful plane. I share the love of the Spitfire with my son-in-law Graham Mann, who proudly displays spitfire pictures in their family home to honour his late grandfather Edmund James Mann, a spitfire pilot in WWII.

After marrying his wife, Florence, in late 1943, Ed was posted overseas to England to prepare for the Allied invasion of France. He served in the No. 421 Squadron RCAF, and once flew as a fighter escort for British Prime Minister Winston Churchill. Graham, and his father Brian, cherish film footage of the airfield Mann flew out of in WWII. They also have the usual pictures taken at the camp with pilot Ed Mann sitting on the wing of the plane, nose over landings and general photos around the aerodrome.

At a family gathering, Brian expressed an interest in visiting the field to watch me and my friends fly. He also said it had always been a dream of his to have a model of his father's spitfire plane. He told me about his father's plane being found in an English museum and traded to a Polish museum for another plane. Over the years it has been used in many movies such as *The Battle of Britain* and been painted different colors to simulate other planes in the shots. The



museum got in touch with Brian, with an open invitation to visit anytime, and even sit in the cockpit.

While working on a piece for the anniversary of D Day, CBC news writer Richard Woodbury found out about the Mann family story and wrote a beautiful article about Mann and the history of his spitfire both during the war and the recent developments.

While all of this was happening, I was at a Warbirds meet in Truro and talked with fellow flyer Mike Sebastien for the first time. Mike had a 50cc spitfire he was going to fly but he expressed a little frustration with the plane and joked he wanted to sell it. It looked a little beat-up, but I remembered Brian saying he wanted to have a model painted to resemble his dad's.

I relayed the story of Ed Mann to Mike and after he flew the spitfire he came over to me, and said he loved the story and wanted to give the spitfire to Brian, painted to replicate Ed's plane.

When the project was finished, we invited Brian Mann and the whole family to watch me and the other flyers at Greenfield airport

continued on page 39

HONOURING HEROS

By Mike Sebastien'

A few years ago I purchased an old CARF Spitfire , rebuilt it and successfully flew it... kind of. The model was always having problems and I never really enjoyed flying it.

One day I was flying it at the 2019 'Regis Landry Warbird Fly-In' and was particularly frustrated with the constant issues I was having with it. Finally fed-up I landed and put a for sale sign on it.

Chris Dean of the Windsor RC Club approached me and he wanted to buy it as a gift for his son-in-law Graham's father Brian. Graham's grandfather Pilot Officer Ed Mann was a Spitfire pilot during WW2 and they wanted to give it to Brian as a way of remembering this WW2 Hero. I saw this as a way for me to honour one of Canada's Heros, so I donated the Spitfire to them instead.

Chris asked me to put the name "Florence" on the side of the Spit before he picked it up as Pilot Officer Ed Mann's Spitfire was named after his wife, Florence, who is still alive and living in a long term care facility. I also re-did the markings on the Spit to match the aircraft as it appeared during WW2.

Chris and I made arrangements that the Spitfire was going to be being given to Brian Mann at the South Shore Fall Bash, in a surprise presentation.

There were four generations of the Mann family who came to watch when I gave the Spitfire to Brain Mann. The youngest was



Edward Mann who is 18 months old named after his Great Grandfather. It was very emotional and I was honoured to be able to meet Pilot Officer Ed Mann's family and to do something so small that this family's history would be remembered.

During the research of this project I also discovered that P/O Ed Mann was a member of 421 RCAF Sqn during WW2. I was posted to 439 Sqn, Baden, Germany, A good friend of mine, Capt Wally Niemi was a pilot with 421 Sqn flying CF104's. Wally and I met in Moose Jaw in 1978 while he was attending the basic Jet Pilot course and I was an Airframe Tech working on Tutors. We were both members of the Moose jaw RC club and we had a blast flying together. Unfortunately he died in a F18 crash while serving his country.

Anyone remember the Sureflite Spitfire? It was one of the first all foam aircraft to be produced, it was cheap and terrible to fly. We put a K & B 40 on it with a Du-bro Flow thru muffler. Taxing was impossible and take-offs were always hoping for the best. If you slowed them down they'd snap, full throttle all the time. They were great and Wally did some amazing things with that airplane, but that is another story.

I am an Injured Veteran and served for 30 years in the Canadian Air Force. I now build airplanes that are significant in Canadian Military Aviation and that has helped me cope with my injury.

I lost many friends during my time in the Military and for me this experience has been about Honouring two Hero's, P/O Ed Mann and Capt Wally Niemi who fought and served for Canada..

To be able to do this small thing to honour these Hero's, who gave unselfishly to protect the freedom of Canada has brought new meaning to my hobby. Lest we forget.

Creating keepsakes from page 38

outside Liverpool, Nova Scotia. We walked around looking and admiring all the models until we arrived at Mike Sebastien's site. He removed a blanket from the newly re-finished spitfire and asked Brian what he thought.

Brian was lost for words and was very emotional when Mike told him it was his! It was a complete act of kindness from a total stranger, honouring Veteran's and their families.

The plane will be used as a static display model



GREAT GRAPE GATHERING



Vet Thomas winds his Embryo while Mark Rzdca surveys a darkening sky

by Roy E. Smith

This year's GGG has come and gone. We had good attendance – 23 fliers registered – and the weather gods looked kindly on us this year. We had three good days of flying fun. Saturday did see some fairly strong breezes in the afternoon, but not enough to prevent flying.

FRIDAY

On Friday morning we set up initially on the South side of the field, because the forecast that Gerry and I had seen said that the wind direction would be from the South. There was no significant drift at first but it soon materialized from the Northwest. We had to bite the bullet and move the flight line to the Northwest side of the field. From then on the flying began in earnest.

Before the move was forced on us I started out the day by destroying my C Nostalgia Dixielander. Campbell Blair also suffered the severe damage to a nice model that morning. Unfortunately, it met the power lines

that supply the museum. One of the lines went straight through the leading edge, close to the fuselage, then tore through all of the ribs right out to the tip, but the tip held firm so there it hung, dejectedly, skewered on a wing tip.

P-30 was a hard fought event, with six contestants battling it out and Jim Moseley emerging as the winner. The results here

were typical of the whole weekend. Although the weather was good for flying, calm to moderate winds for most of the time, and sunny without being too hot, thermals were difficult to come by. In P-30 the event often has multiple maxes but this time no-one maxed out – in fact, only two of the 18 official flights recorded were maxes. Defying the trend, Richard Barlow came within one second of maxing-out in the Senator event.

I spent a good part of the afternoon hunting for an errant model, radio tracker in hand – Joe Mollendorf, good friend that he is, volunteered to go with me. We were unsuccessful in locating the model. I did not realize at the time that Joe had three maxes in





Paul Morris Prepares his beautiful Pushy Cat – Smeed design

the A/B Classic event and was giving up the opportunity to fly the fly-off. Thank you, Joe – but you really should have carried on flying.

On Friday evening we had the traditional “Fish Fry” at Leisures restaurant in nearby Lakeville. Seventeen people attended and a good time was had by all. No-one had to eat fish – there is a full menu!

SATURDAY

Saturday dawned rather mistily and the forecast was for the wind to remain in the Northwesterly direction, so we set up more-or-less as before, with just a little move Northwards in case the wind should veer further to the North, taking us in the direction of the museum and its aircraft.

The wind maintained the forecast direction but by lunchtime was getting quite fresh – taking 2-minute flights well into the beanfield to the East of the airfield. Thermals were just as hard to come by as they had been on Friday, but plenty of flying ensued, for those

who remained at the field, despite the rather fresh winds.

On Saturday the Museum had a Chicken BBQ and Corn roast fundraiser – their C47 had an engine failure while performing at a show and is in need of expensive repairs. A large number of people showed up, there was some WWII re-enactment displays, and the “Movie Belle” B-17 was in use to give rides.



The 'Movie Belle' B-17 takes off

The runway is right on the Northern edge of the field, so there is no significant restriction on our flying activities, but the sight of this aircraft coming and going makes it very clear to everyone why we have a strictly-enforced policy prohibiting the use of retrieve vehicles any closer than 100 feet of the runway strip.

The full-size activity on the airstrip had very little effect upon our flying fun – fortunately for us the wind direction was taking us away from the runway. Despite the somewhat windy conditions, which did abate a little towards the later afternoon, plenty of flying competition was accomplished.

Saturday evening saw 29 of us gather for Heather's Barbecue in Swanson Hall, part of the museum complex at the field. Heather Mollendorf is a master of her craft and the repast was, as always, delectable and the company delightful. The Cresthill Motel, where many of us stay, provided bottles of red and white wine for the occasion. In recent years we have presented door prizes to two lucky winners, in an effort to encourage full attendance. We try to make these prizes unique and memorable.

This year an anonymous donor provided funds that allowed us to obtain six stemless glasses, engraved with the logos and date of the Great Grape Gathering. Enough funds to cover this year and the next two. The two glasses for 2019 went to Priscilla Whitford and Lynn Miller.

Another feature of Heather's BBQ in recent years has been that Gerry Litschi has chosen a "GGG Angel" from the spouses who help their loved ones participate in the annual contest. This year's recipient of the award, a porcelain angel, was Ruth Ann Bane.

On Sunday the weather forecast was for light winds, in the same direction as for the previous two days, so headquarters remained in place and flying began almost immediately.

The three power events each saw at least one max-out in the qualifiers, a change from earlier in the contest. When the wind veered to the North, rather than the NNW, some aircraft ended up in the beans to the South of us but were not difficult retrieves as long as a radio tracker was on board. Beans can be really difficult without a tracker, especially for a small aircraft.

The John Magee Trophy, presented to the winner of the FAC WWII Combat event, went to Matt King. The trophy has a model of a Spitfire on a pedestal and we also present a framed version of John Magee's famous sonnet "High Flight".

Matt also squeezed out Jim DeTar, 29 points to 28, to win the Jack McGillivray Achievement Award for highest points in FAC competition.

The Jim Anderson Memorial Trophy is presented to the flier who accumulates the highest aggregate scores in all non-FAC rubber



The BBQ Door Prize, 2019

events at the GGG. This year's winner was Jim Moseley.

Highest aggregate score in non-FAC power events earns the Bob Gordon trophy. This year's winner was Simon Blake.

The last trophy to be presented was the MAAC Can-Am Free Flight Trophy. This trophy is awarded to the flier who has accumulated the most points at both the ESFFC and the GGG combined. The winner must fly at both contests, and must fly in at least two of the categories (power, rubber, and glider). The winner is declared the Grand Champion. This year, for the third time in a row, the winner was Dave Pishnery.

There is something that I think is worthy of note as you peruse the event results, which appear at the end of this report. Two of the highest scorers in the FAC events – Jim DeTar and Mark Rzadca – were also very high in the Grand Champion race. Very well done guys.

It would be good to see more of the non-FAC participants be as prolific in their flying. Dave Pishnery, as usual, did his impersonation of the Energizer Bunny, and Jim Moseley did a remarkable job of nearly catching him.

I think the GGG was a success again this year and there are many people to thank for that. Lyle Whitford was our CD – having the fortitude to deal with the bureaucracy of establishing our sanction. Jim Moseley and Jim DeTar were our event directors and Jim M handled the raffle. Gerry Litschi handled the organization of the prizes and acted as general factotum – efficiently solving various problems that arose.

I want to take some space here to mention one person in particular. My wife, Sally, took registrations, sold raffle tickets, recorded scores, and also timed some of my flights. The real factor, however, that singles her out for special thanks is that she did all of this on Sunday, as well as the other days – and Sunday was our 57th wedding anniversary. Now that is love – she not only allowed her husband to fly a model aeroplane on that special day – she actually helped with the administration of the event!



Matt King
with the
Jack McGillivray Award



Matt King
with the
John Magee trophy



Grand Champion
Dave Pishnery



Simon Blake
with the
Bob Gordon Trophy



Jim Moseley
won the
Jim Anderson Trophy

FRIDAY, SEPTEMBER 6TH

.020 Replica/¼A Nostalgia	Brad Bane	299	Mark Rzacca	182		
AMA A/B Classic Gas	Simon Blake	517	Joe Mollendorf	360		
P-30	Jim Moseley	338	Dave Pishnery	312	Jim DeTar	280
Senator	Richard Barlow	359	Jim Moseley	331	Robert Blair	249
FAC No-Cal Scale	Jim DeTar	324	Mark Rzacca	256	Matt King	106
FAC Dime Scale	Jim DeTar	282	Matt King	106	Mark Rzacca	136
FAC WWII Combat	Matt King		Vic Nippert		Mark Rzacca	

SATURDAY, SEPTEMBER 7TH

B Nostalgia Gas	Joe Mollendorf	302				
Diesel Duration	Roy Smith	305	Simon Blake	272		
E-36	Brad Bane	94				
½A Old Favourites	Simon Blake	120				
SAM Small Rubber Stick	Dave Pishnery	299	Jim Moseley	234		
SAM Large Rubber Stick	Gerold Litschi	108				
HL/CL Glider Combined	Jim Smith	134	Dave Pishnery	127	Richard Barlow	70
Cloud Tramp	Richard Barlow	241	Mark Whalen	220	Mark Rzacca	109
Nostalgia Rubber	Jim Moseley	343	Dave Pishnery	331		
Vic Smeed Design	Campbell Blair	97	Paul Morris	70		
36" Bungee Launch Glider	Dave Pishnery	136	Jim Smith	60		
FAC Golden Age Scale	Jim DeTar	250	Matt King	233	Mark Rzacca	59
FAC 2 Bit + 1	Mark Rzacca	290	Jim DeTar	208	Matt King	157

SUNDAY, SEPTEMBER 8TH

A Nostalgia Gas	Roy Smith	591	Simon Blake	558	Jim Smith	51
½A Nostalgia Gas	Brad Bane	360	Simon Blake	308		
½A Classic Gas	Joe Mollendorf	360				
E-20	Mark Rzacca	200	Dave Pishnery	104	Bill Klepser	43
Mulvihill/Unlimited Rubber	Jim Moseley	440	Dave Pishnery	425	Gerold Litschi	31
SAM Commercial Rubber	Richard Barlow	329	Mark Rzacca	240		
SAM Small Rubber Fuselage	Richard Barlow	348	Jim Moseley	341	Mark Rzacca	302
SAM Large Rubber Fuselage	Gerold Litschi	87				
Unlimited Towline Glider	Dave Pishnery	123	Brad Bane	111		
FAC Combined Race Planes	Campbell Blair		Matt King		Jim DeTar	
FAC Simplified Scale	Jim DeTar	331	Matt King	276	Mark Rzacca	26
FAC Half Wakefield	Lynn Miller	185	Jim DeTar	162	Robert Blair	157
FAC WWI Combat	Jim DeTar		Matt King		Mark Rzacca	
Faux FAC Power Scale	Matt King	140	Jim Smith	131	Mark Rzacca	120
Ebenezer	Robert Blair	250	Jim Smith	245	Paul Morris	?

TROPHIES

The John Magee Trophy	Matt King		Vic Nippert		Mark Rzacca	
The Jack McGillivray	Matt King	29	Jim DeTar	28	Mark Rzacca	22
The Jim Anderson Trophy	Jim Moseley	1843	Richard Barlow	1528	Dave Pishnery	1367
The Bob Gordon Trophy	Simon Blake	1775	Joe Mollendorf	1022	Roy Smith	896
The Can-Am FF Trophy	Dave Pishnery	29	Jim Moseley	26	Mark Rzacca	18

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By Patrick MacKenzie

The 2019 FAI world championships for F3P were held from March 16 to March 24 in Heraklion, Greece. This was the fourth world champs for this relatively new class, Canada has participated in all four.

F3P is the FAI designation for indoor aerobatics. All pilots fly the same sequence of manoeuvres before a panel of judges. Scoring is based on the accuracy, smoothness, and positioning of each element.

Model design is unrestricted except for:

- Maximum weight of 300 grams
- No electronic stabilization
- No variable pitch props
- Maximum span and length of 1.5 metres

No reasonable F3P model would approach these maximum limits, so in effect, there is unrestricted design.

There are four preliminary rounds, two flown for one panel of five judges, and two flown for the second panel of five judges. Within each round the scores are normalized to that of the best pilot. The total of the best three flights is used to rank all pilots and to determine which pilots progress to the finals.

In the final rounds a different sequence is used, and three flights are flown, with the scores from the preliminary rounds used to make up four rounds. The best three are used to determine final placing. All ten judges are used in the final rounds.

TEAM CANADA

The Canadian team selection was held on March 10 2018 at the annual Northumberland Electric Aviators F3P contest in Cobourg, Ontario. The team consisted of seniors Xavier Moraux and Patrick MacKenzie (me), and juniors James Millson and Alexandre Gareau. This was the fourth time for Xavier and myself and the third time for James. This was the first time for Alexandre, although he had qualified in the past but was unable to attend.

One of the most significant sources of worry when going by air to a contest is getting there with all your equipment. Schedules can be tight, and lost luggage can take days to find. The best option is usually a nonstop with a major carrier. Unfortunately, this was not an option for this event.

The Worlds were held in Heraklion, on the island of Crete, with the only access by ferry or air. The ferry takes about seven hours, and no car rental agency would allow it, so air was the only real option.

Due to it being off-season, there are no direct flights from Canada to Athens, so that meant at least two layovers. This makes for longer total travel time. Arriving a day or two earlier was chosen by most team members to both give extra time to rest, acclimatize, and allow for lost luggage recovery.

The Millson family was first to arrive three days early, with no problems. I arrived the next day, also with no problems. Seeing my model box being loaded on the flight from Athens to Heraklion was a huge relief. Xavier arrived late the same day, but he was not so lucky. His model box did not arrive. According to the lost luggage counter, it was still in Paris at his first layover.

FRIDAY

The organizers scheduled nothing for this day. The building, however, was open, so we took the opportunity to take our models to the Heraklion indoor sports arena for set-up and storage. This is a large multi-sport hall with seating for over 5000. A much larger indoor flying space than most are used to and in some ways more like flying outdoors. While we were there, we made organizers aware of Xavier's lost model.

I assembled my model, confirmed everything was working and found a place to store it in the large storage room adjacent to the flying site. Jame's model is built as one-piece, so all he had to do was drop off his box in the storage room.

We had hoped to get in some flying in the empty gym, but to keep things fair for all, they decided not to allow any flying outside of organized training times.



Xavier worked on plan "B" and got a couple of offers to use other pilot's backup models if his model did not show up. He also stepped up and loaned his backup Glavak contra drive to one of the Greek pilots, who was having trouble with his homemade unit.

Alex and his family arrived that evening with all their baggage.

Xavier was still at the airport waiting for the last flight of the day, hoping his model box would be on it. The bad news was that not only was it not on the plane but that they still had not found it!

SATURDAY

Saturday morning was the first official practice session. Each county was given a slot of 15 minutes per pilot, enough for three flights each. Our slot was early in the morning.

Alexandre had some problems re-assembling his model, so James and I started our slot with two flights each. Richard and Alex did a quick fix on Alex's model and managed to get in a couple of flights between James and my third flights.

Xavier opted not to use his 15 minutes. He still hoped that his model would arrive in time, and the organizers said they would give

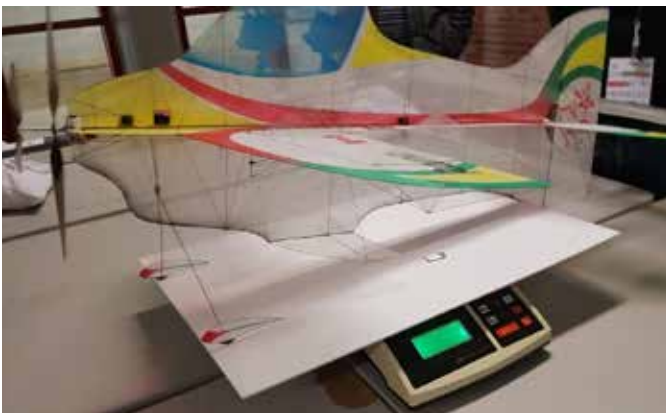
him time to practice the next day. This was the best plan, since with so few flights you would not want to waste them just getting used to a model you might never fly in the contest. Better to wait till you are sure about which model you will fly.

I was having problems adapting to the large space. Most gyms you have the walls, ceiling, and lines on the floor to help frame the flight. In the large sports halls, there are usually no such references. James was flying well as he always seems to, seemingly unaffected by the changes in venue.

Alex was a bit rattled both due to his rushing to get his model ready, and possibly that it was also his first big contest. Hard to fly sometimes when all the best pilots in the world are watching!

After our slot, we spent some time working on Alex's model. A bit of hardened CA was preventing the screw that holds the wing struts to the fuselage from being installed. Using a borrowed needle file an M2 screw was turned into a makeshift tap and using it the bit of CA removed.

The final bit of business for the day was model processing. Models are inspected to verify that they comply with all the rules and have





the correct identifying markings. Pretty simple for F3P models, it went smoothly.

The good news for the day was that Xavier's model box had been found and was on its way. It arrived on the last flight of the day from Athens and, for the first time on the trip, he can relax a bit.



SUNDAY

Sunday was our final practice session, one 20 minute slot, just enough time for one flight each. Xavier's model worked fine, but Alex seemed to be having power problems. He has enough power to fly the sequence, but not as much as he would like for the vertical portions.

In between other teams slots and as part of the judges training, the organizers fit Xavier's three missing flights in, so he is feeling ready.

That leaves Alex's power problem to sort out. While hovering in a side room trying to identify the problem, the motor cut out. Rather than let it hit the floor rudder first, Richard caught it, resulting in some new damage. The small pins that locate the wing root are sheared off on one side. We have the materials to repair it, but not the clear workspace or time to do it before the opening ceremony.

After the opening ceremonies in the city centre, we headed back to the hotel to work on Alex's model. The broken pins are glued and Kevlar wrapped to the wing structure. We carefully remove the old pins and glue in new ones, but the repair is not perfect. Due to some slight misalignment of the new pins, when the ailerons are moved there was a bit of "oil canning" of the wing. The fixed portion of the wing is quite small, so we hoped it wouldn't cause any problems. In any case, there will be no chance to test fly before his first official flight.

MONDAY

Monday, the contest is officially underway, and the first two rounds are flown. Alex continues to have power problems but makes it through both flights just under the maximum time of five minutes. On the plus side, there is no sign of any trim problem due to the repair.

After the flying is done for the day, we spend time trying to figure out what is happening with the power system in Alex's plane. The only thing we can find is that his battery is a bit lower in voltage under load than others.

Static testing with one of Xavier's batteries in Alex's model seems to show proper power and run duration. Very tempting to test fly in the now empty but off-limits gym!

TUESDAY

Tuesday the final two rounds of preliminaries are flown. James continues to fly well. Alex now has good power and is much happier with his flights.

I make some significant errors in my first flight, but the final flight is much better. Xavier, unfortunately, had his battery connection fail on his last flight. He had been ahead of me the whole contest, but this puts him just behind me in the final results.

With the preliminaries completed, so was the contest for Team Canada. If you add it together, four practice flights plus four officials,

your total flying time is just 40 minutes spread over four days. Somehow that leaves you exhausted, yet still wishing you could keep on flying.

While not entirely happy with our results, we are showing steady improvement relative to the top fliers.

TEAM CANADA F3P HISTORY AND STATISTICS

by Xavier Mouraux

At the first F3P World Championship, in 2013, two Canadians were present. With little experience, the trip was mostly to learn from the experts. The points percentage relative to the winning pilot was 61 for Xavier and 53 for Pat.

The team had two more members in 2015, and the improvement was noticeable for Pat 66% (+13) and Xavier 70% (+9). Both James and Paul Hepworth managed 67%.

In 2017 there was little improvement, 0.5% for Pat and Xavier, but James improved by 8%. Paul had plane issues that prevented him from improving. Improvements were due to airplane improvement and more practice time.

In preparation for this year's event, there were two team training sessions in Cobourg and one in Montreal. All four members had new airplanes, and the expectations were high. Indeed, the results improved again for the three returning members.

Pat had the biggest improvement with 9%. James improved by 6% and Xavier only 2% mostly due to a disconnected battery in the last round. Alex did well for his first participation with 68% of the winner. James is getting closer to the first half of the participants with his 24th place out of 40 pilots.

The team position improved every time:

14th out of 15 teams in 2013

14th out of 17 teams in 2015

12th out of 18 teams in 2017

9th out of 14 teams in 2019.

The team members had many discussions with other teams and learned about technical issues and training. This information should help prepare better for 2021.



F3P TECHNICAL REPORT



F3P models have evolved quite a bit over the years, both in design and construction. This evolution is driven at least in part by the types of manoeuvres in the sequences.

The primary goal is to have a model that flies in any orientation or direction with predictable control response and constant airspeed. Control interactions such as yaw induced roll and roll induced yawing or pitching should be absent.

Models are typical indoor 'flat plate' designs. Large control surfaces are used, and the fuselage side area is increased to improve knife-edge flying. This does not always make for the most attractive model but build or fly one, and the look grows on you.

A good F3P model is straightforward to fly. This ease of flying does not magically lead to good scores. The sequence is a real test of pilot skill. Typical weights are in the low 40 to 50-gram range ready to fly.

AIRFRAMES

The majority of models are built using carbon rod frames and covered in very thin (0.00012") mylar. The typical rod sizes used are 0.01" and 0.02". With such small rods, the basic flat structure is very flexible. Truss style bracing is added with additional carbon rods and Kevlar thread. This external bracing would produce too much drag for more conventional models, but this is a benefit for F3P models.

The result is a light and rigid airframe that is also quite rugged. A carbon/mylar model can last for several years and remain in excellent flying condition. By contrast, foam or foam/mylar models are fragile and seem to require constant small repairs. Over time they gain weight and become more flexible.

Although this carbon rod construction does require learning new techniques, in many ways it is much like building a traditional stick



and tissue model. Besides myself, I know of at least three others in Ontario who have made carbon frame models from scratch.

You can buy ready to fly models, and also partially built kits. Xavier and Alex flew the former, James the latter. But the choice is pretty much limited to the Lanstov Victory. A great model, but not inexpensive.

POWER SYSTEM

All models at this world champs used some form of contra-rotating props. There are several advantages to this sort of drive.

- It eliminates motor torque in hovering. The sequence includes both right and left hovering rolls.



The pursuit of the "perfect" F3P servo for 1S power led Risto Holtta of Finland to combine the good mechanics from the 2.5 gram E-max ES9251 with the better electronics from the 3.5 gram Bluebird DO3013. The result is a servo that is fast, precise and has no temperature or voltage drift. Three of our four team members used these 'Franken-servos.' The search might have to start again, Emax has recently 'upgraded' the 9251. It now uses a larger and heavier motor that will possibly not work as well on 1S power.

By removing non-essential parts of the case, these servos can end up under 2 grams each, saving almost 2 grams of weight for three servos. To get the total weight in the low 40-gram range, you need to find savings wherever you can.



- It eliminates P-factor. With a single prop, this would typically be trimmed out with right thrust. But when inverted, the thrust line is now to the left, so some rudder input would be required to fly straight. There is no rudder trim change with a contra between upright and inverted flight.

- The current contra drives can swing large diameter props, up to 18". These large props add to both system efficiency and speed control in the down lines. Typical consumption for the 5-minute sequence from a 1S Lipo is less than 80mAh.

Glavak in Germany and Lantsov in Russia are the two leading builders of contra drives.

Receiver choice depends on the RF system your transmitter uses. Spektrum is possibly the most common, and for that, a good option is the 0.33 gram Del Tang Rx37 7 channel.

The final component is the ESC. There are several small ~3A ESCs on the market that work well, MX-3A and XP-3A being two examples. They are, however, getting harder to find, as their primary use is in small quadcopters and most of those are going to integrated Flight controller/receiver/ESC boards.

All of this is wired together using magnet wire that has thin enamel for insulation to save weight. If two servos are in the tail, then they will share power wires, saving the weight of two runs of wire.

Often the battery is plugged directly into the ESC. Components are placed so that no additional weight will be required to adjust the CG. If flight testing shows that the CG does need to be changed, then usually things are moved around, rather than weight added.



ELECTRONICS

To show its full potential, a good model needs good servos. They should be fast, precise, and have enough torque for the task. They should not drift with either temperature or voltage changes. F3P models also need light servos. Fortunately, there are a few good ones from which to choose. Spektrum AR2010 weigh about 2.5 grams and work well on 5 volts. But they do lose some speed on 1S and have a sort of soft centring, slowing down as they approach the target position. The Hitec HS35 is another option.



F3A Team Manager's Report



Dave Reaville Team Manager

From August 3rd through to the 10th of 2019, the Canadian National F3A team attended the FAI World Championships in Calcinatello, Italy. This event was very well attended and featured 111 pilots from 41 countries.

Canada has had a very long tradition of sending national teams to numerous World Championships of various RC disciplines and that continues with F3A. The team was selected through a team trials process the previous year in Victoria, BC and consisted of three pilots, a Team Manager, and several helpers. Pilots Chad Northeast from Calgary, Alberta; Michi Akimoto from Victoria, BC; and Henry Piorun from Mission, BC, all flew with myself as Team Manager. Our official helpers included John Bentley, Agnes Northeast and Kelly Reaville.

Both Michi and Henry flew over ahead of time to attend the Grand Prix F3A FAIM/AGAME contest that preceded the World Championships. This gave them an opportunity to fly at the site and get acclimatized to the time change. They also scouted out several practice fields in the area. They had mixed results with Michi finishing in 7th place and Henry in 12th position.

The flying site was a beautiful property consisting of a huge garden area, restaurant, a small zoo and a collection of several full scale aircraft including a Mig 21. The huge paved RC runway with pit area and all the usual amenities rounded out the property. An adjacent property doubled as the second flying site utilizing a synthetic grass carpet for landing and takeoff. Although at times muddy from rains, it served its purpose and worked out very well.

Overall the event was very well organized and the team was processed in the usual fashion with size, weight, noise and documentation all being completed in a timely fashion. Official practice flights followed and then a large parade ensued for the



Henry preps his primary for his flight

official opening. With the exception of a couple thunderstorms, the weather was very nice with mostly light winds and 30 plus degree temperatures each day.

Preliminary flights were flown over the following four days with all the Canadian pilots putting in good flights. A weather delay did extend several flights into the next morning but it was easily managed. The off hours consisted of visits to local practice fields to hone presentation and geometry.

Following the preliminary rounds, Chad had placed 21st and well into the semi finals. Both Michi (70th) and Henry (72nd) unfortunately did not make the cut. At this level the competition is



The top ten pilots ready for the flyoffs

fierce and the skill level very high and although they did not get into the semi finals, did make a great effort.

The Semi-Finals got underway with everyone flying at the main site. Two rounds of F-19 would be scored taking the top 30 competitors down to 10 going into the finals. Chad had two very nice flights and left it all in the judges hands. Scores where posted with Chad placing in his personal best ever position of 14th.

The team was very proud of this accomplishment.

The Finals took place the next day under the watchful eyes of 20 judges. The pilots alternated through the F-19 schedule and two unknown schedules to determine the World Champion. The event was well attended and the flying, as one would expect, was very good.

The results of the individual pilots were presented as was the final team placings. Canada placed in 13th position amount the 41 teams represented.

INDIVIDUALS

- 1) Cristophe Paysant-Le Roux - France
- 2) Tetsuo Onda -Japan
- 3) Gernot Bruckman - Austria
- 4) Stefan Kaiser - Liechtenstein
- 5) Andrew Jesky - USA

TEAMS

- 1) USA
- 2) Japan
- 3) Switzerland
- 4) France
- 5) Germany

JUNIORS

- 1) Kal Reifsnnyder - USA
- 2) Alessandro Panzanini - Italy
- 3) Yuval Ben Israel - Israel
- 4) Andre Cervi - Italy
- 5) Ignace Pawlenko - Belgium



Chad readies for his F-19 flight.



Assorted planes in the pit area.



The winners of the F3A worlds

As always, I had hoped to improve on our position from the previous World Championships but this was not possible. The main reason was the number of pilots and countries competing in this worlds was almost double those of the 2017 Worlds held in Argentina. Skill and quality across these large numbers increased significantly and this was most evident in the flying I witnessed. I will say, however, that our guys gave it their personal best effort and I am very proud of the time, effort and financial outlay that went into competing at this level.

We had great "on site" support from our helpers and each team member represented our country and MAAC in the most positive and friendly way possible. Special thanks must also be extended to all those folks back home that contributed financially to support the team. You were all with us when we flew!

Looking ahead to the 2021 Worlds in Muncie, Indiana, I continue to see improvements in our flying and want to push those that are considering a team position to start planning and practicing now. Look for input and don't be afraid to make a change that may, perhaps, make you a better pilot. The planes have evolved to a point where the mid to high end airframes all present very well and are excellent platforms to hone skills. Simply put, get out and participate!



Gernot Bruckman's Pandora



Michi and Calier John Bentley

F3A TECHNICAL REPORT

By Henry Piorun

The 2019 F3A world championships were held in Calcinatello, Italy, from August 2 to 10. The weather conditions for the most part were ideal with temperatures in the low to mid 30's and very little wind. With conditions like this we were able to see some spectacular flying, compare different flying styles and setups, something that is not always easy to do if there is a strong wind constantly blowing!

AIRFRAMES

Although I do not have an exact number, my guess would be close to an even split between Biplanes and Monoplanes, the only exception was Seba Silvestri's Triplane, the Zeus. An interesting airplane, but to be honest I'm sure he would have done just as well with his Biplane.



The Zeus triplane, same fuselage as his Zeus biplane with an added wing.

The third wing didn't add much to the performance other than weight, in my opinion. This was also the only airplane to use a 9S battery set up, not sure why but rumour had it that it was very close to the weight limit. There were no plans to put this airplane into production.

Virtually every modern design was represented at this competition but the first of a few that really stood out for me, and I'm sure a lot of others, was Gernot Bruckmann's Pandora. This was one of the new "huge tall bodied" airframes. Gernot's flying style with this airplane is really something to see, very slow and constant speed, as close



Gernot Bruckmann's Pandora with the Jeti Models Contra drive. A very light airplane for its size, weighing in at around 4800 grams if I remember correctly.

as you can get to F3P or indoor pattern. In fact, it's a larger version of his World championship winning indoor design also called the Pandora. He flew very slow and close in, well within the 150 meters and used up almost the full eight minutes allowed to complete the flight with only a few seconds to spare after the last manoeuvre.

The other huge tall bodied airplane was the Quantic designed by Mariano Gostanian. Again, it was flown relatively slow although not as slow as the Pandora. It seemed to fly and present well and had a unique look in the air. Under ideal conditions these airplanes performed very well although in a strong cross wind they would be a hand full for the average pilot for sure. Last I heard, this airplane will not go into production by CA Models, but may be available through Mariano as a builders kit.



The Quantic, for size comparison that's an Andes and Zonda on the left!

Are the giant bodied airplanes something we will see more of? Maybe, but I don't think it's something that will gain a big following, we might see a couple more but that's it. As much as I like flying slow, I don't think a huge fuselage is necessary or even any advantage. In windy conditions, most of us would be struggling with one of these... having said that, I have a Pandora on order.

Another new design that was 'out of the box' was CPLR's Oreka. The fuselage was very similar to his previous Galactika design, but the wing was very swept back and mounted forward on the fuse. It also featured a top and bottom cannulizer with air brakes, these were mixed with low throttle and popped open for down-line braking.



CPLR's new Oreka available through F3A Unlimited.

Wing tip "side force generators" were also installed and helped with knife edge maneuvers according to CPLR.

The look in the air was unique, sort of jet like and reminded me of the old BO's design called the EU-1A. This was one of the few airplanes that used a glow engine, (YS 200), flying relatively slow, large maneuvers at a very constant speed. I'm sure Hui Yang F3A, (formerly Oxai) will sell a ton of these!

Another airplane I want to mention is the "Enjoy", not because it stood out as far as design was concerned, in fact the look of it reminded me a lot of the CA Models Zonda. What made this airplane really stand out was the quality of the construction.



No picture would do the workmanship on this airplane justice.

In fact, it's probably the best built airplane I have ever seen! It was a complete composite/moulded, painted airframe with mind blowing attention to quality and detail. It is hard to describe the fit and finish unless you're looking at it and holding it...flawless comes to mind!

Because of the language barrier I was not able to gather a lot of detailed information other than it's produced by someone in Hungary, cost 2,600 Euro, and only weighs 4,650 grams ready to fly with a 500mah pack! If you are interested I can put you in touch with the seller.

Last, but not least, was the new biplane called the "Leader", this airplane was flown by two of the Japanese team members including Onda, who placed second with it. It is somewhat unique in that it's probably the most complete ready to fly ARF currently available. It comes with high quality Futaba BLS servos installed, all that's required is your choice of power plant, (single prop or contra), your receiver and you're ready to go. All for a very reasonable price of



Sky leaf Leader biplane with Adverrun Contra drive.

\$3600 USD, not a bad deal for a competition ready world class airplane!

POWER PLANTS:

Out of the 111 entries only a hand full of the airplanes were powered by YS engines, the rest were electric and evenly split between the standard single prop and the dual prop, counter rotating contra drives. Given the overwhelming popularity of electric powered airplanes it's hard to believe that an electric airplane has yet to win the world championships. I really thought that this might be the year but CPLR and his YS 200 powered Oreka did it once again, for the ninth time... a truly amazing accomplishment!

Of the contra power plants the most popular was the German made Adverrun, this is a very high quality, reliable and light weight unit and was used by second place finisher Onda in his Leader biplane. There were lots of the Brenner contra drives and a handful of others such as the Jeti, used by third place finisher Gernot Bruckmann.



Adam's Twin Motor Contra also sported folding props.

There were also a few of the BJ craft contras, these looked to be very simple, reliable units and are very light weight. Only one (as far as I know), contra produced by Akiba san and was used by one of the Japanese pilots. Also, a couple of the twin motor contras designed by Adam Debowski were used.

For the remaining conventional single prop equipped airplanes most used the Plettenberg Advance 30-10, with 2 blade props out numbering 3 blades by about 2 to 1. The quietest set ups were the Advance 30-10 with a 3 blade, the loudest were the gear drives such as the CRS which sort of sounded like a cross between a .40 powered sport plane and an electric ducted fan.

Another item of interest was a new speed controller designed and sold by Adam Debowski. What makes this unit unique and different from the currently available speed controllers used in pattern is that it works as a governor, and for any given stick position it holds a constant RPM, it will not unload in level flight or bog down in verticals. It has tremendous down-line braking and according to Adam, regenerates on average about 100 to 150mah back into the battery during a typical flight! To top it off, it only weighs 70 grams,

that's a good 40 to 50 grams lighter than most other ESCs. It is like having your cake and eating it too!

FINAL THOUGHTS:

Competing in an event like this is an honour and a privilege. To see the best pilots in the world fly under ideal conditions, to see new technology, innovative ideas, and out of the box thinking from talented modellers from around the world was truly an eye-opening experience.

Pattern is constantly changing and evolving. I competed in the world championships way back in 1985 and the changes that have taken place over those years are staggering. The airplanes/equipment we use now, the manoeuvres we fly, would have been unimaginable back then.

Where is pattern heading? I don't know, however I believe not too much will change for the short-term. The current batch of designs are more than capable of handling the new sequences, current motor set ups offer more than enough power. Rule changes and manoeuvrer difficulty will drive airplane designs as they always have.

One area of advancement that may impact pattern in an unforeseen way is the new crop of gyro/stabilization equipped receivers. There are also rumours of servos that will be coming out soon with built in stabilization.

The technology is here and will only get better. Inevitably people will use it and it may well be that over the coming years, all available receivers/servos will have these features. What then? How will pattern adapt to technical advancements like these?

It may become impossible to enforce currently existing rules regarding these devices. If it comes to that, I personally don't have a problem with it. I believe if everyone used them, the same people would still be winning, in the end, it will always come down to the guy moving the sticks!

In some ways it may be beneficial for pattern to embrace these new technologies rather than resist them. It may make pattern flying more appealing to the average pilot, make airplanes easier to land in difficult conditions, and make aging pilots enjoy the sport longer... I don't know, we'll see how it all unfolds.

In closing, I want to say it was an honour to be part of the team and to represent Canada at the worlds this year. I'm truly grateful for all that pattern has given me over the years. The friends, camaraderie and memories will last a lifetime.



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

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RADIO SPECTRUM

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SAFE FLYING

For this month's column, I would like to open the discussion about MAAC's members flying skills.

The majority of MAAC members are in their golden years, or as my Dad called them the rusty years. The ranks of the youth and younger adults have diminished in most R.C. MAAC Clubs in Canada.

How can we as MAAC members address the issue of our pilot skills and flying reflexes, diminishing with advancing age? Should we be allowing seniors advancing

in age to be flying jets, ducted fan jets, or large-Scale gasoline or electric powered Airplanes?

I'm in a club where this has presented a few safety concerns, individuals advancing in age are crashing far too many airplanes. It's a dilemma we will all have to face, how can MAAC take a leadership role in this or should it be left up to each MAAC club to determine how they want to handle this issue?

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prevent a serious crash or injury.

It's an evolutionary technology to assist with training new pilots. Other stabilization products on the market include the Guardian by Eagletree, Flex Innovations Aura, and there are many other fine stabilization products on the market.

Onto another matter, should new R.C. pilots be allowed to take their MAAC Wings test with SAFE On or other enhanced stabilization features enabled? This has led to lengthy discussions on how to handle this. If you first take your test with SAFE on, you should take another test with SAFE off.

Personally, I would prefer that all MAAC wing tests be done with all stabilization features turned off. ✈

SPECTRE RADIO

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VOL SÉCURITAIRE

Dans le cadre de la chronique de ce mois-ci,

j'aimerais entamer la discussion sur l'aptitude de pilotage de nos membres du MAAC.

La majorité des membres se trouvent maintenant dans leurs belles années dorées ou – comme les appelait papa – les « années de rouille ». Le nombre de jeunes et de jeunes adultes continue de diminuer chez plusieurs clubs du MAAC au Canada.

Comment les membres peuvent-ils traiter de nos aptitudes et réflexes de pilotage qui diminuent avec l'âge? Devrions-nous autoriser des aînés à piloter des jets, jets de type ducted fan ou de gros appareils à essence ou électriques?

Je fais partie d'un club qui a vécu de telles inquiétudes sur le plan de la sécurité; des modélistes prennent de l'âge et font écraser trop de maquettes. C'est un dilemme que nous devons affronter. Comment le MAAC peut-il prendre le leadership... ou est-ce que chacun des clubs devrait déterminer comment composer avec cette situation?

Les récepteurs de systèmes Spektrum comportent une innovation qui s'appelle SAFE® (Safe Assisted Flight Envelope). Ces récepteurs contribuent au vol sécuritaire. Si vous êtes momentanément déstabilisé, vous n'avez qu'à actionner un commutateur sur votre émetteur et votre maquette reprendra un vol rectiligne. Votre avion pourrait être ainsi sauvé ou encore, prévenir un accident ou même des blessures.

C'est une technologie évolutive qui aide à la formation des nouveaux pilotes. Il existe d'autres appareils de stabilisation sur le marché : Guardian (Eagletree), Flex Innovations, entre autres.

Autre sujet à contempler : les nouveaux pilotes de maquettes télécommandées devraient-ils pouvoir exécuter leur test

d'obtention des « ailes » du MAAC en actionnant cette technologie? Les discussions font rage là-dessus. Si vous tentez votre chance au test en vol avec cette technologie actionnée, vous devriez éventuellement vous soumettre à un autre test, cette fois sans technologie de sécurité.

Personnellement, je préférerais que les tests d'obtention des « ailes » du MAAC soient réalisés sans appareil de stabilisation. ✈

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VOL CIRCULAIRE

Paul Gibeault

Chef de Comité

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Notre doué président du Comité des maquettes acrobatiques, John McFayden, a soumis cette chronique, cette fois. À vous, John!

COURSE

« Si ça bouge et qu'il y en a au moins deux, on peut mener une course. Le vol circulaire de course n'est pas nouveau mais les changements, ne serait-ce qu'en disponibilité des moteurs, a nécessité la modification des règlements, au fil du temps. Puisque les moteurs Fox .35 et LA .25 sont maintenant hors de production, les Balsa Beavers avaient besoin de quelque chose de nouveau. On voulait aussi s'en tenir à un format 'conventionnel' de course. Partis, les composantes spécialisées.

« L'objectif : trouver un moteur d'entretien et de manipulation faciles et un bon design de maquette. La solution réside en le moteur LA .15 et les deux maquettes (ailes solides) du fabricant Sig : le Buster (kit CL-12) et le Shoestring (kit CL-13).

« Histoire d'empêcher toute modification 'accidentelle' de moteur, le club a acheté plusieurs tels moteurs. Lors de la journée de la course, chaque équipe pige un jeton dont le numéro correspond à un moteur du même numéro.

« Les autres règlements qui s'attardent à l'hélice, au réservoir, à la longueur de la conduite de carburant et à son diamètre, au processus de ravitaillement, à la dimension des roues et aux bougies, tout cela a été revu. Le carburant, lui, est fourni lors de chaque course.

« La maquette doit être assemblée tout à fait comme à l'origine (stock), sans modification et doit être munie d'une disposition d'interruption de l'alimentation carburant.

« Vous trouverez les règlements au : http://www.balsabeavers.com/information/rules/cl_rules_g0317_racing.pdf.

« Le but du projet, c'est de se doter d'une plateforme de course avec laquelle tout le monde puisse s'amuser tout en ayant l'impression qu'il/elle peut livrer bataille à n'importe qui.

« La course de copies volantes est bien portante en Ontario mais bien sûr, on pourrait améliorer ce tableau s'il y avait davantage



de concurrents. À cette fin, j'assemble un Shoestring en prévision de la saison de course 2020. En 2019, nous avons organisé quatre telles courses. De plus, un championnat de pointage annuel est commandité par Peter Hanson, catégories pilote et équipe.

« Une course typique consiste en une série de rondes de 100 tours au cours desquelles un seul arrêt aux puits est autorisé, histoire de déterminer les trois meilleurs concurrents. Un bon chrono pour cette épreuve, c'est 7 minutes.

La finale – 200 tours et quatre arrêts aux puits – fait en sorte que les pilotes capables d'un chrono sous la barre des 15 minutes l'emportent habituellement.

« L'exception : la dernière course de l'année. Le Balsa Beavers Anniversary Weekend offre un marathon de 500 tours (dix arrêts aux puits). Chaque pilote inscrit peut disputer une course contre un adversaire (donc, deux maquettes à la fois). En 2019, l'équipe

suite à la page 88

CONTROL LINE

Paul Gibeault

Committee Chair

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This month's columns report comes from our multi-talented Aerobatics Chairman, John McFayden. Take it away, John!

RACING

"If it moves and there are at least two of them -- a race can break out. Control line racing is not new but changes in engine availability has required rules to be adjusted as time has passed. With the Fox .35 and then LA .25 going out of production, the Balsa Beavers needed something new. There was also a desire to make a real "stock" racing event. No more polished cranks, honed venturis, or plated pistons.

"The objective: find an easy to handle motor and a good stable model design. The solution was found in the LA .15 and SIG's two Scale Solid Wing Racers the Buster kit #CL-12 and Shoestring #CL-13.

"To prevent any "accidental" engine mods, a pool of LA .15s was purchased and maintained by the club. On race day, each team draws a random numbered chip which corresponds to the similarly numbered engine.

"Other rules specifying the prop, fuel tank, line length and diameter, fuelling process, wheel size and glow plug etc. were instituted. The fuel is supplied for each race.

"The plane must be built to stock dimensions and have a fuel shut-off.

"Full rules can be found at: http://www.balsabeavers.com/information/rules/cl_rules_g0317_racing.pdf

"The entire purpose is a fun racing platform where anyone can feel competitive.

"Scale Racing in Ontario is doing well, but of course, could be better with more entries. To that end, I am building a Shoestring in preparation for the 2020 race season. In 2019, four races were held. Plus, there is an annual overall Points Championship sponsored by Peter Hanson for both Pilots and Team.

"A typical race is a series of 100-lap heats each with one pit stop to determine the three fastest entries. A good time for the 100-lap heat is 7 minutes. The final is a 200-lap four pit frenzy with a time under 15 minutes usually winning.

"The one exception is the final race of the year. The Balsa Beavers Anniversary Weekend



features a 500-lap, ten pit marathon. Each entry is given one race usually in a two plane-up format. In 2019, the Team of Len Bourel (pilot) and Keith Morgan (pitman) with excellent pit stops won the Marathon with a scalding time of 33 minutes and 32 seconds beating Peter Hanson (pilot) and Steve Stefanovic (pitman) by less than a minute.

"The overall 2019 Hanson International Sport Race Championship Team was Len Bourel's Team Nuisance and the Champion Pilot was Peter Hanson."

GERMANS FOLLOWING OUR LEAD

As an extra, who knew that a club in Niederkassel, Germany would look at what

the Balsa Beavers in Canada are doing and adopt the club rules for their own "Limes GY" racing event? The Germans allow a bit of flexibility on engine type and also, their models must be equipped with mufflers.

I was lucky enough to attend their 2019 Lassogeier Luftzirkus contest this year and I can tell you first hand, they still have a lot of FUN racing with sport C/L models!

TEAM MANAGER NEEDED

The Canadian National Control Line Team is currently seeking a Team Manager for its 2020 team travelling to Wloclawek, Poland, August 6-19.

continued on page 92

VOL CIRCULAIRE ACROBATIQUE

John McFayden - 14681L

Chef de Comité

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Je me suis tourné vers un membre de la CLPA, Larry Maltman, afin de lui demander de nous donner une mise à jour des activités de vol circulaire acrobatique à Winnipeg. Larry a communiqué avec Paul Gittel et Dennis Saydak et à eux trois, ont offert le contenu de ce rapport.

WINNIPEG PERFECT CIRCLE FLYING CLUB

« Notre terrain de vol est un projet qui a été entamé à la fin des années 1990 et elle est présentement dotée d'une belle surface gazonnée bien plate. Des arbres se trouvent sur trois côtés, ce qui rend le vol un peu délicat lors de certaines conditions venteuses. Cette année, nous avons connu notre part de grands vents et de fréquentes averses. L'accumulation d'eau n'est habituellement pas un problème; mais cette saison, plusieurs journées de vol ont été contremandées parce que le terrain était trop détrempé.

« Nos événements de vol acrobatique sont jumelés à des Fun-flies et aux barbecues. À l'heure actuelle, nous ne présentons pas de concours proprement acrobatique mais certains membres se rendent à des ateliers de vol acrobatiques et à des rassemblements voisins, par exemple chez le groupe Alberta Control Line Flying Club (ACFC) (sous la tutelle de Bruce Perry), l'atelier-clinique des Regina Windy Flyers (Doug Moisuk) et celui des Fargo FM Skylarks.

« Nous avons présenté notre Fun-fly annuel en septembre; tous les convives se sont bien amusés et ont profité du barbecue.

« La construction et le pilotage de maquettes acrobatiques demeure une passion chez nos membres, d'autant plus que plusieurs se sont lancés dans notre passe-temps au cours des années 1950 et 1960. Conséquemment, l'intérêt demeure très prononcé pour les designs classiques et nostalgiques.

« La plupart des membres préfèrent les moteurs à combustion interne comme l'Enya, Fox, K&B, Johnson et Veco; d'autres moteurs plus spécialisés ont trouvé preneurs (Aero Tiger, PA, Rojett, Stalkers, etc.). Bien que certains modélistes pilotent des maquettes presque prêtes à voler (les ARF, par exemple, le Nobler de Top Flite ou le Vector de Brodak), la construction artisanale va bon train.



Paul Gittel with Dee Rice-designed Oriental ready for paint. / L'Oriental de Paul Gittel (un design de Dee Rice) est prêt pour la peinture.



John Peck designed Barracuda by Dennis Saydak covered in silkspan. / Dennis Saydak a assemblée ce Barracuda (un design de John Peck) et l'a recouvert de Silkspan.

« L'un de nos membres, Ed Geisel, a récemment effectué un retour au sein du passe-temps et a reconditionné des maquettes anciennes. Ed pilote un biplan Manx Cat et une maquette de formation Hound Dog.

« Certains des projets en construction au Manitoba comprennent un Spitfire (Urtnowski) de Kevin King, un Jester (Bruce Perry) et SV 30 (Randy Smith) sous les doigts agiles de Larry Maltman, un Barracuda

en chantier sur la table de Dennis Saydak tandis que Paul Gittel, de son côté, s'affaire à assembler un Dee Rice Oriental et qu'il est prêt à peindre un Banshee (de Sig). »

Merci, Larry!

Avec toute cette construction, je vais haranguer Larry sans vergogne pour qu'il nous fournisse un compte-rendu des maquettes, une fois terminées.

suite à la page 91



Chris Cox doing his inverted laps at the Fall Follies in Salem Oregon. / Chris Cox exécute ses tours des piste à l'envers lors des Fall Follies à Salem (Orégon). Flying Lines photo.

CONTROL LINE PRECISION AEROBATICS

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I reached out to CLPA member Larry Maltman and asked him to give our column readers an update on Winnipeg Stunt activities. Larry contacted Paul Gittel and Dennis Saydak and together, they generated the contents of the following report.

WINNIPEG PERFECT CIRCLE FLYING CLUB

"Our flying field is a project started in the late nineties and currently features a well-groomed and very flat grass surface. There are trees on three sides which can make flying treacherous in certain windy conditions. This year, we experienced a lot of heavy winds and frequent rain. Rain accumulation is usually not an issue; however, this past season, we experienced many soggy, unflyable days.

"Our club's stunt events are coupled with Fun Flys and BBQs. We do not currently have

a specific "Stunt" contest but some members do attend the many neighbouring stunt clinics and events as sponsored by clubs such as The Alberta Control Line Flying Club (ACFC) group (Bruce Perry), The Regina Windy Flyers Clinic (Doug Moisuk) and the Fargo FM Skylarks annual contest.

"We held our annual Fun Fly in early September with all attending having considerable fun and a great BBQ.

"Building and flying stunt model aircraft is an ongoing passion for our members and many have roots in the hobby going back to the 50s and 60s. As a result, building vintage and nostalgic era designs is of particular interest.

"Most members have a preference for internal combustion power-plants including Enya, Fox, K&B, Johnson, and Veco engines; also, more current production high-quality, stunt specific engines (Aero Tiger, PA, Rojett, Stalkers etc.). Although some people fly ARF models (eg. TF Nobler and Brodak Vectors) there is still a lot of scratch building going on.

"One of our members, Ed Giesel, has

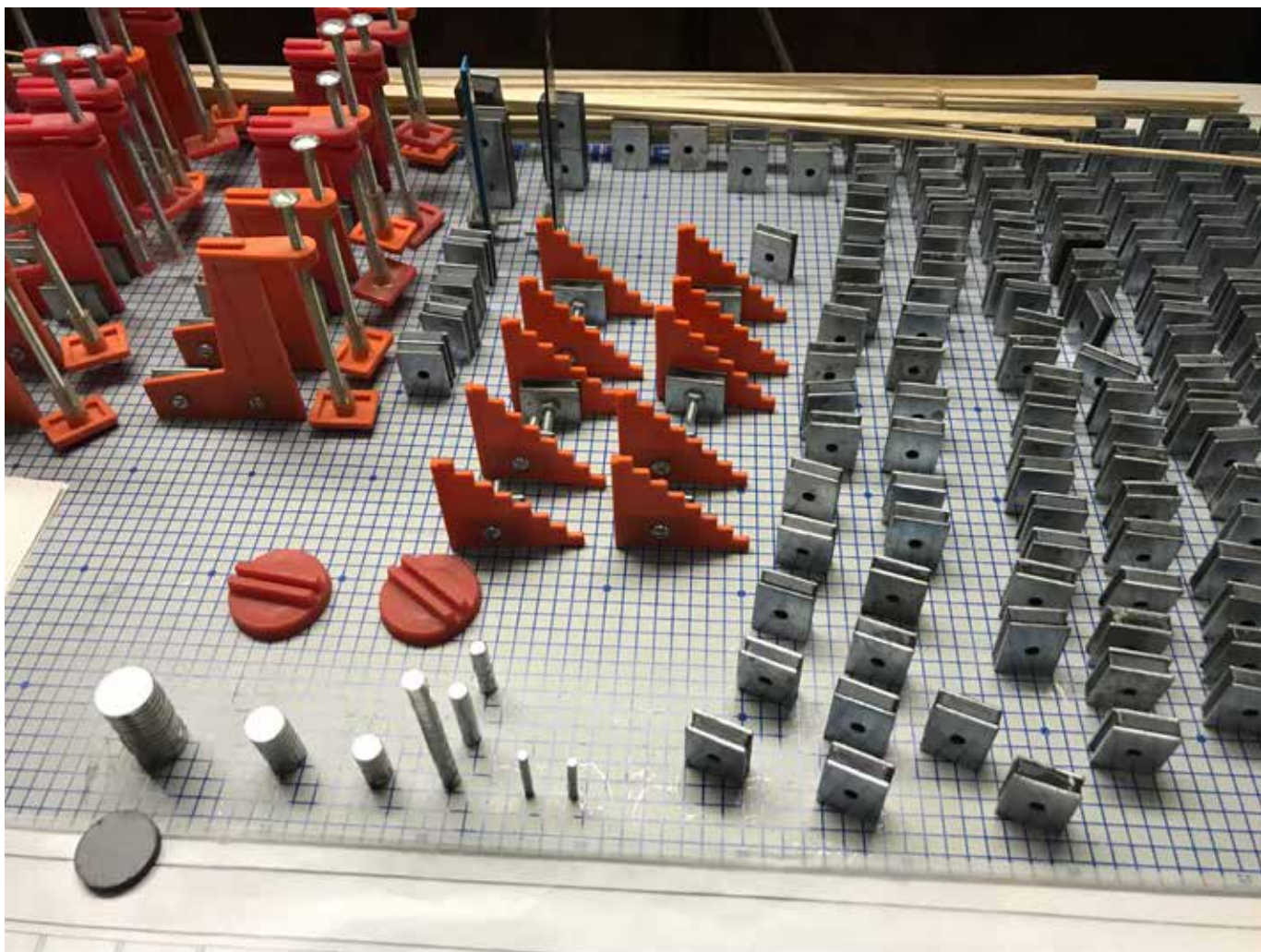
recently returned to the hobby and has refurbished several models built a long time ago. Ed currently flies a Manx Cat biplane and a

continued on page 91



The Hellcat powers over the top and into First Place at the Fall Follies. / Le Hellcat rugit jusqu'au sommet, ce qui a valu une première place à son propriétaire lors des Fall Follies Flying Lines photo.

SAM/VOL LIBRE EXTÉRIEUR



David Loveday - 7073

Chef de Comité

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Une fois de plus, nous devons une fière chandelle à Richard Barlow pour ce matériel qu'il nous soumet!

CONSTRUCTION EN QUANTITÉ

Dans le dernier numéro de la revue, j'ai fait référence à ma construction en série de maquettes à propulsion élastique, trois à la fois. Les maquettes de vol libre ont tendance à se perdre ou à être endommagées et j'ai déjà vécu l'humiliante expérience de réaliser trois vols max et de perdre ma maquette, ce qui m'a empêché de participer à l'élimination, le fly-off. Vous devriez avoir au moins une maquette de

rechange.

Une fois de plus, puisque j'ai assemblé au moins six Miss Canada et six Souper 30, on me demande comment il se fait que mes plans n'ont pas de trous d'épingle. Réponse : je construis sur une feuille de métal avec des aimants, ceux-ci tenant les composantes.

J'y trouve plusieurs avantages. Une fois que j'ai installé les aimants sur du papier ciré – ce qui recouvre les plans sur le métal – je place ensuite mes composantes de balsa, je les colle en place et je les retire, une fois la colle sèche. Je ne bouge pas les aimants puisqu'ils me permettent de construire trois ou six pièces (par exemple, le fuselage).

Je découpe mon bois à l'avance à partir de la même feuille de balsa. Les pièces sont alors aussi identiques que possible. Je peux

alors interchanger mes ailes, mes gouvernes et mes fuselages sans subir de différence d'ajustement (trim, en prévision des prochains vols). Cela aide beaucoup.

Ma table de construction est en fait une vieille table à dessin. Je l'ai recouverte de métal et je l'ai positionnée à 30 degrés de la verticale. À mon âge, c'est beaucoup plus facile sur le dos et ça me permet de m'asseoir en construisant. Plusieurs autres modélistes ont copié ce système et en sont très satisfaits.

Tous les gabarits (jigs) et appareils connexes que j'utilise sont magnétiques.

ATTENTION

Les aimants peuvent être faibles ou, dans le cas de ceux de terre rare, peuvent être très puissants. Ils peuvent s'attirer avec

suite à la page 92

SAM / FREE FLIGHT

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Once again, we owe Richard Barlow our thanks for another great job on some content for this column!

BUILDING IN BULK

"In the last issue, I alluded to usually building my rubber-powered models three at a time. Free flight models are prone to loss and breakage and I have had the humiliating experience at a contest of getting three maxes, losing the model, and being unable to compete in a fly-off. Always have at least one spare model.

"Again, as I have built at least six Miss Canada and six Souper 30 models, I am asked why there are no pinholes in my plans. The answer is that I build on sheet steel using magnets to hold parts in place.

"There are several advantages to this system. Having once set up magnets on wax paper, covering the plans on the steel, the wooden parts are put into place, glued and then moved when set. The magnets remain and hold from the sides. Any magnets that act as hold-downs are temporary. The alignment magnets remain in place until three or six, in the case of fuselage sides, pieces have been made.

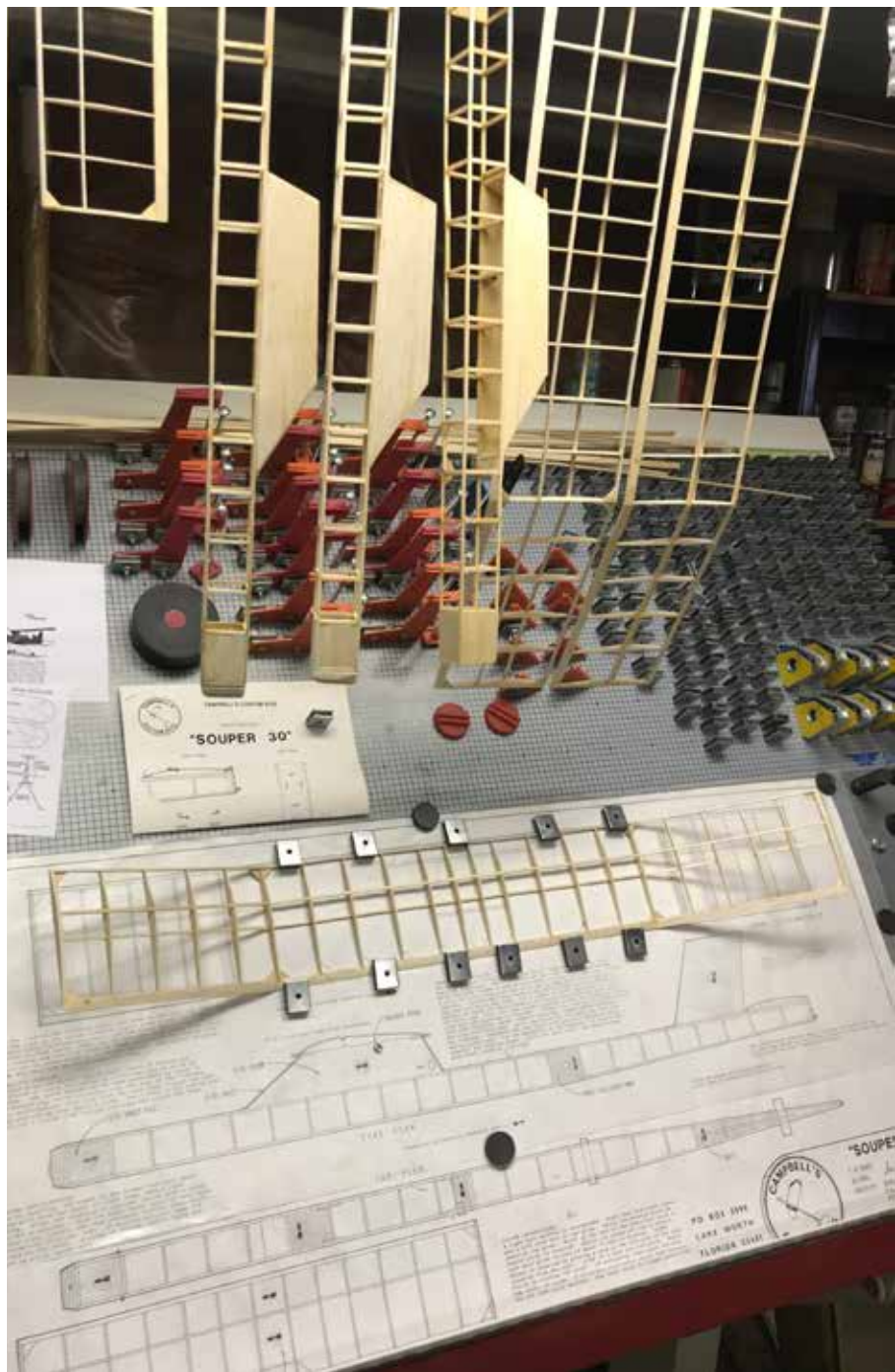
"The wood is pre-cut from the same sheet for each part. The parts are then as close to identical as one could hope. I can exchange wings, tails and fuselages with relatively minor trim changes. This is a big help.

"My building board is an old drafting table. Covered with steel, it rests at an angle about thirty degrees out of vertical. At my age, that is a lot easier on the back and I sit whilst I build. Several other modellers have copied that system and been happy with it.

"All of the large variety of jigs and fixtures that I make and use are magnetic.

A FEW WORDS OF CAUTION.

"Magnets can be quite weak, or in the case of some rare earth varieties, very strong. They can snap together suddenly, paying no heed to what is in between. The very strong ones are often hard to move, so



be careful and have a wide variety on hand.

"All kinds of magnetic jigs and fixtures are easily contrived. Attaching mild steel to each side of a ceramic magnet, increases its holding power. Particularly with an angled

building board, it is a good idea to have a tray at the bottom edge of the board so that dropped items do not head for the floor!" ✈

HYDRAVIONS RC



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Eh bien, il est difficile de croire qu'une autre saison de vols sur flotteurs vient de se conclure. J'y songe encore et je me réjouis que certains modélistes ailleurs ont eu une bonne saison mais ailleurs (c'était le cas en Ontario), celle-ci n'a pas été aussi bonne.

Dans le secteur de London (Ontario), notre printemps a été très humide (notre étang était inondé) tandis que dans l'Ouest canadien, leur printemps et leur été ont été très secs. Somme toute, les modélistes ont profité de bons moments passés ensemble.

Ceci étant dit, je recherche toujours des comptes-rendus de vos rassemblements d'hydravions, même s'il s'agit d'un groupe qui se réunit de temps à autre. Aussi, si vous vouliez faire partie du Comité des hydravions, informez-en votre directeur de



zone et il vous aidera à faire en sorte que cela se réalise.

Au nom du Comité et de moi-même, je vous souhaite un Joyeux Noël et une Bonne et heureuse année.

Voici un résumé de Walter Reynolds :

LE VOL D'HYDRAVIONS EN COLOMBIE-BRITANNIQUE

« Des modélistes adeptes d'hydravions en provenance de plusieurs clubs sur le continent en Colombie-Britannique font évoluer leurs maquettes depuis 14 ans à Canim Lake. Nous comptons une moyenne de 12 à 16 participants (notre record était de 19) mais le groupe s'est rétréci à tout juste cinq personnes. Des problèmes de santé ou des modélistes qui ont quitté le passe-temps, voilà ce qui a causé cette baisse.

« Puisque nous ne rencontrons que durant trois jours de vol, la météo doit coopérer. Cette année, la première journée n'a pas été propice en raison du vent – ce qui a cloué tout le monde au sol – mais les jours 2 et 3 ont été meilleurs.

« Nous avons effectué de bons vols. À d'autres moments, certaines maquettes ne voulaient pas décoller, voire même démarrer, tandis que d'autres pilotes se sont aperçus à quel point la surface de l'eau est dure. » ✈

R/C FLOATPLANES



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Well, it is hard to believe that another float flying season has come and gone. Looking back on it, some areas had a great season while others (like ours in Ontario), not so much.

In the London area, we had a very wet spring (our pond got flooded out), while out West, they were experiencing a very dry spring and summer. But on the whole, there were some good times at the pond.

With that said, I am always looking for write-ups about your float flying, even if it's just a group that gets together every now and then to fly. Also, if you want to be on the Floatplane Committee, just let your zone director know and he will help you achieve that.

On behalf of the Floatplane Committee and myself, I would like to wish you a Merry Christmas and a Happy New Year.

Here is a report from Walter Reynolds:

B.C. FLOAT FLYING

"Float flying friends from several lower B.C. clubs have been flying from Canim Lake for the past 14 years. From an average of 12 to 16 participants (19 at the peak), the group has dwindled to the current number of only five. Health and people leaving the hobby have taken their toll.

"Being only there for three days of flying,

it is important that the weather complies. This year, we lost day one due to windy conditions which saw everyone grounded, but days two and three were better.

"Regardless, we all had good flights with some planes flying, others refusing to take off, others refusing to start and others finding out how hard the surface is when they hit the water unexpectedly." ✈️



MAQUETTES ÉLECTRIQUES RC

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BONNE VIE POUR VOS LIPO

La plupart des batteries de polymère de lithium (LiPo) sont utilisées à des taux de décharge qui devraient leur permettre de survivre à plusieurs centaines de cycles au fil des années. J'en utilise encore qui ont atteint le cap des dix ans afin de motoriser des maquettes moins avides de puissance, y compris un Apprentice pour élèves-pilotes à l'école de pilotage de notre club.

Pourtant, nous rencontrons des personnes au terrain de vol dont les batteries n'ont que quelques semaines – et qui ont servi à tout juste quelques douzaines de cycles – qui ont beaucoup enflé, qui ne sont plus équilibrées (balanced) ou qui comportent même un élément mort. Elles ne sont plus utilisables et leur propriétaire respectif doivent s'en départir. Comment éviter un incident aussi coûteux? Voici quelques principes de base :

Ne surchargez jamais vos éléments (au-delà de 4,2 volts). Le chargeur offre normalement cette fonction, alors assurez-vous que le vôtre fonctionne correctement. Si le chargeur possède un paramètre des 95 %, vous prolongerez alors l'espérance de vie de votre batterie sans encourir une énorme diminution du temps de vol.

N'exagérez jamais sur la décharge. Essayez de ne pas dépasser les 80 % de la capacité nominale de la batterie, ce qui signifie que vous ne devez pas laisser le

voltage descendre sous la barre des 3,7 volts par cellule (11,1 volts pour une batterie de 3S).

N'utilisez jamais la fonction Low Voltage Cutoff (LVC) pour vous dicter à quel moment faire atterrir votre appareil! Minutez toujours vos vols de façon à obéir au principe numéro 2. À chaque fois que votre batterie atteint le point LVC, vous l'endommagerez un peu.

Mesurez le voltage de la batterie avant chaque vol (est-elle chargée?) et après chaque vol (combien de la capacité de la batterie a été sollicitée au cours du vol?). Attachez un simple voltmètre à votre émetteur avec une bande de Velcro et celui-ci demeurera toujours à votre portée.

Entreposez les batteries à environ 3,8 volts par cellule. Si la batterie est entreposée à un état de charge élevé ou bas, vous l'endommagerez. Si votre chargeur comporte une fonction de charge/décharge, utilisez-la. C'est particulièrement important si les batteries ne seront pas utilisées pendant des semaines ou des mois.

Il conviendrait d'en dire davantage sur chacune des problématiques présentées et je le ferai dans de prochaines chroniques. Entre-temps, je vais vous entretenir d'un enjeu saisonnier.

LES LI-PO EN HIVER

Au moment où vous lirez ceci, il fera suffisamment froid pour que vous preniez de vos batteries de façon un peu plus particulière. Il existe une règle simple à respecter lorsque vous effectuez des vols avec ce type de batterie : gardez-les au

chaud!

Les batteries Li-Pol fonctionnent mieux à environ 20 degrés Celsius et plus. En dessous de cela, leur aptitude à offrir de la puissance diminue, surtout à partir de 10 degrés et moins. À une température ambiante de 0 degrés, votre batterie pourrait tout juste réussir à faire lever votre maquette même après seulement quelques brèves minutes d'exposition directe à l'extérieur. De plus, la fonction LVC pourrait être activée prématurément.

Si vous voulez prévenir ceci, il importe de :

Vous assurer que vos batteries demeurent à la température ambiante intérieure avant de vous diriger vers le terrain de vol. Transportez-les dans un contenant isolé. Lorsque le temps est vraiment froid, vous pourriez vouloir ajouter un petit coussinet chimique chauffant pour les mains.

Transférez chaque batterie directement à la maquette. Vous pourriez aussi en garder une au chaud, dans votre poche.

Si une batterie est froide, n'essayez pas de faire voler votre maquette à l'aide de celle-ci jusqu'à ce qu'elle ait été réchauffée.

Ne tardez pas à faire décoller votre maquette, surtout si votre batterie est exposée à l'air ambiant. Une fois que l'appareil aura pris la voie des airs et qu'elle utilisera de sa puissance emmagasinée, la batterie se gardera chauffée.

Finalement, après avoir effectué votre vol, ne rechargez pas la ou les batteries d'ici à ce qu'elle(s) reprenne(nt) la température de la pièce. ✨

suite à la page 70

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A Long and Happy Life for LiPos

Most LiPo batteries are flown at discharge rates that should allow them to survive for hundreds of cycles over a number of years. I'm still using batteries that are up to ten years old to power less demanding models, including an Apprentice flown by students of our club flight school.

Yet, we encounter people at the field with batteries just a few weeks old, used for only a couple of dozen cycles, that are badly puffed, seriously out of balance, or have a dead cell. They are no longer usable and need to be disposed of. How does one avoid such a costly experience? Here are the basics:

1. Never overcharge (beyond 4.2V). This is a function of the charger, so make sure yours is functioning correctly. If the charger has a 95% setting, using it will extend battery life at the cost of a small amount of flight time.
2. Never over-discharge. Don't try to use more than 80% of the nominal battery capacity, which means don't let the resting voltage get below 3.7V/cell (11.1V for a 3S battery).
3. Never use Low Voltage Cutoff (LVC) to tell you when to land! Always time your flights to ensure that you obey Rule 2. Any time you hit LVC, you are damaging the battery a bit.
4. Measure the voltage of the battery before every flight (is it charged?) and after every flight (how much of the battery's capacity did the flight use?). Attach a simple voltmeter to your transmitter with Velcro so you always have it handy.
5. Store batteries at about 3.8V/cell. Storing at high or low charge state will shorten life. If your charger has a storage charge/discharge function, use it. This is



A cheap, simple voltmeter Velcro'd onto the transmitter for easy checking of the battery. / Ce voltmètre a été fixé à l'émetteur à l'aide d'une simple bande de Velcro, de sorte à ce que vous puissiez vérifier la batterie à tout moment.

particularly important for batteries that will not see action for weeks or months.

All these issues require elaboration, and I'll explain them further in future columns. Meanwhile, it's time to think about a seasonal issue.

LIPOS IN WINTER

By the time you read this, it will be cold enough to require special attention to your batteries. There is one simple rule about winter flying with Lithium batteries: keep them warm!

LiPos function best at about 20°C and above. Below that, their ability to deliver power declines, especially from 10°C on down. At an ambient temperature of 0°C, even a few minutes of direct exposure can make a LiPo barely able to get a model off the ground and may cause it to trigger Low

Voltage Cutoff prematurely.

To avoid this, it's important to:

1. Make sure your batteries are at room temperature before you head for the field. Carry them in an insulated container. In really cold weather, you might want to add a hand warmer package.
2. Transfer each battery directly to the model. You may want to keep one warm in your pocket till needed.
3. If a battery gets cold, don't try to fly it until it is fully warmed up.
4. Don't delay takeoff unduly, especially if the battery is exposed to the air. Once in the air and delivering current, a battery will keep itself warm.
5. Finally, after flying, don't recharge your batteries until they are at room temperature.



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Eh bien... dans la portion nord de notre continent, il semble bien que les vols de jet soient terminés. La partie agréable de notre passe-temps vient de commencer : planifier et construire en prévision de la prochaine saison.

Qu'avez-vous en chantier? Si vous avez quelque chose d'unique, envoyez-nous un compte-rendu de votre construction et quelques photos de façon à ce que nous puissions partager le tout avec vos collègues modélistes et pilotes.

Nous avons quelques bonnes histoires à raconter de l'année 2019. L'une d'elles, c'est le rassemblement ThunderThrust. Peter Douppnik y était et il va nous raconter ce qui s'est passé. Merci de votre contribution, Peter, et on y va.

THUNDERTHRUST

par Peter Douppnik

« Wow! Tout un évènement!

« La septième édition du rassemblement ThunderThrust a fracassé tous les records. L'une des raisons : la décision de passer à un attroupement de cinq jours afin d'accommoder tous les pilotes. Certains participants sont arrivés le mercredi et sont repartis le vendredi; la plupart sont restés pour toute la durée.

« Dame nature doit adorer le groupe des amateurs de jets puisque nous avons eu droit à un soleil radieux et à des vents qu'on pouvait surmonter.

« Les pilotes sont arrivés dans un rayon de dix heures de conduite, du Michigan à l'Ontario. Cette année, six nouveaux pilotes étaient de la partie. Cooper, le chien mascotte, a aussi fait une apparition officielle.

« Durant la fin de semaine, nous avons présenté un spectacle sur l'heure du midi et le public l'a bien aimé. L'évènement a fait l'objet d'une couverture médiatique avant et après, dont un reportage d'une pleine page avec photos.

« Les jets étaient variés, des foamies à turbine à des chefs-d'œuvre volants à l'échelle un quart. Les maquettes à propulsion électrique ducted fan étaient aussi bien représentées.



« Plusieurs premiers vols ont été effectués avant la fin de semaine. Je suis ravi de vous dire que mon SAAB Avio Drake a réalisé ses vols obligatoires sans qu'un quelconque problème ait été décelé.

« Cette année, le trophée JPO Top Gun a été décerné à Bob Bennett. Ce dernier partage sans réserve ses connaissances et donne un coup de main pendant chacun des rassemblements de jets. Ses aptitudes de pilotage se sont aussi beaucoup améliorées au fil des années. Beau travail, Bob!

« Jeff Daly a reçu le prix Ultimate Pickled Pilot pour l'aide qu'il a apportée à la communauté des adeptes des jets tout au long de l'année.

« Chaque soi, nous pouvions nous

suite à la page 92



R/C JETS

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Well... in the northern part of our continent, it looks like jet flying has about finished and now the fun part of the hobby has started. Planning and building for next year.

What have you got on the go? If you have something interesting or unique on the go, send us a build story with a few pictures so we can share your project with your fellow jet pilots.

So we have a few good stories to tell from 2019. One of those stories was ThunderThrust. Peter Doupnik was there and he's going to show and tell what happened. Thanks very much for your submission Peter and here we go.

THUNDERTHRUST REPORT

by Peter Doupnik

"WOW what an event!

"The seventh annual ThunderThrust jet rally broke all the records. One of the reasons was due to a decision to make this a five-day event to accommodate all the pilots. Some participants arrived on Wednesday and left on Friday, most stayed the full length.

"Mother Nature must love the jet gang since we had five days of solid sunshine with manageable winds.

"Pilots came from a ten-hour drive radius, ranging from Michigan to Ontario. This year, we had six new pilots who joined us. Cooper the Thunder Dog also made an official appearance.

"On the weekend, we performed noon-time shows for the public that were well received. The event was promoted in local media before and after the show with a full page write-up including pictures.

"The jets ranged from turbine powered foamies to 1/4 scale masterpieces. EDFs were also well represented.

"There were many maiden flights before the weekend. I'm glad to say that my SAAB Avio Drake completed the mandatory flights with no issues.

"This year, the JPO Top Gun trophy was awarded to Mr. Bob Bennett. Bob always shares his knowledge and helps out at every jet rally. His flying skills have also improved



over the years. Great job Bob.

"Jeff Daly received the Ultimate Pickled Pilot trophy for helping the jet community throughout the year.

"Every night, we would meet at a different restaurant where the second part of this



hobby took place, the socializing. It's funny how the same stories keep getting bigger every year.

"Saturday night was our awards dinner. Some new trophies that were handed out were the Confetti Maker (Rick) and Variable Center of Gravity Champion (Jayson).

"This year, we had a special prize to give out to all the ladies who support us pilots. Fiona made a special cup called "The Housewives of ThunderThrust" that was given to each one.

"Once again, our prize table was full thanks to our longstanding sponsors. Some of the larger prizes consisted of servos, gyros, UATs, shirts, gift certificates and even a backpack full of beer.

"The generous vendors were:

"Peter from Altecare RC, Jeff from Thunderbolt RC, Doug from JetNorthJets, Rick and Marie from RPM Jets, John from Model Aviation Products, MAAC, Jeff Decaluve, Molson, and Steam Whistle brewers.

"Lastly, I would like to thank the ten hardworking volunteers who made this event happen. Hope to see you again next year." ✈

ACROBATIE DE PRÉCISION RC

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Nous sommes au début novembre. J'aurais aimé encore profiter de quelques jours de vols, mais puisque les prédictions météo suggèrent qu'il vaut mieux remiser mon avion, je vais le laisser hiverner.

J'aimerais dévouer un peu d'espace à féliciter quelques-uns de nos compatriotes. Lors du championnat mondial de cette année en Italie, Chad Northeast a réalisé son meilleur classement à vie lors d'un championnat de F3A; il a terminé 14e parmi 111 concurrents.

Félicitations aussi à nos champions régionaux partout au pays.

Les champions en Colombie-Britannique en 2019

Sportsman- Scott Thomas

Intermediate- Steve Lyne

Advanced- Darren Bowman

FAI- Henry Piorun

Les champions de la zone sud-est en 2019

Sportsman- Walter Gebhart

Intermediate- Max Perez

Advanced- James Millson (carry over from 2018)

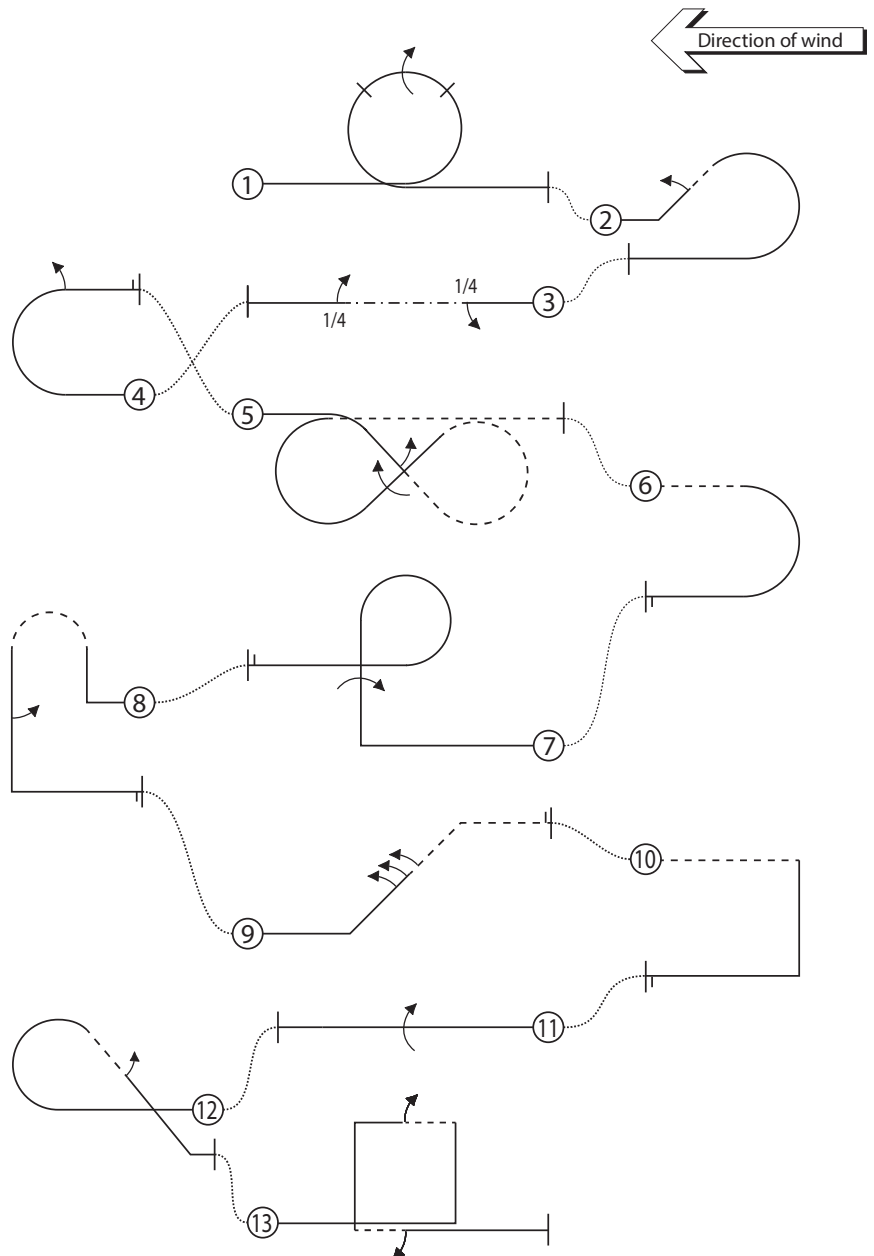
FAI - Harry Ells

ACROBATIE DE JETS

Le F3S a été une catégorie FAI (acrobatie de jets) depuis plusieurs années mais cette discipline commence tout juste à susciter de l'intérêt. À plusieurs concours où je me suis rendu aux États-Unis, quelques rondes de F3S étaient organisées pendant les concours de F3A. Je crois que le plus grand nombre de concurrents que nous avons accueilli était de quatre... mais l'intérêt se fait sentir. La plupart des maquettes utilisées sont des avions de mousse de la variété des ducted fan de 70 à 80 mm. J'espère m'essayer moi-même là-dedans grâce à un Avanti S 80 mm (de Free Wing). Il arrive presque entièrement assemblé, ne nécessite que l'installation de la tringlerie, il est déjà doté d'un récepteur et d'une batterie. J'utilisera une batterie 6S de 6 000 mAh.

Voici les trois séquences pour le F3S, Basic, SP et SF. (Note de la rédaction : comme la plupart des concurrents connaissent très bien la terminologie acrobatique, mieux vaut tout simplement reproduire les séquences dans la langue de Shakespeare.) ✈

PRELIMINARY SCHEDULE F3S SP-19 (From 2019)



© CIAM F3 Aerobatics
Drawings by Ken Hirose
Feb. 2019

R/C PRECISION AEROBATICS

Harry Ells

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It is the beginning of November. I had hoped to get a few more days of flying in, but the long-range forecast would suggest that it is time for me to take my plane from the van into the house and let it hibernate.

I would like to take some space to congratulate some of our Canadian pilots. At this year's World Championships in Italy, Chad Northeast had his best finish in a F3A World Championships, finishing 14th out of a field of 111.

Congrats, also, to our regional champions across the country.

The B.C. Champions for 2019

Sportsman- Scott Thomas

Intermediate- Steve Lyne

Advanced- Darren Bowman

FAI- Henry Piorun

The SE Zone Champions for 2019

Sportsman- Walter Gebhart

Intermediate- Max Perez

Advanced- James Millson (carry over from 2018)

FAI - Harry Ells

JET AEROBATICS

F3S has been an FAI class for Jet Aerobatics for several years now but it is just starting to get traction. Several of the contests I have attended in the U.S. have set up a few rounds of F3S during their F3A contest. I think the most competitors we have had is four, but interest is growing. Most of the models used are foam planes in the 70 to 80-mm fan size. I hope to give it a try with a Free Wing Avanti S 80 mm EDF. It comes pretty well assembled, needs linkages done, a receiver and battery. I'll use a 6S 6000-mAh battery. ✈

There are 3 schedules in F3S, Basic, SP and SF.



- PRELIMINARY SCHEDULE F3S SP-19
- SP-19.01 Loop, with roll integrated over top 90 degrees: From upright, pull through a loop while performing an integrated roll in the top 90 degrees of the loop, exit upright.
- SP-19.02 Half Reverse Cuban 8 with 1/2 roll: From upright, pull through a 1/8 loop into a 45-degree upline, perform a 1/2 roll, pull through a 5/8 loop, exit upright.
- SP-19.03 Knife-edge Flight: From upright, perform a 1/4 roll to knife-edge flight, perform a 1/4 roll, exit upright.
- SP-19.04 Immelmann with 1/2 roll: From upright, pull through a 1/2 loop, immediately followed by 1/2 roll, exit upright.
- SP-19.05 Reverse Cuban 8 from top with 1/2 roll, roll: From upright, push through a 1/8 loop into a 45° downline, perform 1/2 roll, push through a 3/4 loop into a 45°downline, perform a roll, pull through a 5/8 loop, exit inverted.
- SP-19.06 Half Loop: From inverted, pull through a 1/2 loop, exit upright.
- SP-19.07 Figure 9 with roll up: From upright, pull through a 1/4 loop into a vertical upline, perform a roll, pull through a 3/4 loop, exit upright.

- SP-19.08 Pull-push-pull Humpty Bump with half roll down: From upright, pull through a 1/4 loop to a vertical upline, push through a 1/2 loop into a vertical downline, perform a 1/2 roll, pull through a 1/4 loop, exit upright.
- SP-19.09 45° Upline with three consecutive 1/2 rolls: From upright, pull into a 45-degree upline, perform consecutively three 1/2 rolls, pull through 1/8 loop, exit inverted.
- SP-19.10 Half Square Loop: From inverted, pull through a 1/4 loop into a vertical downline, pull through a 1/4 loop, exit upright.
- SP-19.11 Slow roll: From upright, perform a slow roll, exit upright.
- SP-19.12 Half Cuban 8 with 1/2 roll: From upright, pull through a 5/8 loop into 45-degree downline, perform a 1/2 roll, pull through a 1/8 loop exit upright.
- SP-19.13 Square Loop with 1/2 roll, 1/2 roll: From upright, pull through a 1/4 loop into a vertical upline, pull through a 1/4 loop perform 1/2 roll, push through a 1/4 loop into a vertical downline, push through a 1/4 loop, perform 1/2 roll, exit upright.

COURSE AUTOUR DE PYLÔNES

Hank Kauffmann

Chef de Comité

403-278-4403 | hawksoft@telusplanet.net

Les concurrents ont envahi Calgary en juillet en provenance de l'Alberta et de la Saskatchewan afin de livrer combat, de partager des histoires et de profiter de la météo de course... peu importe la météo, c'est toujours propice à de la course.

Bien sûr, la course en un espace aérien restreint peut devenir fort excitante pour tout le monde et parfois... c'est trop près. Le dimanche, après trois ou quatre tours en pleine course où se mesuraient Kevin Umbach et Hank Kauffmann, le Sweet-V de Kevin s'est empêtré dans le train d'atterrissage de la maquette Hoki de Hank. Les deux avions ont poursuivi leur vol jusque dans un champ (un cas d'atterrissage non planifié). Heureusement, la récolte était haute et bien que les deux maquettes aient été endommagées pour entreprendre d'autres séances de course pendant la fin de semaine, elles voleront à nouveau.

RECONNAISSANCE AMPLEMENT MÉRITÉE

Lors des courses de Calgary et comme le directeur de zone Alberta, Roger Ganley, l'a rapporté, Jim Pepperdine (de Calgary) a reçu le prix de l'Accomplissement d'une vie tandis que Roy Andrassy s'est vu présenter un certificat de membre Leader. Bravo les gars; nous apprécions tout ce que vous avez fait pour notre passe-temps au cours des années.

MERCI AUX AIDES DE CAMP

À chaque course où nous nous rendons, des applaudissements bien sentis sont réservés aux aides de camp et juges. Cette année, Calgary a pu compter une fois de plus sur l'Escadron 781 des Cadets de l'aviation royale. Une fois de plus « yahoo » et merci!

LES NOUVEAUX DANS LA MÊLÉE

Du sang nouveau, c'est toujours apprécié, même si ces personnes vous servent une raclée. Félicitations au pilote Dave Eaton et à son observateur (caller) Chris Metlewsky, de la région de Saskatoon, pour la deuxième place qu'ils ont obtenue à Medicine Hat. La première place a été décernée à Roy Andrassy (pilote) et à son observateur Doug *suite à la page 92*



Still friends! Kevin Umbach and Hank Kauffmann. / Amis malgré tout! Kevin Umbach et Hank Kauffmann.



Medicine Hat Saturday, Al Umbach 3rd, Roy Andrassy 1st, Dave Eaton 2nd. / À Medicine Hat le samedi : Al Umbach (troisième place), Roy Andrassy (première place) et Dave Easton (deuxième place).



Medicine Hat Sunday: Jeff Martin 2nd, Roy Andrassy 1st, Ted Ellefson 3rd. / Medicine Hat le dimanche Jeff Martin (deuxième place), Roy Andrassy (première place) et Ted Ellefson (troisième place).

R/C PYLON



A nice morning for racing. / Belle matinée pour la course.

Hank Kauffmann

Committee Chair

403-278-4403 | hawksoft@telusplanet.net

Competitors descended on Calgary in July from around Alberta and Saskatchewan to compete, share stories, laughs, and enjoy some 'race weather'... no matter what the weather is like, it's always race weather.

Of course, close racing can make an event really exciting for everyone, but from time to time, the racing can be too close. On Sunday after three or four laps into a race between Kevin Umbach and Hank Kauffmann, Kevin's Sweet-V got caught up in Hank's Loki's landing gear. The two planes continued onwards until their unplanned 'landing' in the crop. Fortunately, the crop was quite long and while the planes were too damaged to continue for the weekend, they both will live to race again.

WELL DESERVED RECOGNITION

At the Calgary races and as reported in last issue by the Alberta ZD, Roger Ganley, Jim Pepperdine of Calgary was presented with the Lifetime Achievement award and Roy Andrassy with recognition with a Leader Member certificate. Way to go guys, we appreciate everything you've done in support of our hobby over the years

THANKS TO THE HELPERS

At every race we go to, there is a resounding round of applause and shout-out to the helpers and judges at the event. This year, Calgary again had the support of the 781 Royal Canadian Air Cadet Squadron. So once again, woohoo and thank you!



Patrik Samek's plane on his tarp runway. / L'avion de Patrick Samek sur sa piste en toile.



continued on page 92 Pilots and helpers at the Calgary Pylon Race / Des participants et des aides durant les courses de Calgary.

COPIES VOLANTES RC

Scott Crosby - 23964

Chef de Comité

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BRUCE BENDER

La communauté des adeptes des copies volantes vient de perdre un géant. C'est avec beaucoup de tristesse que je vous annonce le décès de Bruce Bender, un membre de l'Edmonton Radio Control Society (ERCS) depuis plus de 50 ans et quelqu'un qui a contribué à ce que l'ERCS devienne l'un des clubs les plus gros et les plus en vue du Canada.

C'est difficile de dresser la liste de toutes les contributions de Bruce à l'aéromodélisme : il était un constructeur, un pilote, un mentor et un concurrent de calibre international. Bruce était un professionnel et un perfectionniste dans tout ce qu'il entreprenait. Lorsque je parle de Bruce, inévitablement, quelqu'un racontera une histoire qui relate de quelle façon Bruce l'a aidé en cours de projet ou comment il a réussi à l'intéresser au modélisme de copies volantes.

Mes sincères condoléances à Marilyn ainsi qu'à toute la famille Bender. Mon ami, je vous souhaite un ciel dégagé et des vents légers.

RASSEMBLEMENTS

C'est le temps de l'année où les clubs commencent à planifier les activités de l'année prochaine. Pourquoi ne pas organiser un rassemblement de copies volantes? Il pourrait s'agir d'un Fun-fly bien simple de copies volantes ou d'une véritable compétition. Le Comité des copies volantes du MAAC est là afin de vous aider à trouver des idées, des suggestions et des ressources afin que votre rassemblement soit réussi. Si vous en préparez un, veuillez m'en informer! Comme toujours, sentez-vous bien à l'aise de communiquer avec moi par courriel ou par téléphone.

Le projet de mise à niveau de moteur – un DLE 55RA – sur mon Spitfire Mk XII (une copie volante signée Dave Platt à l'échelle 1/5, ce qui lui confère une envergure de 88 pouces, est terminé et je suis très satisfait des résultats. Malheureusement, je devrai attendre au printemps prochain pour procéder à son vol d'essai.



Steve Sakaluk's 1/4 scale Ziroli Fokker Dr.I. / Le Fokker à l'échelle 1/4 (plans de Nick Ziroli) de Steve Sakaluk.



Scott Crosby's 88" 1/5 Dave Platt Spitfire Mk.XII. / Le Spitfire Mk. XII à l'échelle 1/5 (envergure de 88 pouces, de Dave Platt) de Scott Crosby.

J'envoie un gros merci à tous les modélistes qui ont contribué sous forme de conseils et d'idées. Guenter Hollik m'a montré l'art de l'ajout de détails par pistolet et bien sûr, Bruce Bender a joué un très grand rôle en cours de route. Ce dernier possédait beaucoup d'expérience avec ce design de monsieur Platt; j'ai apprécié toutes ses suggestions et ses conseils.

Passez un joyeux temps des fêtes en toute sécurité! ✈

RC Pylon

from page 79

As always, feel free to contact me via e-mail or by phone.

The 88-inch 1/5 scale Dave Platt Spitfire Mk XII DLE 55RA engine upgrade project has wrapped up and I'm very happy with the results. Unfortunately, I will have to wait until spring to test fly the big Spit.

A huge thank you to all who contributed advice and ideas. Guenter Hollik introduced me to the fine art of airbrush detail, and of course, Bruce Bender was a huge part of this project. Bruce had a lot of experience with the Platt Spit; his suggestions and advice were very much appreciated.

Have a safe and happy Holiday Season! ✈



Bruce Bender at the 2003 US Scale Masters. / Bruce Bender lors de son passage aux U.S. Scale Masters en 2003.

Scott Crosby - 23964

Committee Chair

780-220-1195 crosby.scott@rocketmail.com

BRUCE BENDER

The scale community recently lost an icon, it is with great sadness to report the passing of Bruce Bender, a member of the Edmonton Radio Control Society (ERCS) for over 50 years and someone who helped develop ERCS into one of Canada's largest and most successful clubs.

It is hard to list all the contributions that Bruce made to model aviation, as a builder, flyer, mentor and international scale competitor. Bruce was a consummate professional and perfectionist in everything he did. I speak with people about Bruce and inevitably, a story will come up on how Bruce helped that person with a project, or how he got them interested in scale modeling.

My sincere condolences to Marylin and the entire Bender family. Clear skies and calm winds my friend.



Bruce Bender receives an award for best of show. / Bruce Bender reçoit son prix de la meilleure maquette du rassemblement.

SCALE EVENTS

It's that time of year where clubs begin to plan next year's activities... why not have a scale event! It could be as simple as a scale Fun Fly or a full-on scale competition. The

MAAC Scale Committee is here to help with ideas, suggestions and resources to help make your scale event the best it can be. If you are having an event, please let me know!

continued on page 78

TRADING POST

SUBMIT TRADING POST ADS TO:

2220 25 AVE NW, CALGARY AB T2N 2C1 OR TRADINGPOST@MODELAVIATION.CA

Member rate - First 20 words free. Each additional 20 words or part thereof \$1 Dealer / commercial rate - First 20 words \$15. Each additional word \$1 Payment must accompany order Cheques payable to Morison Communications

WANTED: Old radios for private collection. Any old radio from the 50's, 60's or 70's. These can be single channel, reeds, proportional etc. Send list to Charles Chomos, 369 Pepper Dr., Burlington ON L7R 3C8. Ph. 905.632.4479 cchomos@hotmail.com

FOR SALE: Custom Decals and Roundels for all scale Modelers. Lettering. Numbers and Art for all models. Call: 807-598-0564 or email: gwensgraphics@gmail.com (11/18)

WANTED: Engines, and tether or push cars for private collection. Anything from the 1970's and earlier, glow, diesel, ignition, engine parts, boxes, displays etc. Especially looking to buy the Canadian built Ajax, Canuck, Banshee, Drimmie, Fitzpatrick, Hurricane, Merlin, Monarch, Queen Bee, Ram and Cox engines. Send list to Frank Klenk, Tillsonburg, Ontario 519-550-7955. flyanextra@gmail.com (01/13)

FOR SALE: Estate services offered. Will inventory all your items, sell items for you or buy outright. Call or write for details. Protect your valuables and know what they are worth. Plan ahead. Contact Frank Klenk, Tillsonburg, Ontario. 519.550.7955. flyanextra@gmail.com (01/13)

WANTED: Futaba 7 channel fasst transmitter in excellent and safe working condition only. Contact Michael at cumulus@shaw.ca

FOR SALE: DLE30 NIB \$3309 or will trade for a DLE20. E-Flite AT6 1.5m, flown twice,

\$250. Hangar 9 Ultra Stick 10cc OS55 engine, 30 flights, as new, \$875 into this plane, asking \$600, all you need is a battery and receiver. I can transport the above from Estevan SK to Weyburn, Regina, and Saskatoon. Phone Arnold at 306-421-9505 of text only to 306-421-6480. (11/19)

FOR SALE: Cool Tool Unimat 1 4 in 1 workshop. 2 motors, turning lathe and milling machine, and drill. Will trade for Apprentice Training Plane. Jake @ 705-320-8024 (Lindsay, ON) (11/19)

FOR SALE: Airtronics Vision Tx, Sailplane Version 3.0 FrSky non telemetry module upgrade. Manual, extras, mint condition \$150 contact larrylit@gmail.com (11/19)

WANTED: Ohio R/C models Giles 202 kit 74" wingspan. bfriend@shaw.ca (09/19)

WANTED: O.S or Saito four stroke engine .52 to .70 Used or N.I.B. please reply to airfid@telus.net

FOR SALE: FAIRCHILD 24 SEE <<https://www.rccanada.ca/rccforum/showthread.php?t=579935>> ; BLERIOT XI = SEE <<https://www.rccanada.ca/rccforum/showthread.php?t=579935>> ; BLERIOT XI-but only 69" w.s.-\$ 650.00-Bind & FlyDetails call Tony: 519-5377780 or tonyannap@bell.net (09/19)

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: 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. Sig T-Clips 43 inch fuselage and 60 in w/s; electric arf with servos; OS

Motor 3825-750 with ESC and Spectrum 6 Ch receiver. (will sell without receiver at a reduced price of \$40.00) Like New condition asking \$375.00 with receiver or \$350.00 without. e-mail Ed Voth at edvoth@gmail.com. Ship at your cost from Steinbach, Manitoba.) (11/19)

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 afullmoon@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)

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

FOR SALE: Assorted kits, NIB, for sale. Midwest Sweet Stick 54" .19 to .45 \$30; 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)

FOR SALE

For more information please contact
gavin@idealhobbies.com



1/8 scale Avro Arrow flying model ready to fly.
Over 5 years and \$20,000 invested in this one of a kind aircraft.
It can be yours for \$15,000.
About 9 feet long, weighing 38 pounds, powered by 2 Bob Violett Models EV2.
Want to see it fly? Go to: https://www.youtube.com/watch?v=CkTFK_1oAnw

R/C SCALE AEROBATICS

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

RAMBLINGS FROM YOUR SA CHAIRMAN

Well, it came much sooner than anticipated. Yes, snow! Up here in the Great White North, a.k.a. Sudbury, we've been seeing climate change make its insidious transformation in the form of more rain and earlier and earlier winters which really sends home the message that we need to be ever more proactive in taking care of our fragile planet.

Luckily, I winterized my gassers just in the nick of time! Since they are stored in a cold trailer all winter, I remove the batteries, clean and check all the surfaces for loose covering, remove the headers for cleaning (subject for another day), remove the plugs and liberally spray inside and out with engine storage spray and loosely replace the plugs and stuff all the engine outlets with clean blue shop towels. I also put mothballs in the fuse and around the trailer so that varmints don't try building nests in there.

I store my batteries in my shop (actually, my heated studio) slightly discharged and cycle them a few times through the winter which seems to keep them in good shape. Don't forget about the radio! If not using

it for winter flying, remove or disconnect the battery and give it a good cleaning. It's amazing how filthy these get over the summer!

In the spring, I'll go over everything with a fine tooth comb, change stiffened fuel lines, rebuild carbs if needed, and check out servos for slop and repair or replace. Its amazing the stuff you find when you go over airframes such as fatigue cracks, loose bolts, broken hinges etc. Remember the old adage about a stitch in time and you'll have a good start to the new season!

MORE CONTESTS?

It was a good year for IMAC and Scale Aerobatics in general in Canada this year. Enthusiasm seems to be holding and in our area, numbers are actually increasing, so much so that there is a move to add one more IMAC contest to the Ontario circuit next year, if we can fit it in. Typically, we hold the NOIC in either Sudbury or Sault-Sainte-Marie but there is talk of hosting contests in both areas at different times next year! We will see if that can work out and will keep everyone posted.

BEST OF THE SEASON!

This article will be reaching you probably around (gulp) Christmas so I hope that everyone is a good boy or girl or whatever and that your wishes come true. We are



The carb repair needed on my EME 60 Will wait until spring. / Mon EME 60 nécessite des réparations de carburateur. Ça ira au printemps.

already flying foamies in the gym which really helps a lot of people learn how to use rudder! So, on behalf of my family, we wish you a very Merry Christmas and an adventurous New Year. Ours will be spending two months in Australia and new Zealand! Anything to shorten the bloody winter! ✈

COPIES VOLANTES ACROBATIQUES RC

Lee Prevost - 9551L
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DES HISTOIRES DE LA PART DE VOTRE PRÉSIDENT

Eh bien, elle est venue bien tôt. Oui... la neige! Ici dans le Grand nord, aussi connu comme étant Sudbury, nous avons constaté que le changement climatique a transformé notre environnement sous forme de précipitations accrues et d'hivers de plus en plus précoces, ce qui me fait songer que nous devons faire preuve de proactivité en protégeant notre planète fragile.

Heureusement, je venais de préparer mes maquettes pour l'hiver. Puisque je les

remise dans une remorque non chauffée, je retire les batteries, je nettoie et vérifie les gouvernes afin de découvrir tout recouvrement qui s'est relâché, je retire les pots collecteurs (headers) pour les nettoyer (j'en traiterai dans une autre chronique), je retire les bougies et applique de l'aérosol de conservation (pour moteurs) et je replace légèrement les bougies, en plus d'insérer des essuie-tout d'atelier (les serviettes bleues) dans les orifices du moteur. Je place aussi des boules à mites dans le fuselage et autour de ma remorque de sorte à ce que les rongeurs n'essaient pas de construire leur nid à l'intérieur.

J'entrepose mes batteries dans mon atelier (en fait, mon studio chauffé), je les décharge et recharge légèrement à quelques

reprises au cours de l'hiver, ce qui semble les maintenir en bonne condition. N'oubliez pas de vous occuper de vos émetteurs! Si vous ne vous en servez pas pendant l'hiver, enlevez ou débranchez la batterie et nettoyez-les. C'est fou à quel point ils s'encrassent pendant l'été!

Au printemps, j'examine le tout soigneusement, je change les conduites de carburant qui ont durci, je reconstruis les carburateurs au besoin et je vérifie mes servos afin d'éliminer le jeu excessif et je remplace et répare ce qui s'impose. C'est inouï ce que vous pouvez déceler sur les cellules (fissures de fatigue, écrous relâchés, pentures cassées, etc.). Rappelez-vous qu'il est mieux de prévenir afin de vivre un bon

suite à la page 83



Gordon Goss, 54969
August 21, 1921 - September 4, 2019

Gordon Goss died at aged 98. He lived model airplanes for twenty-five years - not too long by some standards - but Gordon first took up the hobby while in his seventies.

In 1994 he joined a small team founding the Kamloops Model Airplane Society. Gordon literally laid the foundation for the KMAS model club airfield. He superintended nearly a half mile of underground irrigation on the site of an abandoned industrial waste dump. It has since become one of Western Canada's premier flying fields.

Gordon's association with aviation began much earlier in WW II when he served in the RCAF 427 Squadron in England repairing Halifax and Blenheim bombers. Returning home to Kamloops the post war years saw him starting a family, building a home and entering a farm machinery business where he became a Massey Ferguson dealer.

Machines, business organizational skills, and a reputation for integrity all made for success which Gordon brought to the new KMAS. His models were built from kits and flew on real engines. People looked to Gordon for help or a good laugh borne of a great sense of humour. He was smart and he was wise - a rare combination. Often there were three generations of Goss's on the flight line at once. Family loyalty ran deep.

Gordon Goss built planes but he personified the truth that building a plane alone does not build a functioning club. May he rest now and others take up his ways.

John Edwards – MAAC 57680

Jacques Mercier - 8020-L
1937 - 2019

C'est avec une grande tristesse que nous avons appris le décès de notre confrère et ami Jacques Mercier (8020-L) survenu lundi le 11 novembre 2019 à l'âge de 82 ans.

Jacques est l'un des pionniers ayant conduit à la création du Club Modéliste Ste-Foy en 1986 qui devint en 2007 le Club Air Modéliste (Lévis / Québec). Il aura évolué à titre de président pendant près de 25 ans.

En remerciement de tout le dévouement et le travail accompli pour le Club, il avait été grandement remercié et le Club lui avait décerné une carte de membre honoraire à vie.

Impliqué dans les modèles réduit depuis l'âge de 6 ans et jusqu'à cet automne, Il est demeuré actif au Club et sa présence presque à toutes les semaines faisait le grand plaisir de nos membres.

Au nom de tous les membres du Club nous transmettons à sa conjointe Mme Lucette Jobin, à son fils et notre confrère, Pascal (25028) ainsi qu'à toute la famille nos plus sincères condoléances.

Le Club Air Modéliste



Larry Whiting, 3550
1934 - 2019

Larry was an active member of Strathroy's first RC club, the Strathroy Radio Flying Club during the single channel times back in the mid 1950's. As years progressed, he and his wife spent winters in Lake Okeechobee, Florida. Larry became a member of the Lake Okeechobee RC Club. He was also a founding member of the Strathroy RC Flying Farmers Club which continues to be very active today. Larry remained very active in Club events until illness prevented his continuing participation.





Bruce Bender
1942 - 2019

We lost a great builder and friend this last October. Bruce passed after a very brief illness with his wife Marilynn at his side. Bruce had a wonderful life of 77 years.

He had a passion for model aircraft all his life from about age eight. He was a builder of flying fields by sourcing, designing, organizing, and hands on work. He was a builder of people as a civic manager in his working career. He was a builder of scale r/c airplanes with a talent for detail on warbirds. He flew it all, from electrics, to nitro, gas and turbine jets.

Bruce competed in many scale events, including the Scale Masters in Canada and the USA, and was one of the longest serving members of the Edmonton Radio Control Society, including being a Past President in the club's early days, and a MAAC member all his adult life. He was a very organized person, with the whole lower floor in his home converted to a workshop including a paint booth. His creations earned many awards and accolades over the 40 some years in this sport. Always available for information or advice, on any build his friends would ask of him. Bruce did not take recognition for all his contributions, including refusing to let the present field he set up, be named after him.

Bruce did however earn a Member of the Year award some years ago. In his memory a scale event will take place next summer at the ERCS field in Edmonton. Bruce was not only a Gentleman, but a gentle man. He will be sorely missed by the many that his life touched.

Deryl Kartz, ERCS historian
Submitted to MAAC by Bob Wonitoy

Copies volantes acrobatiques RC suite de la page 81
début de prochaine saison!

D'AUTRES CONCOURS?

Cette année a été très bonne pour l'IMAC et l'acrobatie de copies volantes au Canada. L'enthousiasme est maintenu et dans notre région, le nombre de participants est à la hausse, tant et si bien que nous songeons à ajouter un autre concours IMAC au circuit ontarien l'année prochaine, si nous pouvons l'insérer au calendrier. Typiquement, nous organisons le championnat NOIC soit à Sudbury, soit à Sault-Sainte-Marie, si bien qu'il se peut que des concours soient disputés dans ces deux secteurs à différents moments, l'année prochaine! Nous verrons si nous pouvons coordonner ça et nous en informerons tout le monde.

NOS MEILLEURS VOEUX!

Cette chronique vous parvient pas très longtemps avant Noël – ouf, déjà! – et j'espère que tout le monde a été bien sage et que vos vœux seront exaucés. Nous faisons déjà voler des maquettes foamie au gymnase, ce qui aide bien des modélistes à apprendre à se servir du gouvernail de direction! Au nom de ma famille, Joyeux Noël et un Nouvel an plein d'aventures. Le nôtre le sera assurément : ma femme et moi passerons deux mois en Australie et en Nouvelle-Zélande! Nous sommes prêts à faire n'importe quoi pour raccourcir ce satané hiver! ✈

Chronique de l'éditeur suite de la page 7

de notre passe-temps. Par exemple, des perles en la matière se cachent dans l'excellente série de techniques de construction et d'outils de l'ancien président national Richard Barlow au sein de la chronique du Comité SAM/vol libre extérieur. Bien que notre passe-temps ait dépassé l'étape des amateurs de la 'construction', plusieurs des outils et des techniques sont transférables aux opérations de réparations et d'ajustement des maquettes pour le vol.

La prochaine étape d'évolution de votre revue, c'est de transférer du contenu régulier au site Web et ces pages comporteront davantage de profils (ce que les anglophones appellent du « feature »). Nous voulons offrir le meilleur du MAAC.

Et c'est ici que vous, les membres, êtes appelés à jouer un rôle.

Personne ne connaît notre communauté comme vous autres, sur le terrain... littéralement. Si un de vos compagnons de voyage est la personne « go-to » vers qui tout le monde converge ou qu'il est celui fait en sorte que les choses se produisent, faites-le nous savoir et nous pouvons travailler avec vous afin de partager son histoire.

Pareillement, si vous aimeriez partager des expériences – ce que vous retirez d'agir à titre d'instructeur, comment vous vous sentiez au moment de piloter votre jet pour la première fois, voire pourquoi vous aimez construire une maquette – nous aimerions aussi vous aider à partager ces histoires. ✈



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COMING EVENTS

ALBERTA - A

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 MAAC membership is required. MAAC rules apply. Contact Peter 403-845-6271 | Jan-20 |

FEBRUARY 18, 2020 - TUESDAY | Fun Fly | 1 Day | Meridian Model Flyers Winter Indoor | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | Heritage Park Pavilion, | Come out and enjoy a break from winter at our Heritage Pavilion - lots of room, and no pressure flying. All types of indoor appropriate equipment welcome - no turbines | 2020-20 | <http://www.meridianmodelflyers.com>

MAY 23, 2020 - SATURDAY | Fun Fly | 2 Days | Classic Ice Breaker Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Perry's Pond | May 23/ Saturday/2 days/ Classic Ice breaker Water Fun Fly Rocky Barnstormers RC Club at Perry Pond located 5 miles north on Hwy 22 from Hwy 11 Junction. Turn west onto TWP RD 405 for 1 mile, turn rt. onto RR 74 for 1/2 mile, and turn left into Pond site. Self contained camping \$25 for the weekend. Non camping flyers \$5 for the weekend. Concession with burgers, hot dogs and pop. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter Dyck 403-846-7522 | 2020-21 |

JUNE 15, 2020 - MONDAY | Fun Fly | 7 Days | Valley of Hope Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Valley of Hope | Valley of Hope fun Fly and Potluck Supper, June 15-21. Travelling from East or West on Hwy 54, turn North onto RR 45 (Harriman Lumber Sign) for 3.4 km, turn rt, immediately crossing a Texas gate driving 700 meters turn left into Flying site. Pot luck supper Sat. \$5/person, with funds going to STARS. Concession on site Fri-Sun with burgers, hotdogs, and pop. Self contained camping NC. Proof of valid MAAC membership required. MAAC rules apply. Contact Wil Vohs 403-588-8026 or Peter 403-846-7522 | 2020-22 |

JULY 09, 2020 - THURSDAY | Fun Fly | 4 Days | Tofield Funfly | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | TOFIELD AIRPORT | Tofield Funfly Come fly with us at the Tofield airport. 3,000ft of paved runway with wide open space all around. Primitive camping on site and motel accommodations in Tofield (5 minutes for the airport). Test flying and maidens on Thursday with event flying the rest of the weekend. Very jet friendly site. Due to airport operations FPV flying will not be allowed. | 2020-15 |

AUGUST 22, 2020 - SATURDAY | Fun Fly | 2 Days | Barnstormers Fall Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Perry's Pond | Aug 22 Sat/2 days/ Fall water Fun Fly, Rocky Barnstormers at Perry Pond located 5 miles north on Hwy 22 from Hwy 11 Junction. Turn West onto TWP RD 405 for 1 mile, turn rt. onto RR 74 for 1/2 mile and turn left into Pond site. Self contained camping \$25 for the weekend. Non camping flyers \$5 for the weekend. Concession with burgers, hotdogs, and pop. Proof of valid MAAC membership required. MAAC rules apply. Contact Peter 403-846-7522 | 2020-23 |

OCTOBER 03, 2020 - SATURDAY | Fun Fly | 2 Days | Fall Fun Fly and Potluck | ROCKY BARNSTORMERS R/C CLUB | Rocky Barnstormers Main Field | Oct 3/Sat/ Fun Fly/2 days/October Fall Fun Fly at Barnstormers RC Main Field. Free flying and free self contained camping. Concession both days. Potluck Supper Sat night; bring salads, vegetables or desert. Meat is provided. MAAC rules apply and proof of valid MAAC membership required | 2020-24 |

JANUARY 01, 2021 - FRIDAY | Fun Fly | 1 Day | Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Rocky Barnstormers Main Field | Barnstormers Polar Fun Fly Jan 1, 2021. 10 am to 4 pm at the Main Field. south of Rocky on Hwy 11, turn rt. onto Township Rd 392, travel 1/2 mile and turn rt into flying site. Heated club house, coffee and cookies provided. Proof of valid MAAC membership required. MAAC rules apply. Contact peter 403-846-7522. | Jan-21 |

ATLANTIC - B

MARCH 28, 2020 - SATURDAY | Fun Fly | 1 Day | Valley Gathering | WINGS OF WELLINGTON | FIELD - 520 MIDDLE DYKE ROAD KINGS CO. NS | The Wings of Wellington is very pleased to be hosting our 10th annual Valley Gathering. The event will include a swap shop and day of indoor flying. All electric indoor AC are welcome including multi-rotors and Helicopters (up to 450 size). We hope you can come and join us for our annual MAAC sanctioned indoor FunFly Admission at the door \$25 *A hot lunch will be provided for those with an appetite for a \$5 donation - It was really good last year!!* EVENT LOCATION Kentville NS - Credit Union Rec Complex (same place - new name - <http://www.creditunionrecomplex.ca/> - Take exit 14 on Highway 101 to Route 1. Turn right (east) at Lights. Head towards Kentville. Field is on left about 3.6 km along. | Nov-20 | <http://wingsofwellington.ca/>

BRITISH COLUMBIA - C

MAY 22, 2020 - FRIDAY | Fun Fly | 3 Days | KMAS Spring Fun Fly | KAMLOOPS MODEL AIRPLANE SOCIETY | Tolko Airfield | Come out and join us for 3 days of great flying off our 600 foot paved runway and 600 foot grass runway. Set up tables, charging stations, 5 flying stations, clubhouse and lots of seating. Plenty of space for setting up day sun shelters on the grass. Dry camping is by donation and we can accommodate a couple dozen RV's. Swap meet Saturday May 23rd - FREE set up - please bring your own table. Looking forward to seeing pilots and their families from clubs throughout BC and beyond. RV Parking Coordinator - Bob. bob.scheer@telus.net Swap Meet Coordinator - Greg. gshneidr@gmail.com | Sep-20 | <http://www.kmasrc.ca/>

SEPTEMBER 08, 2020 - TUESDAY | Fun Fly | 6 Days | Shuswap Fall Classic Float Fly | SHUSWAP LAKE AERO MODELERS | Sandy Point Campground - Float Plane Flying Site | Fun Fly 6 days SLAM FALL CLASSIC FLOAT FLY SHUSWAP LAKE AERO MODELERS Sandy Point Resort & Campground. Come share this beautiful flying site and comradery with other Pacific Northwest modelers at the largest float event in the region. Registration begins Tuesday September 8th and continues through Sunday September 13th when Awards & Raffle Prizes will be presented. A retrieval boat will be available all during the event. Your \$15 'slashdown fee' includes unlimited flying at this beautiful site, pilot's prizes and a cornroast. We also plan a raffle with super prizes, 50/50s pie & ice-cream & more. Sandy Point Resort is located 5 km West of Salmon Arm and accepts reservations @ 250-832-3793. Regrettably, THEY DO NOT ALLOW DOGS. Contact: www.slams.ca | 2020-17 | <http://www.slams.ca>

MANITOBA - D

MARCH 14, 2020 - SATURDAY | Display | 1 Day | Annual Mall Show | DIAMOND ACES R/C FLYING CLUB | Clearspring Centre, 178 Provincial Trunk Hwy 12, Steinbach, MB | Diamond Aces RC Flying Club Inc will be welcoming spring again with our annual Mall Show March 16, 2019 at the Clearspring Centre, Steinbach. This is a time to say "Goodbye Winter", show off our winter building projects, and boast about the exploits of our experienced planes. Diamond Aces pilots will be available to chat with you and answer questions. If you have a plane of interest to display, bring it along and join the fun. Please bring a card bearing your name and airplane details to include in the

display. | <http://www.diamondacesrc.ca>

AUGUST 22, 2020 - SATURDAY | Fun Fly | 1 Day | 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 22, 2020. Everyone is welcome. If you want to fly, proof of MAAC Membership must be presented. There are no rain dates, or fees. 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 | 2020-825 | <http://www.diamondacesrc.ca>

MIDDLE - E

JANUARY 18, 2020 - SATURDAY | Swap Shop | 1 Day | KW Flying Dutchmen 2020 Swap Meet | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | WATERLOO ROD & GUN CLUB | The KW Flying Dutchmen Radio Control Model Club will be holding their Annual Swap Meet on Saturday, Jan 18th, 2020 at the Waterloo Rod & Gun Club Main Hall 1075 Bode Lane, St. Jacobs, ON N0B 2N0 9:00am - 10:00 am Vendor Setup 10:00am - 2:00 pm General Public Admission: \$5.00 per person and Kids under 12 Free Reserve Tables in Advance \$10.00 per table. For reservations contact Steve Bock by email : f86-sabre@rogers.com This event will be followed by the monthly wing night at the Waterloo Rod and Gun Club (same building). Stick around after the meet and join us in the bar area for wings and refreshments. Directions: From London: Take the 401 East to exit 278-B King Street East-Hwy 8 Follow King Street and approx 3 km to on ramp and merge onto Hwy 8 west. Follow Hwy-8W instructions below. From Toronto: Take the 401 West to exit 278. Keep right at the fork following signs for Kitchener/Waterloo and merge onto Hwy-o8W. Follow Hwy-8W instructions below. From Hwy 8W: After about 5 km follow right-

hand on ramp into Hwy-7E(Guelph/Waterloo/86). Exit Hwy-86 at Regional road 15. Turn left onto King Street at first light. After about 1 km turn left onto Regional road 15 Lobsinger line. After 1.3 km turn right onto Twp Road 32/Three Bridges Road (signs point to Waterloo Rod & Gun Club as well as KW Flying Dutchmen). Turn left onto Bo-De Lane, follow it to the end. | Aug-20 | <http://www.kwflyingdutchmen.com>

AUGUST 15, 2020 - SATURDAY | Fun Fly | 1 Day | RCMF Vintage Fly In | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | RCMF's will be hosting the 10th Annual "Vintage" Fun Fly on Saturday 15th August 2020 starting at 09:00 AM and officially ending at 3:00 PM at our Marshville Airpark, Wainfleet, Ontario (Raindate will be Sunday 16th 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. | 2020-27 | <http://www.rosecitymodelflyers.com>

NORTHERN ONTARIO - F

JUNE 27, 2020 - SATURDAY | Fun Fly | 1 Day | Northern Ontario Zone Fun Fly | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | Northern Ontario Zone Fun Fly, in conjunction with the Sault's Upper Great Lakes Yearly, \$10 entry, Club field on Leigh's Bay All types including float planes welcome. details on the club website <http://soomodellers.ca/index.php> Contact Craig Knight - craigknight@shaw.ca | Jun-20 | <http://soomodellers.ca/index.php>

OTTAWA VALLEY - G

JANUARY 01, 2020 - WEDNESDAY | Fun Fly | 1 Day | First Flight New Years Event | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetsons Annual First Flight Contest: MAAC and Stetson Membership required. We meet early New Years Morning and prepare for the 9AM launch! Bragging rights in two categories: Electric and Motor. First airborne wins the bragging rights! Great fun, nothing serious, and some fun flying New Year's morning follows. | 2020-827 | <http://www.stetsonflyers.com>

MARCH 07, 2020 - SATURDAY | Fun Fly | 1 Day | Winter Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetsons Annual Winter Fun Fly: MAAC required. Come have fun in the snow with your friends! Skis recommended. All types of aircraft welcome. Warming shelter, warm drinks and yummy treats will be available. | 2020-829 | <http://www.stetsonflyers.com>

MAY 22, 2020 - FRIDAY | Fun Fly | 3 Days | Huckin' In The Valley | ARNPRIOR RADIO CONTROL CLUB | FIELD - 5556 LOGGER WAY ARNPRIOR, ON | The Arnprior Radio Control Club is hosting the 6th Annual Huckin' In The Valley for all of you guys out there who love to fly lots and eat well! Come join us for lots 3D fun, participate in the famed "Cluster Huck", and other shenanigans at the club's large grass field nestled

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SEE YOU THERE!

in the idyllic forests of eastern Ontario. New to 3D and looking to learn 3D, all skill levels are welcome. Most participants make it a full 3 day weekend with a Friday or earlier arrival. Plan to stay for dinner featuring a number of surprise delicacies 3D Meat Trifecta - all made "Arnprior Style. Later, we'll put on the lights for some night time 3D fun that doesn't stop just because the sun goes down. Lights are on from Wednesday Night until the wee hours of Sunday morning. We have loads of space for campers and RVs of all sizes (no hook ups) and club members will be on hand to welcome arriving participants. Early arrivals please contact Matt or Dave we'll make sure to greet you any day you wish to arrive. Visit the event website for details, registration, and t-shirt orders. www.huckininthevalley.com. See you at the field! | 2020-828 | <http://www.arnpriorradiocontrolclub.com/>

JUNE 06, 2020 - SATURDAY | Fun Fly | 2 Days | Ed Rae Memorial Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Be sure to put the Ed Rae Memorial Fun Fly on your calendar. This very popular spring event is a great opportunity to show off your latest creations and meet everyone again! All types of aircraft, helis and multi-rotors are welcome. Bring the family. It's a wonderful social event! The really excellent Stetson Canteen will be open for lunch both days. MAAC membership required. | 2020-452 | <http://www.stetsonflyers.com>

JUNE 20, 2020 - SATURDAY | Fun Fly | 1 Day | Heli and Multi Rotor Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Helicopter & Multi Rotor Fun Fly CD: Jim Denyer Come on out heli and multi-rotor Pilots! Bring all your rotary wing equipment out for a full day of fun at the Stetson Field. Helis and quads of all types are welcome. FPV Racing will also be included in the day's events, so be sure to come and participate! Rain Date is Sunday The Stetson Canteen will be running for your lunchtime needs. So come and Hot-Dog it up, show off that new Scale job, and wow us with your FPV skills! It's all fun! We hope to continue to grow this annual event, so help us reach that goal. Be a part of the action. | 2020-822 | <http://www.stetsonflyers.com>

JULY 01, 2020 - WEDNESDAY | Display | 1 Day | Canada Day @ Canadian Aviation Museum | STETSON FLYERS | Canadian Aviation Museum, Rockcliffe Airport, Ottawa | Stetson Flyers will be exhibiting a wide variety of model aircraft, helicopters, and R/C equipment to the general public. This very busy day of Open House for the Canadian Aviation and Space Museum sees many thousands of people touring the museum. Our annual display is set up among the museum aircraft in a secured area, fully visible to our visitors. Experienced Stetson club members are present all day to talk to interested persons and introduce the hobby, the Stetson Flyers,

and our governing body, MAAC. Simulators are usually on hand for those who want to try their hand at R/C flight. | 2020-236 | <http://www.stetsonflyers.com>

AUGUST 08, 2020 - SATURDAY | Competition | 2 Days | Stetson IMAC Weekend | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetson IMAC Weekend! Come participate, assist, and spectate at the IMAC Precision Scale Aerobatics event this year. See and be a part of some of the very best precision flying you will ever encounter, as IMAC pilots from across Ontario and Quebec fly their very best and compete for honors in all five classes! FREE basic camping, a great Stetson Field to fly from, the Stetson Lunch Canteen and our always warm Stetson Hospitality to welcome you to Ottawa. Only \$10 for BASIC class. \$30 for other classes to IMAC members. Fly any prop-driven aircraft in Basic and just have fun! Lots of help available! Full IMAC event for all classes, plus a Sunday Freestyle if time and interest allows. Saturday Evening Pilots and Crew Dinner to be scheduled. Friday is practice day. Please share the skies. SEE YOU THERE! | 2020-823 | <http://www.stetsonflyers.com>

AUGUST 29, 2020 - SATURDAY | Fun Fly | 2 Days | Stetson Flyers Giant Scale | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Please join us again this year for a BIG weekend of Giant Scale Fun Fly. Sat 24 Aug - Sun 25 Aug 2019 5800 Frontier Road, Ottawa, ON, Canada MAAC or AMA is required. All types of Giant Scale aircraft are welcome. Giant Scale rules apply. Flight line opens at 9 am both days and the landing fee is \$10 Stetson Canteen will be available for lunch. Saturday Field Dinner Menu will be BBQ Steak/Dessert. Around \$15 per head. Basic Camping is available onsite (no hookups) For more information please email to [gerry.nadon@gmail.com](mailto:nadon@gmail.com) or call: Gerry Nadon 1-613-204-9100 Website: www.stetsonflyers.com | 2020-824 | <http://www.stetsonflyers.com>

BC COASTAL - H

JULY 24, 2020 - FRIDAY | Fun Fly | 3 Days | 3rd Annual Aggasiz Aerotow | BROKEN PROP | Broken Prop | 3rd Annual Aerotow at the spectacular Aggasiz 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! | Jul-20 |

QUEBEC - I

DECEMBER 15, 2019 - SUNDAY | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour à tous, nous invitons tout les membres des autres club à venir fraterniser avec nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | 2019-1382 | <http://www.clubairmodeliste.com>

JANUARY 12, 2020 - SUNDAY | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour à tous, nous invitons tout les membres des autres club à venir fraterniser avec nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | May-20 | <http://www.clubairmodeliste.com>

FEBRUARY 09, 2020 - SUNDAY | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour à tous, nous invitons tout les membres des autres club à venir fraterniser avec nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | Apr-20 | <http://www.clubairmodeliste.com>

MARCH 22, 2020 - SUNDAY | Fun Fly | 1 Day | Vol intérieur | CLUB AIR MODELISTE | Polyvalente de L'Ancienne-Lorette | Bonjour à tous, nous invitons tout les membres des autres club à venir fraterniser avec nous. Lunette de sécurité et chaussure d'intérieur obligatoires. Au plaisir de vous voir. Stéphane Corriveau | Mar-20 | <http://www.clubairmodeliste.com>

ST LAWRENCE - J

NO LISTINGS

SASKATCHEAWN - K

JANUARY 01, 2020 - WEDNESDAY | Fun Fly | 1 Day | Art Cey "Bring in the New Year on Skis" | HUB CITY R/C CLUB | Richardt Field | We'll be gathering at Richardt Field around 2pm to kickoff 2020 with a flight on skis. There will be hot coffee in the tractor shed. Dress warm! It should be a good time. | 2020-19 | <http://www.hcrcc.org>

MAY 30, 2020 - SATURDAY | Fun Fly | 2 Days | Fun fly | REGINA WINDY FLYERS INC | REGINA WINDY FLYERS | Regina Windy Flyers are hosting a fun fly on May 30 31 2020. 9 am to 4 pm both days. | 2020-830 | <http://www.reginawindyflyers.ca>

JULY 18, 2020 - SATURDAY | Fun Fly | 1 Day | Moose Jaw Pity Pat Fun Fly 2020 | MOOSE JAW R/C AIRCRAFT CLUB | ASH ST. & 16TH AVE. | Moose Jaw Radio Control Aircraft Annual Pity-Pat Fun Fly on Saturday July 18, 2020. Open to all Pilots with a 2019 MAAC/AMA

membership. No admission charges, Pilots or Spectators. Props will go Pity-Pat and so will your heart with the excitement and the vast variety of crafts. We have ample camping room, sorry no services other than an excellent flying field to use! Lets say over 600' x 230' grass area PLUS this... a (2014) GeoTex mat 135' x 35' for you electric Flying enthusiasts. A new power charging station for Electrics has been installed. Event Director: Kerry Olson (306) 630-4279 and Event Chairman: Justin Heagy (306) 690-3286. For directions, photos and lots more information, hook up to our NEW - Club Facebook site: <https://www.facebook.com/groups/785119741916847/> | 2020-28 | <http://breto45.wixsite.com/mjrc>

SOUTH EAST - L

FEBRUARY 02, 2020 - SUNDAY | Swap Shop | 1 Day | OMFC Toronto West Swap Meet | OAKVILLE MFC INC. | CPEW Union Hall | Swap Shop | 1 Day | OMFC Toronto West Swap Meet | OAKVILLE MFC INC. | C.E.P Union Of Canada, Units 13-14 | Oakville Milton flying club Toronto West Swap Meet Date: Sunday February 3, 2019 Time: 9:00am to 12:00 Noon Location: CPEW Union Hall, located at 785 Pacific Road Units 13 and 14, Oakville, Ontario, L6L 6M3 You are invited to look up our web site at: www.omfc.org for a map, further directions and GPS coordinates. Rental space for vendors is \$10 per table but don't delay as we usually sell out! Buyer entry fee is \$5. Please register with Terry Sears at: searst7281@gmail.com or (905) 844-4048. See you there. | 2019-07 | <http://www.omfc.org> | Feb-20 | <http://www.omfc.org>

JUNE 17, 2020 - WEDNESDAY | Fun Fly | 1 Day | FUN FLY - SWAP MEET | LONG SAULT FLYERS | LONG SAULT FLYERS RADIO CONTROL MODEL AIRPLANE CLUB | Fun Fly - Swap Meet, Long Sault Flyers Model Airplane Club June 17th 2020/rain date June 18th 2020. Yes, this date is a Wednesday, we are hosting a mid week FUN FLY - SWAP MEET for all retired and anyone that wants a day off work for are a relaxing day of flying and fellowship. The day will also host a swap meet, so check out what is not being used and turn it in cash. Come on out to our well groomed two acre flying site located at Long Sault Conservation Area, 9293 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 Facebook at Long Sault Flyers | 2020-25 | <http://www.lsflyers.com>

SEPTEMBER 19, 2020 - SATURDAY | Fun Fly | 1 Day | Fun Fly -Scale Rally | LONG SAULT FLYERS | LONG SAULT FLYERS RADIO CONTROL MODEL AIRPLANE CLUB | Long

Sault Flyers Radio Control Model Airplane Club - September 19th 2020/rain date September 20th 2020. Scale Rally - Fun Fly Long Sault Flyers hosting it's annual SCALE RALLY / FUN FLY for scale and stand off scale aircraft. You can also fly your every day airplane also. Come on out for a day of relaxing no-cometitive flying on our well groomed two acre flying field located at Long Sault Conservation Area 9293 Woodley Road, off Regional Road #20 north of Bowmanville. Current MAAC or AMA membership 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 our Facebook page Long Sault Flyers | 2020-26 | <http://www.lsflyers.com>

SOUTH WEST - M

JULY 22, 2020 - WEDNESDAY | Fun Fly | 5 Days | Wingham Jet rally | WINGHAM JET CLUB | RICHARD W. LEVAN AIPIORT 40647 AMBERLY RD WINGHAM | The Wingham Jet Rally 2020,

July 22----26th at the Wingham Airport.. Registration fee \$70.00. This Event is for model jets both turbine and electric powered. Camping is available on the farm beside the airport, there is a possibility that camping will be available at the airport but this is still not confirmed. Wingham and surrounding towns also have accommodation. On Saturday the 25th there is a dinner for pilots and friends, Additional dinner tickets are \$20. Parking for spectators is \$10 per car. Kerosene and turbine oil is available to purchase. This year we have confirmed that there will be Guests coming from Europe and the USA bring with them some very exciting models to add to the new exciting models being built by our own members. Flying is every day from 9 am to dusk, with the event rapping up on Sunday the 26th at 2 pm. If you have question please call, Blair Howkins 416-432-3871. | 2020-826 |

Vol circulaire

suite de la page 62

composée de Len Bourel (pilote) et de Keith Morgan (aide aux puits) a remporté le marathon grâce à de judicieux arrêts aux puits et a réalisé un incroyable chrono de 33 minutes et 32 secondes, devançant ainsi Peter Hanson (pilote) et Steve Stefanovic (aide aux puits) de moins d'une minute.

« L'équipe gagnante de 2019 en Hanson International Sport Race Championship était celle de Len Bourel (Nuisance) tandis que le pilote champion était Peter Hanson. »

LES ALLEMANDS S'INSPIRENT DE NOUS

En boni, qui aurait cru qu'un club de Niederkassel (Allemagne) s'inspirerait de ce que font les Balsa Beavers au Canada afin d'adopter les règlements de club afin de disputer leur propre concours Limes GY? Ces modélistes autorisent un peu de flexibilité quant au choix des moteurs... moteurs qui doivent d'ailleurs être équipés de silencieux.

J'ai eu la chance de participer à leur concours Lassogeier Luftzirkus en 2019 et je peux vous dire qu'ils ont immensément de plaisir à l'aide de leurs maquettes sportives de vol circulaire!

RECHERCHÉ : GÉRANT D'ÉQUIPE

L'équipe canadienne de vol circulaire recherche un gérant d'équipe en prévision du voyage à Wloclawek (Pologne), du 6 au 19 août 2020.

Tous les bénévoles ou mises en candidature devraient se manifester auprès du président du Comité de vol circulaire avant le 31 décembre. Merci. ñ

CORRECTION : TRANSPORTS CANADA

Je viens de recevoir une communication de la part de notre président Peter Schaffer et du président du Comité consultatif de Transports Canada, Rodger Williams, qui confirment tous deux que mes conclusions dans la section de la Foire aux questions (FAQ) du site Web (à propos du MAAC et de Transports Canada) sont erronées.

Vous trouverez plus bas la section en question. La section soulignée a été inscrite par erreur et sera retirée puisque Transports Canada a déterminé que les maquettes de vol circulaire s'inscrivent dans la définition des cerfs-volants et que, conséquemment, les règlements afférents aux systèmes d'aéronefs télépilotes ne s'appliquent pas.

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

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

STORY GUIDELINES

Keith Morison - 24909L

Editor

403.510.5689 | editor@modelaviationl.ca

Model Aviation Canada will be looking for a new style of content, moving forward. To help our contributors meet that need, we are revising our submission guidelines but for now, here are some of the principles of what we will be looking for. You'll note some word and photo counts in the descriptions. They are a guideline, but we'll always make room for great stories.

IN GENERAL

Our mandate is moving from zone and committee reports towards 'celebrating the hobby and our members.' As such, we want our stories to reflect the human side of the subject wherever possible. MAAC is a strong community of modellers, and that is what we want to share.

But, before you put pen to paper, or fingers to keyboard, get in touch with me at editor@modelaviation.ca so we can make sure the article will work and when we will use it. We might already have something similar in the works, so we might end up running them together.

PHOTOS

Good pictures can really set a story apart. The first step to getting good pictures is to plan them out, and be deliberate in setting them up. Grabbing a 'quick snap' rarely brings great results. Things to be careful of include: distractions in the background, looking down on the subject, faces or subjects in the shadows, date stamps on the photos, and low resolution files.

One of the best ways to get great photos is to find that club member who is an avid photographer and have him or her take the photos. The second tip is to not be afraid of sharing more pictures than you think will be needed. I have a background in photo editing, so working with a selection of images is second nature to me. This will also allow us to use different photos in social media and other promotions.

Original files from the camera can be large, so file sharing services like DropBox can be a huge help.

CAPTIONS

Nothing is more frustrating than seeing a great photo and not being able to find anything out about it. Ideally, every photo you send in should have the basic caption information, known as 'the five Ws.' Who What Where When and Why.

Depending on the context, we might not use all of the information, but it is great to have. The more information the better.

CLUB OR MEMBER FEATURES

We do want to feature our members, and clubs, on a regular basis as well, as they are the 'meat' of our communities. Sharing the passion and enthusiasm that makes them 'tick' is what they tend to do in real life, so let's do the same in Model Aviation Canada.

While the basic 'facts' are always important, it is far more interesting to talk about why people are in the hobby and once we

get into what they get from being involved, it gets interesting and often infectious.

Ken Kalnyuk's WHAM Anniversary article on page 30 is 712 words with four (4) photos.

FUN-FLY OR OTHER EVENT REPORTS

MAAC has a lot of Fun-Flys each year, and they range from club gatherings to major zone events. It would be easy to fall into a rut with these reports. 'X many people showed up; pot luck dinner at the field; too windy for some; laughs were had; pieces were picked up; see the photos.'

Without a doubt, these features will be photo-heavy, but a few hundred words to set the scene are well worth it. Try and find something special about the event. Maybe it is a flying task that challenges the participants, a model theme such as warbirds or biplanes, or maybe talk about the best and brightest models and pilots who were there.

CONTEST REPORTS

If you want to send in a competition report, remember that the majority of our audience won't know F3A from F1D without asking a whole bunch of questions.

Peter Cook's Space Modelling Can-Am Cup story on page 40 is a great example of a contest story that is accessible to the average modeller. The tasks are explained in simple terms and the team's strengths and weaknesses are discussed openly. What the story avoids is a 'round by round' detailed description of the events. Certainly, some competition stories will rely on the progression through the event, and the Can-Am Cup story benefits from featuring several different models and tasks.

The Can-Am cup story is about 2,000 words, with seven (7) photos. A wider range of photos could have been used.

BUILDING ARTICLES

We want to regularly look at build articles, or features that look at building or finishing techniques. The same principle applies in that we want to know a bit more about why someone would want to use a technique or what you get from it, personally.

Carl Layden's story about personalizing an ARF on page 34 is a good example of finding inspiration and sharing some ways to make the hobby more engaging. You'll note that he opens with a personal observation about ARFs being all the same. This could have been a build article from the ground up, or a look at any number of specialty techniques in the hobby.

This story comes in at 2,000 words, with 11 photos, with a couple of photos used to make the layout really stand apart. In fact, some of these photos were shot by Carl at our request.

FINAL EDITING

If you're worried about needing to be a top notch writer, then fear not. I'm here to edit stories for print and am happy to take a rough draft and make it work on the pages.

From padding out bullet points to trimming down heavily padded language, you should take advantage of our editing skills to make your submissions the best they can be. Nobody is a good editor of their own work. ✈

LES LIGNES DIRECTRICES DES HISTOIRES

Keith Morison - 24909L

Editor

403.510.5689 | editor@modelaviationl.ca

Model Aviation Canada recherchera un nouveau style de contenu à partir de maintenant. Histoire d'aider nos collaborateurs à atteindre cet objectif, nous avons révisé nos lignes directrices pour quiconque veut soumettre du matériel et voici quelques-uns de ces principes. Vous noterez aussi que j'ai inséré le nombre de mots et de photos dans ces descriptions. Ce sont des lignes directrices mais nous dégagerons toujours de l'espace pour les comptes-rendus sensationnels.

EN GÉNÉRAL

Notre mandat passera des rapports de zone et de comité à plutôt la célébration de notre passe-temps et de nos membres. Ce faisant, nous voulons que nos comptes-rendus reflètent le côté humain des sujets, dans la mesure du possible. Le MAAC, c'est une communauté forte de ses membres et voilà ce que nous voulons partager.

Mais avant de barbouiller le papier ou de faire promener vos doigts sur le clavier, communiquez avec moi à l'adresse editor@modelaviation.ca de sorte à ce que nous nous assurions que l'article cadre dans le projet et que nous nous en servions. Peut-être avons-nous quelque chose de semblable en chantier, si bien qu'il se pourrait que nous combinions ces textes.

PHOTOS

De bonnes photos font toujours ressortir un bon reportage. La première pour obtenir de bonnes photos, c'est de les planifier et de les préparer avec soin. Il est rare qu'un cliché rapide vous donne de bons résultats. Attention notamment à : les distractions d'arrière-scène, vous pencher vers vos sujets, les visages ou les sujets ombragés, l'affichage de la date dans le coin des photos ainsi que les fichiers de basse résolution.

L'une des meilleures façons d'obtenir de bonnes photos, c'est de dénicher ce membre ou cette membre du club qui raffole de la photographie et de lui demander de croquer les photos. Le deuxième conseil, c'est de ne pas avoir peur de partager davantage de photos que ce que vous croyez avoir besoin. Dans une vie antérieure, j'effectuais l'édition de photos, si bien que je suis très habitué de travailler à partir d'une sélection d'images. Cela nous permettra d'utiliser diverses photos pour les besoins de médias sociaux et des autres types de promotion.

Les fichiers originaux de photos peuvent être volumineux, alors les services de partage de photos comme DropBox pourraient être très utiles.

LES VIGNETTES

Il n'y a rien de plus frustrant que de visionner une photo absolument magnifique sans pour autant dénicher quoi que ce soit à son sujet. Idéalement, chaque photo que vous soumettez devrait contenir les renseignements de base de vignette, ce que nous appelons communément (dans la tradition anglophone) les « cinq W » (qui, quoi, où, quand et pourquoi).

Selon le contexte, il se peut que nous ne puissions pas utiliser tous les renseignements mais ils sont pratiques à savoir. Plus vous offrez d'information, le mieux c'est.

PROFILS DE CLUB OU DE MEMBRE

Nous voulons mettre en vedette nos membres et clubs – et ce, régulièrement – puisqu'ils constituent la matière première de nos communautés. Dans leur vie respective, ces gens-là partagent leur passion et l'enthousiasme qui les nourrit; faisons de même dans les pages de Model Aviation Canada.

Bien que les faits de base soient toujours importants, il est bien plus intéressant de traiter des raisons pour lesquelles ces modélistes se sont lancés dans le passe-temps; une fois que nous frôlons ce sujet (ce qu'ils retirent de s'adonner au modélisme), leurs propos deviennent intéressants et souvent contagieux.

L'article de Ken Kalnyuk sur l'anniversaire du WHAM (page 30) compte 712 mots et comporte quatre (4) photos.

RAPPORTS DE FUN-FLIES ET AUTRES ÉVÈNEMENTS

Le MAAC traite de plusieurs Fun-flies annuellement et ceux-ci peuvent être de simples rassemblements de club ou encore, d'importants événements de zone. Ce serait facile de tomber dans le piège de la narration «X nombre de personnes se sont présentées; nous avons dégusté un repas-partage au terrain; les conditions étaient trop venteuses pour certains pilotes; nous avons beaucoup ri; certains pilotes ont récupéré leur appareil en pièces détachées; jetez un coup d'œil aux photos.»

Sans l'ombre d'un doute, ces comptes-rendus comporteront beaucoup de photos, mais quelques centaines de mots lui conféreront une saveur particulière. Recherchez le côté spécial du rassemblement. Peut-être s'agissait-il d'une épreuve qui a mis les participants à l'épreuve, un thème pour maquettes comme les coucous de guerre ou des biplans... ou encore, vous pourriez nous parler des meilleures maquettes et des pilotes qui étaient au rendez-vous.

RAPPORTS DE CONCOURS

Si vous voulez soumettre un rapport de concours, rappelez-vous qu'en général, notre lectorat ne connaîtra pas la différence entre les catégories F3A et F1D sans que les questions fusent.

Le reportage de Peter Cook sur la Coupe Can-Am d'astromodélisme (en page 40) est un superbe exemple d'un compte-rendu de concours qui est accessible auprès du modéliste moyen. Les épreuves sont expliquées en termes simples et il a été franchement question des forces et faiblesses de l'équipe. Ce qu'évite ce compte-rendu, c'est une description – ronde par ronde – des épreuves. Certainement, certains tels reportages vont s'appuyer sur une description chronologique du concours; mais ce reportage de la Can-Am bénéficie de la mise en vedette de plusieurs maquettes et épreuves.

Ce reportage de la Coupe Can-Am compte environ 2 000 mots et comporte sept (7) photos. Une plus grande sélection de photos aurait pu être utilisée.

suite à la page 92

Sud ouest de CB suite de la page 15

ira aux presses, nous en serons rendus au temps des fêtes... J'espère que vous aurez du plaisir.

Si vous avez quelque question que ce soit ou que vous avez besoin de quoi que ce soit se rapportant au MAAC, sentez-vous bien à l'aise de m'envoyer un courriel, au zd-h@maac.ca ✈

Vallée de l'Outaouais (G) suite de la page 18

pour le MAAC. L'idéateur de cette initiative, Mike Anderson, a remis cette distinction à Claude Melbourne, représentant du Brockville Model Airplane Club.

Le formulaire de participation de ce club montrait hors de tout doute les meilleurs aspects d'un club de maquettes télécommandées, ce qui leur a valu la mention « or » sans hésitation. Au nom de l'équipe, je félicite ce club pour son excellence.

Je m'en voudrais de ne pas lancer un défi aux autres clubs au sein de la zone; faites que 2020 soit l'année où vous posez votre propre candidature au prix. Veuillez noter que selon le niveau de participation, l'équipe de coordination de cette initiative présentera une recommandation de « go/pas go » au conseil de direction lors de l'assemblée générale annuelle du MAAC à Cornwall en 2020. En d'autres mots, assurera-t-on ou non l'avenir du programme.

Merci particulier

J'en profite aussi pour remercier Sue et Hal Macdonald qui – discrètement mais efficacement – m'ont appuyé et qui ont aidé le déroulement de bon nombre d'assemblées annuelles de zone. Ce couple prend un peu de recul afin de se concentrer sur la famille, sur du travail essentiel de Comité de sécurité du MAAC et – avec un peu de chance – réussir à effectuer quelques vols. ✈

C-B Intérieure et Yukon (C) suite de la page 12 de Smithers, Houston et Burns Lake (Colombie-Britannique).

« Annuellement au cours de la fin de semaine de la Fête des pères, le Club organise un Fun-fly qui attire des pilotes de toute la province et quelques autres de l'Alberta. Bien que l'on se concentre sur la fin de semaine, certains modélistes arrivent plus tôt et demeurent sur place toute la semaine.

« Le lieu d'activité est très bien choisi : l'aéroport de Lakes District Burns Lake (CYPZ), qui comporte une piste de 5 000 pieds (asphaltée), une aire de camping en pelouse près de la piste et l'accès au bâtiment du terminal (salles de bain et autres services).

« Je me suis rendu à cet événement à quatre ou cinq reprises au cours de la dernière décennie et je ne suis jamais déçu. Le samedi soir, le Club BVRC a offert un souper de steak et de crevettes pour les pilotes et leur famille. Cette année était aussi bonne que ce dont je me souvenais!

« La météo était presque parfaite. Nous avons vu tomber de petites précipitations en début de semaine et le vent soufflait. Toutefois, le samedi était presque parfait avec du soleil et pas de vent. Les vols ont été nombreux et l'évènement a été un succès.

« Ce rassemblement est un must et cela vaut amplement la peine de visiter ce beau coin de la province. » ✈

Vol circulaire acrobatique suite de la page 64

TOUTE UNE ANNÉE GRÂCE À UN HELLCAT!

Tandis que je suis en train de rédiger quelque chose sur la CLPA dans l'Ouest canadien, je me dois de mentionner l'année extraordinaire qu'a vécue Chris Cox avec ses Hellcats électriques. Ce dernier s'est hissé sur plusieurs podiums, y compris une première place aux Fall Follies à Salem (Orégon) et une autre première place aux Golden State Stunt Championships de Madera (Californie).

En prenant part aux U.S. Nationals (les NATS), Chris s'est approché jusqu'à un seul petit point des cinq meilleurs pilotes sélectionnés pour l'épreuve d'élimination (fly-off). De plus, Chris a rapporté le prestigieux Concours d'élégance aux Northwest Regionals de Roseburg (Orégon).

Félicitations, Chris, pour cette saison 2019 couronnée de succès. En 2020, Chris prépare quelque chose à saveur russe. Demeurez aux aguets pour une prochaine chronique.

Comme toujours, sentez-vous bien à l'aise de me soumettre du matériel pour inclusion dans une prochaine chronique. ✈

Control Line Precision Aerobatics

Hound Dog stunt trainer.

“Some of the building projects currently on the boards in Manitoba include an Urtnowski Spitfire by Kevin King, a Bruce Perry Jester, and a Randy Smith SV 30 by Larry Maltman, a Barracuda by Dennis Saydak while Paul Gittel has a Dee Rice Oriental and a SIG Banshee ready for painting.”

Thanks Larry!

With all that building going on, I will bug Larry mercilessly for some reports on the finished models.

A HELL(CAT) OF A YEAR

While I am writing about CLPA in Western Canada, I simply must mention the spectacular year that Chris Cox had with his electric Hellcats. Chris piloted his

from page 65

way to several podium finishes including a first -place finish at the Fall Follies in Salem, Oregon and first again at the Golden State Stunt Championships in Madera, California.

At the U.S. Nationals, Chris came within one point of making the top five fly-off. Additionally, Chris took home the prestigious Concours d'élégance at the Northwest Regionals in Roseburg, Oregon.

Congratulation Chris on a very successful 2019 season. For 2020, Chris has a new build with a very Russian flare on the boards. Stay tuned for a future article.

As always, please feel free to submit material to me for inclusion of in a future Control Line Precision Aerobatics column.

✈

Control Line

from page 63

All volunteers, and or nominations should be forwarded to the C/L Chairman prior to the Dec. 31st cut-off date. Thank you.

TRANSPORT CANADA CORRECTION

I just received word from our President Peter Schaffer and TC Canada Advisory Group Chairman Rodger Williams confirming my finding that the MAAC Transport Canada FAQ section on the MAAC.ca webpage is in error.

Below is the section in question. The underlined section below has been entered in error and will now be deleted as TC has determined that C/L models fall under their definition of kites & therefore any RPAS legislation does not apply.

“Are my Control Line models covered by this exemption?”

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

Course autour de pylônes

suite de la page 76

Houston (tous deux de Calgary). Al Umbach et son frère (tous deux d'Edmonton) ont obtenu pour leur part la troisième place.

Le dimanche, le classement affichait : Roy Andrassy (Calgary), Jeff Martin (Saskatoon) et le tandem père-fille Ted et Jilliam Ellefson.

PRATIQUE DE F3D

Patrik Samek (de la Colombie-Britannique) a envoyé des photos de la façon dont il s'installe pour pratiquer le F3D. Puisqu'il n'a pas accès à des installations propices, Patrik a improvisé grâce à un agriculteur accommodant et a disposé une longue toile. Bravo quant à son dévouement pour le sport. ✈

SAM/Vol libre extérieur suite de la page 66

puissance et fracas, sans le moindre égard pour ce qui se trouvent entre eux. Les plus puissants sont souvent difficiles à déplacer, alors faites attention et ayez une grande variété sous la main.

Les gabarits et autres accessoires sont amovibles. Si vous attachez un acier mou de chaque côté d'un aimant en céramique, vous en accroîtrez sa puissance d'attraction. Autre idée particulièrement pratique si vous travaillez depuis une table en angle : placez un cabaret quelconque sur le rebord inférieur de votre surface de travail... les objets que vous avez laissé tomber ne se retrouveront pas sur le plancher! ✈

Jets RC

suite de la page 72

rencontrer à un restaurant différent afin de nous livrer à la deuxième moitié de notre passe-temps... un peu de socialisation. C'est bizarre à quel point les histoires de l'année précédente prennent de l'ampleur.

« Le samedi soir, c'était la soirée de remise des prix. De nouveaux trophées ont été remis : le Confetti Maker (à Rick) et celui du Variable Centre of Gravity Champion (remis à Jayson).

« Cette année, nous avons aussi remis un prix spécial aux dames qui nous appuient. Fiona a façonné une coupe spéciale, la 'Housewives of ThunderThrust' que chacune a reçue.

« Une fois de plus, notre table des prix était très bien garnie grâce aux commanditaires de longue date. Parmi les prix plus imposants : servos, gyroscopes, UAT, gilets, cartes-cadeau et même un sac à dos rempli de bière.

« Ces généreux vendeurs étaient : Peter d'Altecare RC, Jeff de Thunderbolt RC, Doug de JetNorthJets, Rick et Marie de RPM Jets, John de Model Aviation Products, le MAAC, Jeff Decaluve de Molson ainsi que la brasserie Steam Whistle.

« Enfin, je remercie les dix bénévoles qui ont travaillé avec acharnement afin que cet évènement de produise. J'espère vous voir une fois de plus l'année prochaine! ✈

Les lignes directrices des histoires

suite de la page 90

ARTICLES DE CONSTRUCTION

Nous aimerions offrir des articles de construction assez souvent ou des reportages qui traitent de techniques de construction ou de finition. Le même principe s'applique : nous voulons savoir pourquoi quelqu'un veut utiliser une technique ou ce que vous en retirez, personnellement.

Le reportage de Carl Layden sur la façon de personnaliser une maquette presque prête à voler (ARF) (en page 34), voilà un bon exemple de trouver l'inspiration et de partager des façons de s'engager plus résolument au sein de notre passe-temps. Vous noterez que Carl donne le ton immédiatement en déclarant tout haut que les ARF se ressemblent tous. Ce reportage aurait pu devenir un article de construction ou un survol des nombreuses techniques spécialisées en modélisme.

Cette contribution de Carl compte 2 000 mots (et 11 photos), certaines photos servant vraiment à mettre en vedette la présentation. En fait, nous avons demandé à Carl de prendre quelques-unes de ces photos.

ÉDITION FINALE

Si vous vous inquiétez de ne pas être un rédacteur ou une rédactrice de talent, n'ayez pas peur. Je suis ici afin de faire de l'édition et il me fera plaisir de transformer une première ébauche en quelque chose de potable pour nos pages. De l'ajout de points en style télégraphique (bullet points) à simplifier du texte un peu trop complexe, vous devriez profiter de mon savoir-faire en édition et vos textes s'en porteront très bien. Personne n'est un bon éditeur de son propre travail. ✈

RC Pylon

from page 77

ROOKIES UPPING THE GAME

New blood is always appreciated, even when they kick your butt. Congratulations to pilot Dave Eaton and his caller Chris Metlewsky from the Saskatoon area for their second place showing in Medicine Hat. First place was Roy Andrassy/Pilot and caller Doug Houston, both of Calgary. Al Umbach, along with the help of his brother, Kevin Umbach, both of Edmonton, took home third place.

On Sunday, placings were Roy Andrassy of Calgary, Jeff Martin of Saskatoon, and father/daughter team of Ted and Jillian Ellefson. **F3D PRACTICE**

Patrik Samek of B.C. sent pictures of his F3D practice set-up. Not having a field handy that supports F3D, Patrik has to improvise with an accommodating farmer and a long tarp. Hats off to his dedication to the sport. ✈



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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).

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- Pouvoir d'achat de groupe
- Couverture pour les modèles aéronautiques incluse dans les polices d'assurance habitation
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- 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.

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- Available as BNF Basic with AS3X & SAFE or PNP
- Removable wings with magnetic nose cone
- Durable yet lightweight, fully-molded EPO airframe



Wingspan: 43.3in · Length: 64.6in · Weight: 9.6lbs · EDF: 70mm
EFL01050 — Su-30 Twin EDF BNF Basic w/AS3X & SAFE Select
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Wingspan: 38.6in · Length: 53.1in · Weight: 6.6-7.5lbs
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FT P-38 Lightning Kit

- Assembles using basic tools
- Water Resistant foam board construction
- For Power Pack C Twin Radical Edition



Wingspan: 57.5in
FTSBK650B — FT P-38 lightning



iX20 20-Ch SMART Tx

- Hall-effect sensor, quad-bearing gimbals
- Android powered touch screen interface
- WiFi, Bluetooth, and USB connectivity



Channels: 20ch · Model Memory: 250
SPMR20100 — iX20 20-Channel SMART Transmitter Only



DHC-2 Beaver 20cc Kit

- Drawn from full scale blueprints
- Traditional Balsa construction
- Fiberglass cowl, wing tips and landing gear fairings



Wingspan: 91.4in · Length: 57.6in · Weight: 12-13lbs
MOU00100 — DHC-2 Beaver 20cc Kit Elec/Gas



Blade 330S

- Available in RTF or BNF
- For intermediate Heli pilots
- AS3X & SAFE equipped
- Both BNF & RTF include Spektrum SMART ESC



Rotor Span: 721mm · Length: 665mm
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