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CANADA



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Publisher/Editor: Keith Morison
Translation: Jacques Des Becquets
Copy Editor: Colleen Hughes
Designer: Keith Morison

Editorial Department

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

Advertising

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

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TABLE DES MATIÈRES

Rapport annuel du président	4
The Annual General Meeting	5
Chronique de l'éditeur	6
Alberta (A)	8
Atlantique (B)	11
C-B Intérieure et Yukon (C)	12
Sud ouest de Colombie-Britannique (H)	14
Vallée de l'Outaouais (G)	16
Québec (I)	18
Saint-Laurent (J)	20
Saskatchewan (K)	22
Sud Est de l'Ontario (L)	24
Sud Ouest de l'Ontario (M)	26
Aces High	30
2019 Free Flight Team Manager's Report	32
F1A Technical Report	35
F1B Technical Report	36
F1C Report	38
Flying From Water	39
Concours de timbre postal	45
hélicoptères en cavale	46
Canada's Oldest Active Pilot?	50
Spectre radio	52
Vol circulaire	55
Vol circulaire acrobatique	56
Control Line Records – December 31, 2019	58
SAM/Vol libre extérieur	59
SAM/Vol libre extérieur	60
Hydravions RC	63
Maquettes électriques RC	64
Hélicoptères RC	66
R/C Grand Modèle	68
Jets RC	70
Acrobatie de précision RC	73
Copies volantes acrobatiques RC	74
Trading Post	81
Magasins de passe-temps au Canada	82
Évènements à venir	83

TABLE OF CONTENTS

The MAAC President's Annual report	5
The Annual General Meeting	5
Editor's column	7
Alberta (A)	9
Atlantic (B)	11
British Columbia Interior – Yukon (C)	13
South West British Columbia (H)	15
Ottawa Valley (G)	17
Québec (I)	19
St. Lawrence (J)	21
Saskatchewan (K)	23
South-east Ontario (L)	25
South-west Ontario (M)	27
Aces High	30
2019 Free Flight Team Manager's report	32
F1A Technical Report	35
F1B Technical Report	36
F1C Report	38
Flying From Water	39
Stamp Contest	45
Kevin St-Cyr	46
Canada's Oldest Active Pilot?	50
Radio Spectrum	53
Control Line	55
Control Line Precision Aerobatics	57
Control Line Records – December 31, 2019	58
Indoor Free Flight	59
SAM / Free Flight	61
R/C Floatplanes	63
R/C Electric	65
R/C Helicopter	67
R/C Large Model	69
R/C Jets	71
R/C Precision Aerobatics	73
R/C Scale Aerobatics	75
Trading Post	81
Hobbyshops Canada	82
Coming Events	83



Photo: Mark Betuzzi

Ben Overmar's "SharkCub" flying at the Kamloops Model Airplane Society's January 1 fly. The model is a Balsa USA 1/4 Scale kit a J3 Piper Cub with a 108" wing span, covered with Solartex and powered by a Saito 182 twin and swings a 18 x 6 propeller. It is a gentle flyer, it's big and slow with a great sounding twin and has a bomb drop on it just for fun, one of my go to planes on a easy day at the field.

Le SharkCub de Ben Overmar en vol au rassemblement du 1er janvier de la Kamloops Model Airplane Society. La maquette est un Piper J-3 Cub (maquette à l'échelle ¼ de Balsa USA). Envergure du 108 pouces, recouverte de Solartex et mûe par un Saio 182 bicylindre et par une hélice 18 x 6. Cet avion vole doucement; il est gros et lent, son moteur a un très beau son et est muni d'un mécanisme de largage de bombes – pour le plaisir de la chose – c'est l'une des maquettes que je choisis lorsque je veux seulement aller m'amuser au terrain du club.

RAPPORT ANNUEL DU PRÉSIDENT



Peter Schaffer - 44429

Président

807.468.7507 | president@maac.ca

Je profite de cet espace rédactionnel afin de remercier le personnel administratif du MAAC, le conseil de direction, tous ceux qui s'activent au sein des comités du MAAC, le webmestre, l'éditeur de notre revue Model Aviation Canada, les traducteurs, les rédacteurs d'articles, les experts en matière qui nous offrent des conseils professionnels et des directives sur plusieurs sujets, les bénévoles au sein des clubs qui vaquent à leurs occupations pour que leur club respectif fonctionne dans la bonne humeur... merci du temps que vous consacrez et de votre engagement au sein de notre passe-temps et de notre organisme.

De plus, je souhaite remercier plus particulièrement les partenaires de vie des modélistes pour la patience et l'appui dont ils et elles font preuve à leur endroit puisque ces modélistes rognent du temps de famille pour accomplir des tâches bénévolement. Vous êtes tous et toutes sensationnel(le)s et je suis fier de vous dire que je tire beaucoup de fierté d'être associé à vous.

Google me suggère qu'un rapport annuel devrait être transparent, « funky » et offrir un cliché instantané de ce qui se déroule au cours d'une année d'opérations. Il est impossible d'inclure tout ce qui s'est fait en 2019. Ou plutôt, nous pourrions le faire mais personne ne lirait parce qu'en dépit d'offrir de la lecture palpitante, ce rapport serait plus long que les volumineux ouvrages Guerre et paix et Le Docteur Zhivago réunis. Sortez donc vos pantalons à pattes d'éléphant multicolores, décoiffez-vous et suivez mon raisonnement pendant quelques instants.

On pourrait faire un copier-coller du rapport du président de 2018, effectuer la mise à jour des dates, et il est possible que certains lecteurs n'y verraient que du

feu. Les problématiques fondamentales demeurent les mêmes.

La bonne nouvelle, c'est que nous avons effectué des avancées sur la plupart de ces sujets. L'année 2019 a comporté sa part de défis, en particulier relativement à l'exemption de Transports Canada. Plusieurs des documents afférents à la sécurité nécessitaient une mise à jour de sorte à se conformer aux attentes qu'articulait ladite exemption.

L'espace aérien constitue une nouvelle problématique. Le Groupe consultatif MAAC/Transports Canada planche là-dessus afin de trouver une solution grâce à Nav Canada.

Le plan opérationnel 2019 du MAAC a jeté un nouvel éclairage sur les raisons pour lesquelles le MAAC devait ajuster ses opérations et comment il s'y prendrait. L'organisme a poursuivi sa transition, de l'opération analogue qu'il était à un fonctionnement numérique en 2019 afin de réduire les coûts et d'offrir un meilleur service aux membres. Nous avons abattu beaucoup de travail là-dessus; nous en ferons encore beaucoup en 2020. Chaque poste de dépense au budget a été examiné. Les points qui n'étaient pas reliés aux éléments essentiels quant à ce qu'il convient de faire ont été éliminés.

L'état de notre passe-temps au Canada ressemble beaucoup à la situation qui prévaut aux États-Unis, si ce n'est qu'à plus petite échelle. Le nombre d'adhésions est à la baisse au sein des deux organismes. Tous deux travaillent d'arrache-pied afin de s'ajuster à la réalité (l'ajustement de la taille des organismes).

Les stratégies de 2020 poursuivent sur la lancée du plan de 2019. Elles ont été réunies en trois thèmes qui appuient les produits livrables. L'objectif : se concentrer sur les activités qui assureront la marche (par en avant) de l'association.

• Services aux membres – poursuivre les

améliorations à la plateforme d'affaires du site Web, à la revue Model Aviation Canada et aux autres outils de communication avec les membres avec comme objectif de mieux interagir avec les membres en règle, de retenir ces membres et d'en attirer de nouveaux.

• Partenaires envers le succès – poursuivre notre engagement actif auprès de Transports Canada et de Nav Canada afin de représenter notre passe-temps et sport ainsi que tous les modélistes et de protéger les intérêts des membres du MAAC.

• Gouvernance – poursuivre le progrès accompli en 2019 et édifier des fondations plus stables et résilientes pour l'association, notamment en examinant les finances. Les premières étapes de l'examen de la gouvernance ont été franchies en 2019.

Je suis persuadé que vous pensez tous que le style de ce rapport annuel détonne de ce que vous avez connu par le passé. Oui, et pour une raison. La chronique du président est utilisée afin d'informer tout le monde. De plus, les procès-verbaux de toutes les réunions sont placés sur le site Web pour que les membres puissent les lire. De surcroît, le plan opérationnel annuel et stratégique quinquennal se trouvent aussi au site Web. Enfin, tout le monde a tiré très bon avantage des bulletins électroniques e-Blast. Les membres n'ont jamais eu accès à autant d'information sur les activités et initiatives et le MAAC n'a jamais été aussi transparent qu'à l'heure actuelle. Je ne reprendrai pas ces éléments d'information dans ces lignes-ci. Certaines personnes se plaignent déjà d'une surabondance de renseignements.

Je m'attarde finalement à la raison d'être de tout ceci : amusez-vous à construire et à faire voler vos systèmes d'aéronefs télépilotés (SATP). ✈



Keep Your Profile Up To Date / Maintenez votre profil à jour

As MAAC moves to more online communication, it is imperative we have your correct contact information. If you haven't updated your profile, visit secure.MAAC.ca/members, sign in, and update your information using the 'My Account' link at the top of the page.

À mesure que le MAAC transite davantage vers les communications en ligne, il est impératif que nous disposions de vos coordonnées à jour. Si vous n'avez pas effectué une mise à jour de votre profil, rendez-vous au secure.MAAC.ca/members, ouvrez une session, faites la mise à jour de votre compte à l'aide du lien « mon compte » au haut de la page.

THE MAAC PRESIDENT'S ANNUAL REPORT



Peter Schaffer - 44429

President

807.468.7507 | president@maac.ca

I want to take this opportunity to thank the MAAC administrative staff, the Board of Directors, all those associated with MAAC's many committees, the webmaster, Model Aviation Canada's editor, the translators, the folks who write articles for our magazine, the Subject Matter Experts who provide professional advice and guidance on many topics, the club volunteers who do what needs to be done, to keep their clubs a functioning happy place to go to, for your time, commitment to the hobby and your organization.

In addition, I want to particularly thank the spouses for their patience and support of their partners as they take time from the family, to do their volunteer work. You are all amazing and I am proud to be able to say, it gives me great pride to be associated with you.

Google tells me that an Annual Report should be transparent, funky and a snapshot of what happen during the operating year. It's impossible to include everything that you all have accomplished in 2019. Or rather, it's possible, but no one will read it, even though it is riveting material, because it would be longer than the books "War and Peace" and "Dr. Zhivago" combined. So, break out your funky, tie-dyed bell bottoms, let your hair down and bear with me, for a few minutes.

One could copy and paste the 2018 President's Report in here, update the dates in it and probably no one would know the

difference. The overriding issues remain the same.

The good news is that progress has been made on most of them. The year 2019 brought new challenges with it, mostly related to the Transport Canada exemption. Many of the safety related documents required updates, in order to comply with the expectations, articulated in the exemption.

Airspace is a new issue. The MAAC Transport Canada Advisory Group is working towards a resolution with Nav Canada.

The 2019 MAAC Operating Plan, spoke to the reasons why MAAC needed to right size its operations, and how it was going to achieve that goal. MAAC continued its transition from an analog operation to a digital operation, in 2019, in order to reduce costs, and provide better service, for the members. Much has been done on that item. Much more will be done in 2020. Every line item in the 2019 budget was examined. Line items not related to the core elements, of what we must do, were eliminated.

The state of the Canadian model aviation hobby closely mirrors that of the United States, although on a smaller scale. The membership numbers in both organizations, are in decline. Both organizations are working hard to adjust to today's realities (rightsizing).

The strategies for 2020 are a continuation of the 2019 plan. They are organized into three themes, that weave through and support key deliverables from the strategic plan. The goal is to bring focus to the activities that will move the association forward.

• Member Services – Continue with enhancements to the web business platform, Model Aviation Canada, and other tools to communicate with members with the goal of better engagement with current members, retention of members and attracting new members.

• Partner for Success – Continue to actively engage with Transport Canada and Nav Canada to represent the hobby/sport and all aeromodellers, protect the interests of MAAC members,

• Governance – Continue the process that was started in 2019, to build a stronger and more resilient foundation for the association, by examining the financial foundation of the association. The first steps of the governance review began in 2019.

I am sure that you are all thinking that the style of this Annual Report, is a major departure from the past. There is a reason for that. The bi-monthly President's column is used to keep everyone in the loop. In addition, all the minutes of all meetings are posted on the website for the members to read. Furthermore, both the Annual Operating Plan and the five-year Strategic Plan are on the website, and last, but not least, everyone has been making good use of the e-blast tool to send info to all. The members have never had so much info on the various activities/initiatives, as they now have, and MAAC has never been so transparent as it is now. There is no point in rehashing any of that info, in this report. Some folks are complaining of info overload.

Now, for what all of this is really about – go and have fun building and flying your Remotely Piloted Aircraft Systems (RPAS). ✨



The Annual General Meeting L'Assemblée Générale Annuelle

Sunday April 26, 2020 le dimanche, 26 avril, 2020 1:00 PM / 13h00
NAV Centre 1950 Chemin Montreal Road, Cornwall, ON K6H 6L2

Change of Protocol

Please note that the official notice for the AGM, including the agenda, proxy, recommendations and resolutions, and financial statements, will be sent directly to each eligible member by email, where available, or by lettermail where we don't have a valid email address.

Modification du protocole

Veillez noter que l'avis officiel de l'Assemblée générale annuelle (A.G.A.), y compris l'ordre du jour, les votes par procuration, les recommandations, résolutions ainsi que les états financiers, seront envoyés directement à chaque membre en règle par courriel – là où disponible – ou par courrier conventionnel si nous n'avons pas une adresse courriel.

Keith Morison - 24909L

Éditeur

403-510-5698 | Editor@ModelAviation.ca

DES CHANGEMENTS À L'HORIZON

Lors d'une récente réunion du conseil de direction, les directeurs du MAAC ont approuvé un nouveau plan de match pour Model Aviation Canada. À compter de maintenant, nous déplacerons les chroniques des directeurs de zone à un site web du MAAC un peu plus épuré. Nous retirerons aussi les pages d'événements à venir de l'arrière de la revue pour les transformer en avis électroniques qui seront envoyés aux zones et – bien sûr – les événements seront toujours affichés au site web. Grâce à cette réduction du contenu auparavant habituel, nous pourrions ajouter davantage de contenu d'intérêt général, ce qui devrait plaire à chaque modéliste!

Ce que nous entendons faire, c'est de faire en sorte que Model Aviation Canada soit le véhicule pour célébrer notre passe-temps et nos membres et pour ce faire, nous avons besoin de votre aide. Plus que jamais, nous recherchons des membres qui veulent partager leur histoire personnelle, qui veulent honorer les leaders au sein de leur club ou région et nous montrer les événements et rassemblements que vous aimez ainsi que les maquettes sur lesquelles vous travaillez ou que vous pilotez.

HISTOIRES DE LA LIGNE DE VOL

Je parlais à un membre l'autre jour au sujet d'un profil qui portait sur la renaissance de son club et à quel point la communauté des adeptes de notre passe-temps avait connu de la croissance lorsque cette idée m'est venue en tête... et j'aurai besoin de votre aide pour faire en sorte que cette chronique régulière prenne de l'expansion.

Mon idée, c'est de créer une page régulière qui recèle de leçons apprises au terrain de vol, avec l'accent sur l'instruction au pilotage. Plus précisément, il s'agirait d'adopter un format « Les noms ont été modifiés afin de protéger les innocents » pour raconter l'histoire mais j'espère que ce serait d'une manière par laquelle on ne fait pas que rire du malheur des uns mais qu'on en retienne « la morale de l'histoire ».

Des exemples pourraient comprendre l'élève-pilote qui se fait dire d'ajouter un

peu de « up trim » (compensation) et qu'il s'exécute – c'est-à-dire qu'il actionne le bouton vers le haut – jusqu'à ce que sa maquette se retrouve en plongée agressive – ce qui m'a fait provoqué des loopings successifs pendant la récupération en panique. (Leçon retenue... il faut de meilleures instructions sur ce qu'il convient de faire : déplacer le bouton de compensation vers soi un peu.)

Une autre histoire pourrait être la fois où un modéliste expérimenté construisait le fuselage de son prochain appareil. Comme il souhaitait utiliser de la colle cyanoacrylate afin de coller les flancs, il s'est emparé du flacon de C.A. par inadvertance et son contenu s'est répandu sur le fuselage... collant sa main dessus. Instinctivement, il s'est emparé du fuselage de l'autre main afin de séparer sa première main et... vous l'aurez deviné... la colle instantanée a fait ce qu'elle devait et le type a collé son autre main, faisant en sorte que mes les deux mains étaient fermement collées à la maquette.

Si vous avez des histoires rocanbolesques à partager de vos mésaventures sur la ligne de vol, envoyez-les moi à Editor@ModelAviation.ca mais s'il-vous-plaît, titrez-les de « Tales » (histoires).

PROFILS DE MEMBRES

Bien que notre passe-temps porte sur l'aviation et les avions, il ne fait aucun doute que ce qui nous rassemble sous forme de communauté, ce sont les gens, ses adeptes. Comme toujours, nous recherchons de bonnes histoires au sujet des membres qui nous inspirent et qui « ont fait une différence » dans le vécu des autres, que ce soit parce qu'ils ont donné l'exemple, qu'ils ont changé la vie de personnes autour d'eux ou qu'ils s'efforcent toujours d'offrir la meilleure performance... Nous voulons partager ces histoires aussi souvent que possible.

ÉVALUATION DE MAQUETTES?

Il y a bien des maquettes sur le marché et comme nous avons été témoins de la transition des adeptes de la construction vers celles qui sont presque prêtes à voler (les ARF), les évaluations de maquettes semblent être tombées en défaveur.

Qu'à cela ne tienne, si vous avez acheté l'une des toutes dernières créations et

que vous pouvez documenter les aspects positifs comme négatifs tout en demeurant neutre et juste, faites-le moi savoir et nous pourrions publier votre critique de banc d'essai et partager votre expérience.

Il importe que tout essai de maquette soit considéré dans son ensemble et que vous vous reteniez de la transformer en séance de plainte. Vous devriez aussi vous retenir de faire des éloges un peu trop prononcées afin que cet essai de construction/ assemblage/vol ne devienne pas une publicité déguisée.

CONSTRUCTION DE MAQUETTES

Lorsque j'ai fait mon entrée au sein de ce passe-temps, les seules maquettes prêtes à voler (ARF) étaient celles qu'un autre modéliste avait construites (selon une commande que vous aviez passées ou tout simplement parce que vous l'aviez achetée usagée). Peut-être que pour cette raison, je crois fermement en la construction et en la beauté d'un avion soigneusement assemblé.

La construction, c'est aussi une façon de vous munir d'un appareil « différent » au terrain de vol, une façon d'obtenir une maquette qui n'est pas très disponible. Aussi, cette opération de transformer des bouts de bois en une maquette vous connecte avec votre création.

Si vous avez un projet de construction que vous avez entamé en raison d'une connexion bien personnelle... j'aimerais travailler avec vous afin de partager ce récit avec nos lecteurs.

TRUCS DE CONSTRUCTION

Au fil du temps, nous trouvons tous des trucs ou une autre façon de construire afin de faciliter (ou de répéter) cette étape. J'aimerais collectionner ces idées et vous en faire part régulièrement; envoyez-moi ça (avec illustrations) et je tenterais de les inclure à titre de contribution régulière au contenu.

« BONTÉ DIVINE, JE NE SUIS PAS UN RÉDACTEUR!... »

Je reçois souvent des appels de la part de personnes qui hésitent à soumettre quoi que ce soit parce qu'ils ne sont pas des « rédacteurs ». Eh bien, c'est pourquoi je suis là. Littéralement, c'est mon travail de prendre les soumissions reçues et de

suite à la page 79

EDITOR'S COLUMN

Keith Morison - 24909L

Editor

403-510-5689 | editor@modelaviation.ca

CHANGES ARE COMING

At a recent Board of Directors meeting, a new plan for Model Aviation Canada was approved. Moving forward, we'll be moving the Zone Director Columns to a streamlined MAAC website. We will also be taking the event listings out of the back of the magazine, and turning to regular e-mail notifications of events in your zone and -- of course -- the events will always be listed on the website as well. With the reduction in the once 'regular' content, we'll be able to carry more general interest content that should appeal to every member!

The direction we're heading in is to make Model Aviation Canada a celebration of the hobby and our members, and to do this, we will need your help. More than ever, we are looking for members who want to share their stories, celebrate the 'leaders' in their clubs, or regions, and show us the events you enjoy and the models you are working on or flying.

TALES FROM THE FLIGHT LINE

I was talking with a member the other day about a feature on his club's resurgence and growing the 'community' around the hobby when this idea came to mind... and I'll need your help to make this regular feature thrive.

My thought is to create a regular page that is filled with 'learning lessons' from the field, with a particular focus on flight instruction and training. The idea will be a 'names have been changed to protect the innocent' style of story telling, but hopefully in a way that doesn't just laugh at the misfortune, but also looks at 'the moral of the story.'

Examples could include a young student being told to add a bit of 'up trim' and

doing exactly that -- moving the trim lever up -- until the model was in a fairly aggressive dive... which led to my the first series of consecutive loops during the panicked recovery. (Lesson learned... clearer descriptions of what to do: Pull the trim lever back a bit.)

Another one could be the time an experienced modeller was doing a quick build on a fuselage. Intending to use a thick CA glue to join the sides, he inadvertently grabbed the thin CA and flooded the fuse with the glue, which started to kick off and glue his one hand to the model. Instinctively, he grabbed the fuse with his free hand to try and separate the now bonded hand from the model and... you guessed it, the glue kicked off on his second hand as well, leaving both of my his hands stuck to the model.

If you have some tales from the flight line to share, send them to Editor@ModelAviation.ca, but please put "Tales" in the subject line.

MEMBER FEATURES

While our hobby revolves around aviation and airplanes, without a doubt, the thing that makes us a community is the people. As always, we are looking for good stories about the members who inspire us and who make a difference. Be it leading by example, making a difference to those around them, or pushing themselves to perform at their best... we want to share those stories as often as we can.

MODEL REVIEWS?

There are a lot of models out there, and with the change from building to assembling ARF foams, there seems to be less attention paid to model reviews.

Nonetheless, if you've bought one of the latest and greatest and can document the good, bad, and the ugly while remaining fair and unbiased, let me know and maybe

we can run your review and share your experiences.

It is important that any reviews look at the model as a whole and avoid becoming a complaint session. They also shouldn't be filled with nothing but praise, becoming straight-out advertisements.

MODEL/KIT BUILDS

When I started in the hobby, the only ARF models around were the ones that had been built by another modeller that you either commissioned to be built or that you were buying used. Maybe because of that, I'm still a strong believer in building and the beauty that comes from well applied skills.

Building is also a way to get something 'different' at the field, and a way to get a model which isn't commonly available. Building from stick wood up also creates something of a connection to the model for the builder.

So if you have a build project with a great story of personal connection behind it... I'd love to work with you to share it with the rest of the members.

MODELLING HACKS

Over time, we all come up with 'hacks' or 'cheats' that makes things easier or more repeatable. I'd love to collect these ideas and share them on a regular basis, so send them in, with illustrations, and I'll try to get them into a regular feature.

"BUT I'M NOT A WRITER..."

I get calls from people who are reluctant to submit anything because they aren't 'writers.' Well, that's what I am here for. It is quite literally my job to take the submissions I get and work with them to polish the writing and make things as clear and readable as I can. When sending something in, just think of me as the friend you're sharing a story with. ✨

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ALBERTA (A)



Mitch Lake taxiing his father Brad's 44% Fokker DR1 / Mitch Lake fait faire du déplacement taxi au Fokker DR1 (à l'échelle 44 %) de son père Brad.

PHOTO: AZD Don McGowan



Roger Ganley - 6426

Directeur de zone

780.986.9230 | zd-a@maac.ca

SÉCURITÉ ET ASSURANCE

Le conseil de direction du MAAC examine présentement la police d'assurance de l'organisme. C'est une portion très importante du budget et conséquemment, nous devons en effectuer une revue régulièrement lorsque nous préparons un nouveau budget. La sécurité en tous les emplacements de vol est d'importance capitale et le nombre restreint de réclamations annuelles (en particulier, en 2019) constitue la preuve que ce que nous faisons à titre de membres et de clubs, c'est bien.

Tony Eberts président le comité consultatif sur les assurances du MAAC et il a récemment participé à une conférence téléphonique du conseil de direction. Il nous a offert un bon survol de la façon par laquelle les compagnies d'assurance établissent les primes et ce que nous, les membres du MAAC et du conseil de direction, pouvons faire afin de minimiser toute augmentation de cette prime. Par exemple, nous allons faire installer un système antirefoulement d'égoût au bureau, ce qui diminuera la prime. Ce qui



Big Beaver with little Genevieve (aged 3). A Ted Russel Beaver built and detailed by Brad Franssen from Calgary took home Best Scale at the SLAMS Float Fly in September of 2019. / Un gros Beaver avec la petite Genevieve (âgée de trois ans). Ce Beaver de Ted Russell (qu'a construit et détaillé Brad Franssen, de Calgary), a remporté le prix de meilleure copie volante (Best Scale) lors du Float-fly de SLAMS, en septembre 2019.

PHOTO: Roger Ganley

importe le plus pour nous les membres, c'est de toujours observer le Code de sécurité du MAAC et d'encourager les autres pilotes de maquettes à en faire de même.

SAISON DE CONSTRUCTION

L'hiver, c'est le moment approprié pour que plusieurs membres du MAAC s'adonnent à la construction et/ou à la réparation de leurs machines volantes. Au

fil des années, je me suis aperçu que l'un des défis de ce passe-temps, c'est de préserver l'espace disponible pour la construction et le pilotage de nos maquettes. Je me suis rendu compte que ma collection d'objets que je n'ai pas encore utilisés s'accroît constamment et que je ne réussirai pas à m'en servir.

La solution : se débarrasser de cet

suite à la page 79

ALBERTA (A)



Roy Soderberg and his beautiful Corsair. / Roy Soderberg et son magnifique Corsair.

PHOTO: AZD Don McGowan



Roger Ganley - 6426

Zone Director

780.986.9230 | zd-a@maac.ca

SAFETY AND INSURANCE

The MAAC Board of Directors is currently reviewing MAAC's insurance policy. This is a very important part of the budget and therefore, it must be reviewed on a regular basis when a new budget is undertaken. Safety at all MAAC flying sites and venues is of paramount importance and the low number of claims each year (2019 in particular) is proof that whatever we're doing as members and clubs, we're doing it right.

Tony Eberts is the chairman of MAAC's Insurance Advisory Group and he recently took part in a Board of Directors (BOD) meeting conference call. He gave us a good idea of how insurance companies set their rates and what we, as members of MAAC and as members of the BOD, can do to minimize any increase in our premium. An example is a sewer backup system which will be installed at the office and this will result in a lowering of the premium. The most important thing that we, as members can do to ensure as low a premium as possible, is to



Brian Irwin, Scott Nelson, Mitch Lake and Wilhelm Vohs with Brian's 1/3 scale SE5a. / Brian Irwin, Scott Nelson, Mitch Lake et Wilhelm Vohs en compagnie du SE5a à l'échelle 1/3 de Brian.

PHOTO: AZD Don McGowan

continue to follow the MAAC Safety Code and to encourage fellow pilots to do so also.

BUILDING SEASON

Winter is the season for many MAAC members to build and/or rebuild. As the years go by, I have found that one of the challenges of this hobby is to maintain the

space I have for building and flying models. I have found that my collection of 'stuff' which I haven't used and will probably never use is constantly getting larger.

The answer to the problem is to get rid of all the 'stuff' by selling, giving it away or throwing it out. I am currently using eBay

continued on page 78

WINGS OF WELLINGTON FIRST FLY



ATLANTIC (B)



Cato Hansen - 61451

Zone Director
zd-b@maac.ca

All in all, it was a great ringing in of the New Year here in the Atlantic Zone with many events, so thank you guys, you are making us proud.

January 01, 2020 the first one to fly was John Blanchard at 08:15 a.m. at Wings of Wellington's flying site the Wellington Dyke, but he was soon followed by a dozen members out to try their hand at 2020 aerobatics. It was 2 degrees C at the field this morning and it was fairly windy. Warm mulled cider helped warm everyone up.

And then, we had Terry Bullerwell down at the South Shore of Nova Scotia braving the weather on January 01 posing with his Icon A5.

Jim Lloyd and his wife Pamela got in some New Year's flying even if they were out in Alberta.

So I guess everybody wins, no matter where you were!

Have a good one, fly safely and don't forget to renew your membership before you go flying, see you around.



ATLANTIQUE (B)



Cato Hansen - 61451

Directeur de zone
zd-b@maac.ca

En somme, les modélistes au sein de la zone Atlantique ont inauguré le Nouvel an en grand. Merci les gars, nous sommes fiers de vous.

Le 1^{er} janvier 2020, le premier modéliste à prendre la voie des airs était John Blanchard à 8h15, au terrain de Wellington Dyke du Club Wings of Wellington, mais des collègues l'ont suivi peu de temps après en exécutant de l'acrobatie. Il faisait 2 degrés Celsius au terrain ce matin-là et il ventait modérément. Du cidre chaud a aidé à réchauffer tout le monde.

Quant à Terry Bullerwell sur la rive Sud de la Nouvelle-Écosse, il a bravé les éléments ce 1^{er} janvier et s'est fait photographe en compagnie de son Icon A5.

Jim Lloyd et sa femme Pamela ont procédé à des vols du Nouvel an même s'ils se trouvaient en Alberta.

Je crois bien que tout le monde y gagne, peu importe où on se trouvait à ce moment-là!

Passez de bons prochains mois, pilotez en toute sécurité et n'oubliez pas de renouveler votre adhésion avant d'aller voler. Au plaisir de vous revoir. ✈



COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



A beautiful biplane at the Kamloops Model Airplane Society's January 1 Fun Fly. / Un magnifique biplan lors du Fun-fly du 1er janvier de la Kamloops Model Airplane Society.

PHOTO : Mark Betuzzi



Roly Worsfold - 50286 L

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

L'année 2020 est bien entamée après quelques Fly-ins du Nouvel an, des rencontres sociales et de la bonne nourriture. Le vol intérieur et la course de multirotors sont populaires. Le vol hivernal se porte bien puisque la météo coopère. Mars et avril sont synonymes d'expositions dans des centres commerciaux, là où vous pouvez faire la promotion de votre club au sein de la communauté!

De nouveaux clubs de MultiRotors?

Localement, un groupe de pilotes de vol par immersion (First Person View ou FPV) cherchent à se joindre au MAAC et à organiser de la course de multirotors. J'espère me joindre à eux et de pouvoir faire rapport de leurs activités. Ça me semble bien amusant.

Les occasions de faire équipe de la sorte avec les courseurs FPV et les pilotes de loisirs, voilà la façon de faire croître le nombre de membres du MAAC. Vous profiterez ainsi des bénéfices d'assurance du MAAC par opposition aux taux de

cette industrie privée, d'autant plus que Transports Canada reconnaît notre feuille de route en matière de sécurité.

Promotion de votre club

Faites ce qui est en votre pouvoir afin de faire la promotion de votre club au sein de la communauté. Je vous encourage d'ailleurs à inviter un(e) ami(e) au terrain de vol afin de lui montrer ce qu'est notre passe-temps.

J'ai pensé que cet article datant de 2013 dans le Yukon News s'applique encore aux clubs et à la promotion du MAAC et de l'aéromodélisme au sein de la communauté.

Rob raconte que l'initiative et ce reportage a fait augmenter l'intérêt et l'activité mais que son club n'effectue pas de vol intérieur en ce moment. Il entend reprendre le programme sous peu, de même que de déployer davantage d'efforts afin d'accroître le niveau d'activité.

Merci à Robert Veres à Whitehorse (Yukon) pour sa promotion de l'aéromodélisme de maquettes RC sur ce territoire.

suite à la page 78



Bill Cousin's model looks to be sporting some duct tape 'safety straps' on the floats. / La maquette de Bill Cousin semble comporter des « courroies de sécurité » (du Duct Tape) sur les flotteurs.

BRITISH COLUMBIA INTERIOR – YUKON (C)



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

2020 is under way with a few New Year's Day Fly-Ins, good socializing, and good food. Indoor flying and multi-rotor racing is popular. Winter flying is going well with the weather cooperating. March and April bring on the Mall Shows, where you can promote your club to the community!

New Multi-Rotor Clubs?

Locally, there is a group of First Person View Flyers looking to join MAAC and holding indoor multi-rotor racing. I hope to join them and will report on their activities. Sounds like fun.

Opportunities to embrace the multi-rotor racing flyers and recreational flyers are a good opportunity for MAAC membership growth. MAAC benefits for insurance vs. private and Transport Canada's recognition of our safety record.

Promoting your club

Do what you can to promote your club in the community. I encourage you to invite a friend out to the field and show him/her what the hobby involves.

I thought that this 2013 write-up from the Yukon News still applies to clubs and promoting MAAC/model aviation in the community.

Rob says that the initiative, and story, worked well to increase interest and activity, but that the club isn't currently flying indoors. He does have plans to start up the program again, as well as making more efforts to grow the local activity.

Many thanks to Robert Veres in Whitehorse for his promotion of RC aeromodelling in the Yukon Territory.

REMOTE CONTROL HOBBYISTS TAKE FLIGHT INDOORS

By Tom Patrick – Yukon News

"Whitehorse's Rob Veres has a passion for flight, but he never leaves the ground when pursuing it. His enthusiasm lies in remote control airplanes. He owns numerous battery-powered planes for indoor flight and gas-powered ones for outdoor.

"His workshop is like a miniature version of the Smithsonian National Air and Space Museum, with more than a half-dozen remote controlled planes suspended up in



Gene Saffran's almost finished 89-inch wingspan Sopwith Triplane, powered by a G-38, before and after covering. / Le Sopwith Triplane presque terminé de Gene Saffran. Envergure de 89 pouces et mûe par un G-38. Photos d'avant et après avoir appliqué le recouvrement.

the rafters.

"Veres hopes his enthusiasm for remote control flight is contagious. He is doing his best to get others interested in the hobby.

Since October, Veres and other hobbyists have met at the Canada Games Centre on Fridays to operate their remote-control

planes and helicopters in the Fieldhouse. Bring your remote-control device, or nothing at all. Veres provides people a chance to try flying without first having to spend the money.

'I told (the Games Centre) I would help

continued on page 28

The screenshot shows a news article from Yukon News. The headline is "Remote control hobbyists take flight indoors". The byline is "TOM PATRICK / May 3, 2013 2:00 a.m. / SPORTS". The article text includes: "Whitehorse's Rob Veres has a passion for flight, but he never leaves the ground when pursuing it. His enthusiasm lies in remote control airplanes. He owns numerous battery-powered planes for indoor flight and gas-powered ones for outdoor." There is a photo of two men, Rob Veres and Tom Patrick, standing in a workshop with model planes suspended in the rafters. A sidebar on the right contains a "NEWS YOU CAN TRUST" logo and a "Got a news tip?" section with a "CLICK HERE" link. The top navigation bar includes "NEWS", "YUKON QUEST", "VIDEO", "CLASSIFIEDS", "OBITUARIES", "E-EDITIONS", "WEATHER", "CONTACT", and "MARKETPLACE".

SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



John Deadman - 26518

Directeur de zone

604-354-2736

zd-h@maac.ca

Bonjour tout le monde, j'espère que votre congé du temps des fêtes a été agréable. Je vous rappelle de renouveler votre adhésion au MAAC ainsi que celle à votre club respectif. Veuillez vous assurer que les renseignements sont valides.

J'ai reçu cet article plus bas après avoir demandé de la rétroaction ainsi que des photos ou des renseignements afférents à des renseignements qui se déroulent dans la zone. Merci à Brad Baigent pour la rédaction et à Dale Toew pour les photos. Ces deux modélistes sont membres des Spectrum Flyers de Surrey (Colombie-Britannique).

FLOAT-FLY AUTOMNAL À ALOUETTE LAKE

par Brad Baigent

photos par Dale Toews

« Le Float-fly d'Alouette Lake était l'affaire des West Coast Radio Control Aircraft Flyers; Paul Dries a assumé le rôle de directeur d'évènement.

« Cet évènement était précédé d'un autre – les 24 et 25 août – à 85 km de distance, l'affaire de Ron Dodd et des Chilliwack Electric Flyers au parc aérien de Shuswap Lake. Plusieurs collègues de mon club-maison (Spectrum Flyers) s'y sont rendus et



ont discuté de la possibilité de se joindre à celui d'Alouette Lake, le mois suivant.

« Le samedi de celui-ci, Mark Huston m'a demandé si je voulais piloter son Beaver, d'une envergure de 110 pouces. Je n'y ai même pas pensé à deux fois et bien sûr, j'ai piloté cette maquette. Mark avait une autre idée en tête, surtout après qu'il eut vu à quel point j'admirais son appareil au retour sur la terre ferme. Par coïncidence, Mark entamait une importante réduction de sa flotte à ce moment-là de l'été.

« Mark m'a dit : 'Brad, je pourrais l'apporter chez vous pour que tu en vérifies les dimensions chez toi.' Il l'a transporté le

lendemain et nous l'avons déchargé dans mon atelier. Il était hors de question que je le rende à son propriétaire et j'ai conclu un marché avec lui. Il me l'a vendu tel quel moins l'émetteur et les batteries. J'ai passé les prochaines deux semaines à installer mon équipement radio, le système de télémétrie, des feux de position, en plus de refaire le filage des connecteurs pour installer ceux que j'utilise couramment. J'ai ajouté quelques touches personnelles. J'étais alors prêt à me rendre au lac avec mon nouvel avion.

suite à la page 28

SOUTH WEST BRITISH COLUMBIA (H)



John Deadman - 26518

Zone Director

604-354-2736

zd-h@maac.ca

Hello all, I hope that you all had pleasant holidays. Just another reminder to renew your MAAC membership and your club membership. Please ensure all your information is current.

I received this article below when I asked for input and any photos or events happening in the zone. Many thanks to Brad Baigent for writing the article and photograph credits to Dale Toews. Both are with Spectrum Flyers in Surrey BC.

FALL FLOAT FLY AT ALOUETTE LAKE

By Brad Baigent

Photos by Dale Toews

"The Alouette Lake Float Fly was hosted by the West Coast Radio Control Aircraft Flyers, with Paul Dries taking on the Event Director role.

"The Alouette Lake Float Fly event was preceded by another Float Fly event in August, some 85 kilometers away, hosted by Ron Dodd and the Chilliwack Electric Flyers at the Shuswap Lake Air Park, August 24th and 25th. Several of my home club (Spectrum Flyers) colleagues attended this



event and discussed the possibility of joining in at the Alouette Float Fly, the following month.

"On the Saturday of this event, I was asked by Mark Huston if I would like to fly his 110-inch wingspan Beaver. I didn't even think twice about that offer and I flew this beautiful plane. Mark, turns out, had another idea spinning around based on how I was looking at his plane after I flew it. Coincidentally, Mark had just started to do a large reduction in his fleet size at this portion of the summer.

"Mark said to me 'Brad, how about if I bring it over to your house and try it on for size?'. He brought it to my house the next day and we unloaded it into my shop. No way was I going to give it back and Mark and I stuck up an agreement to buy it. It was sold complete, less radio gear and batteries. I spent the next two weeks installing my radio gear, telemetry and a small lighting changes, as well as re-wiring electrical connectors to the kind I commonly use in my fleet. A few personal touches I always like to see were

continued on page 29



Photo by Simon Nadier

VALLÉE DE L'OUTAOUAIS (G)



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

J'espère que le père Noël a été généreux à votre endroit qu'à l'heure actuelle, vous vous affairez à construire, réparer et à préparer des appareils en prévision du prochain événement et de la prochaine saison de vol au sein de la zone G.

Je lève mon chapeau à l'endroit du Club Stetson Flyers dont les membres ont bravé le froid et un quelconque brouillard le matin du Nouvel an afin de procéder à leur première envolée de 2020. Bien joué et d'après tous les acteurs, tout le monde s'est bien amusé et les vols ont été réussis.

Ma chronique sera brève cette fois, le temps de rappeler à tout le monde de la zone que l'Assemblée générale annuelle du MAAC aura lieu au Centre NAV de Cornwall (chez nous, en Ontario), le dimanche 26 avril 2020. Le Club Cornwall

Aero Modelers (CAM) s'affaire à diriger une équipe de plusieurs clubs de la zone G pour mener cet événement à bon port; celui-ci promet, d'ailleurs.

Le Club coordonne un tirage – ouvert à tous les membres qui ont l'intention d'y être gratuitement ou à coût fortement réduit.

J'encourage les modélistes intéressés à acheter leur(s) billet(s) au plus tard le 7 mars 2020.

Moyennant la modique somme de 10 \$, vous avez la chance de remporter l'un de trois prix :

Premier prix : une nuit pour deux personnes au Centre Nav, y compris le banquet du samedi soir (25 avril), le déjeuner et dîner du 26 avril;

Deuxième prix : deux places gratuites au banquet du samedi soir;

Troisième prix : une place gratuite au banquet du samedi soir.

Personnes ressources pour acheter un ou des billets :

Zone G (central) : Claude Melbourne
BMAC (crs.inkandtoner@gmail.com)

Zone G Ottawa: Mike Anderson Phelan
Flyers (mike.anderson.ca@outlook.com)

Zone G Est : Daniel Marcotte, Stetson
Flyers (danielmarcotte@rogers.com)

Zone G Ouest : Walter Ernstberger,
Kingston Remote Control Club (walter_ernstberger@yahoo.ca)

À l'extérieur de la zone G: Geoff
Strotmann, Directeur de la zone G (zd-g@maac.ca)

PILOTEZ EN TOUTE SÉCURITÉ

J'ai bien hâte de vivre une prochaine saison de vols en toute sécurité au sein de notre zone. Une fois de plus, l'attention que nous accordons à ce sujet constitue la pierre angulaire du succès et de l'existence de notre passe-temps. Je vous applaudis à l'avance pour votre délicatesse là-dessus et quant à l'utilisation du « gros bon sens ». Je vous souhaite une formidable saison de vol en 2020! ✨

OTTAWA VALLEY (G)



Geoff Strotmann - 30746-L

Zone Director

613-799-7414 | zd-g@maac.ca

I hope Santa was good to you and that by now, you're busy building, repairing or otherwise preparing for the next event and another great flying season in Zone G.

Hats off to the Stetson Flyers Club whose hardy members braved the cold and figurative fog of New Year's morning for their 2020 first flight. Nicely done and, by all accounts, a good time and many successful flights were enjoyed by all participants.

My column will be brief this time, reminding everyone in the Zone of the upcoming MAAC AGM to be held at the famous NAV Centre in Cornwall, ON on Sunday April 26, 2020.

The Cornwall Aero Modelers Club (CAM) are leading a team of several Zone G Clubs in executing this event and it promises to be among the more memorable events.

CAM has set up a raffle, open to all members who would like to attend for free or at a greatly reduced cost.

I encourage all interested Zone G or MAAC members to purchase your raffle tickets, no later than March 7th, 2020.

For only \$10.00, you have the chance to



Photo by Simon Nadier

win one of three great prizes:

First Prize: A night for two at the Nav Center including Saturday night MAAC banquet April 25th, Sunday morning breakfast and lunch April 26th;

Second Prize: Saturday night banquet for two

Third Prize: Saturday night banquet for one

Ticket Sources:

Zone G Central: Claude Melbourne
BMAC: crs.inkandtoner@gmail.com

Zone G Ottawa: Mike Anderson Phelan
Flyers: mike.anderson.ca@outlook.com

Zone G East: Daniel Marcotte: Stetson
Flyers: danielmarcotte@rogers.com

Zone G West: Walter Ernstberger:
Kingston Remote Control Club: walter_ernstberger@yahoo.ca

Outside Zone G: Geoff Strotmann:
Director, Zone G: zd-g@maac.ca

SAFE FLYING

I am looking forward to another year of extremely safe flight operations across our Zone. Again, our attention to this topic is the bedrock of the success and existence of our hobby. So, I applaud you all, in advance, for your attention to safety and use of common sense going forward and wish you another fantastic, and safe, flying season in 2020. ✈

QUÉBEC (I)



Jean Paul Le Guilcher - 17859

Directeur de zone

418-296-8791 | zd-i@maac.ca

Bonjour les amis!

L'Assemblée annuelle de zone fut un succès cette année au Centre de soccer Honco de Charny (rive Sud de Québec). Il y avait plus de 30 participants présents et autant par vote par procuration.

La zone a proposé deux recommandations qui seront débattues à l'A.G.A. du mois d'avril prochain.

Il y a aussi eu trois propositions pour de nouveaux membres Leader.

Petit message aux clubs : n'oubliez pas d'inscrire vos activités pour qu'elles soient sanctionnées et ainsi couvertes par une assurance supplémentaire. Dans le formulaire il y a un endroit où cocher pour ne pas que l'activité soit publicisée ex : manque d'espace sur le terrain ou autre.

Il y a eu des correctifs apportés dans les choix décrivant le type d'activité.

Encore une fois, je vous demande de m'aider à garnir cette chronique en m'envoyant de courts articles sur votre club, sur toute autre personne ou activité d'intérêt et en autant que possible, le tout accompagné de photos à haute résolution.

Le document suivant (bien utile) pourra vous servir lors de la réunion des pilotes au début de chaque Fun-fly. Il a été rédigé par Pierre Gagnon (MAAC 63528L) du club Aéromodélisme Saguenay. Je l'ai trouvé bien structuré et bien complet. Bien sûr, il est fait pour être adapté aux besoins de chaque!

Merci Pierre! Beau travail!

« Bienvenue à tous en mon nom et au nom du Club Aéromodélisme Saguenay.

« Le Festival va se dérouler sur deux jours, de 9 h à midi, et de 13 h à 16 h pour aujourd'hui, et demain, ce sera de 9 h à midi et de 13 h à 15 h 30, suivi du tirage.

« Il y aura vol libre sur l'heure du midi et en fin de la journée.

« Pour l'inscription, vous devez être membre en règle du MAAC pour l'année courante; donnez votre numéro au préposé qui se chargera de l'inscrire.

« Pour vous guider au cours de la fin de semaine du Festival, il y aura deux shérifs qui vous indiqueront comment vous installer dans file d'attente, afin de vous préparer pour le prochain vol.



Laurent Otis, Lucien Lévesque, Claude Simon, Marc Giroux, René Belley, Dominic Simard, Luc Mailloux, Yvon Tremblay, Stéphane Bergeron, Yves Dufour, Denis Simard, and Daniel Pelletier indoor flying at the Club Aéromodélisme Saguenay./ Laurent Otis, Lucien Lévesque, Claude Simon, Marc Giroux, René Belley, Dominic Simard, Luc Mailloux, Yvon Tremblay, Stéphane Bergeron, Yves Dufour, Denis Simard et Daniel Pelletier (du Club Aéromodélisme Saguenay) s'adonnent au vol intérieur.

« Vous pourrez voler jusqu'à trois pilotes maximum en même temps.

« Le démarrage des moteurs se fera entre les poteaux dédiés à cette fin. Deux autres poteaux sont aussi installés, pour vous permettre d'ajuster vos moteurs sans déranger ceux qui veulent voler.

« Les décollages se feront toujours face au vent, déterminés par le shérif à l'avance.

« Prenez le temps de bien vérifier le sens de vos gouvernes, afin d'éviter les inversions.

« Il est obligatoire de voler avec un copilote et celui-ci devra être obligatoirement un pilote RC lui-même, afin de bien comprendre les situations dangereuses à l'avance.

« Suite à un accident déjà vécu, il est interdit de faire essayer son avion à son copilote.

« Il est également interdit d'essayer un avion neuf qui n'a jamais volé.

« Les élèves-pilotes ne sont pas autorisés à piloter durant le Festival.

« Les pilotes d'avion, un ou plusieurs, devront faire tourner leur maquette respective dans le même sens, ce sens étant déterminé par le vent, soit de gauche à droite si décollage se fait par la gauche, et

de droite à gauche si décollage se fait par la droite.

« En cas d'écrasement ou de panne de moteur, suivez les instructions du shérif pour assurer la sécurité de tous.

« Ceux qui volent solo, mais qui n'ont pas encore passé leurs 'ailes', sont autorisés à piloter sans problèmes.

Les pilotes d'hélicoptère pourront voler deux à la fois aux extrémités de la piste en autant qu'ils soient accompagnés d'un copilote.

« L'aire de vol normalement réservée aux hélicoptères à l'est de la piste sera fermée pour la fin de semaine.

« Les spectateurs et visiteurs ne sont pas admis dans l'aire des puits et stations de pilotages.

« Les priorités de vol sont la panne moteur, l'atterrissage, le décollage et le poser-décollé (touch and go).

« Il est très important de bien vérifier votre fonction antidéfaillance (Fail safe) qui coupe les gaz lorsque l'on éteint l'émetteur.

« Il est également important de bien signaler vos intentions aux autres pilotes, (décollage, une passe en rase-mottes ou l'atterrissage c'est selon).

suite à la page 76

QUÉBEC (I)



Jean Paul Le Guilcher - 17859

Zone Director

7418-296-8791 | zd-i@maac.ca

Zone

Hello my friends!

The Annual Zone Meeting was a success this year at the Centre de soccer Honco in Charny (Québec City's South Shore). Over 30 participants were present, along with as many proxy votes.

The zone put forward two recommendations which will be debated at the AGM in April.

Three proposals were also presented for Leader Member designations.

This is a reminder to clubs: do not forget to register your events in order for them to be sanctioned and thus, benefit from the additional insurance coverage. There is a box to check on the form for the event not to be publicized (for example: a lack of space on the field or other).

Some corrections have been made to descriptions to the type of event.

Once again, I ask you to help me supply material for this column by sending me short articles about your club, about someone or of any interesting event and as much as possible, supply high-resolution photos.

The following document – very useful – will be of great help to you during the pilots meeting portion at the start of any Fun Fly. It was written by Pierre Gagnon (MAAC 63528L) of Club Aéromodélisme Saguenay. I found it well structured and thorough. Obviously, it can be customized for the needs of the users!

Thank you, Pierre! Nice work!

(translation of said document)

“Welcome to all on behalf of the Club Aéromodélisme Saguenay and myself.

“The Festival will be held over two days from 9 a.m. to noon and from 1 to 4 p.m. today. Tomorrow, it will be from 9 a.m. to noon and from 1 to 3:30 p.m., followed by the draw.

“Flying will be allowed during the noon hour and at the end of the day.

“To register, you must be a MAAC member in good standing for the current year; give your number to the responsible person.

“Two line sheriffs will guide you through the Festival weekend to line up and to get



Dany Girard, right, and Denis Simard indoor flying at the Club Aéromodélisme Saguenay./ Dany Girard (à dr.) et Denis Simard lors d'une séance de vol intérieur au Club Aéromodélisme Saguenay.

ready for your next flight.

“A maximum of three pilots will be allowed at the same time.

“Engine start will occur between two dedicated posts. Two other posts will be installed so as to allow you to fine-tune your engines without bothering those flying.

“Take the time to check direction of your flying surfaces in order to avoid reversed throws.

“It is mandatory to fly with a co-pilot; this one must be an RC pilot himself so as to understand ahead of time potential dangerous situations.

“Because of a previous accident, you cannot let your co-pilot try your plane.

“It is also prohibited to maiden a model.

“Student pilots are not authorized to fly during the Festival.

“Model pilots – one or many – will be required to fly their respective aircraft in the same direction, this direction being determined by the wind: from left to right if take-off is made from the left and from right to left if take-off is made from the right.

“In case of a crash or of a deadstick, follow the sheriff's instructions so as to ensure everyone's safety.

“Those flying solo but who have not yet received their 'wings' will be authorized to fly.

“Helicopter pilots will be allowed to fly two at a time at the ends of the runway as long as they are accompanied by a co-pilot.

“The flying area normally allotted to helicopters to the East of the runway will be closed for the weekend.

“Spectators and visitors will not be allowed in the pits and at pilot stations.

“Priority while flying will be given to: engine out (deadstick), landing, take-off and touch and goes.

“It is very important that pilots check their fail-safe feature (it chops off power when transmitter is switched off).

“It is also very important that you signal your intentions to other pilots (take-off, low pass, or landing).

“It is strictly forbidden to overfly pilot stations, the pits area or the spectator area. Thus, only fly in front of you.

“Each five-minute flight (minimum) will render pilots eligible to door prizes.

“To ensure cleanliness of the premises, we ask that you use recycling bins and garbage cans installed here and there.

“The restaurant will be open from 11 a.m. to 1 p.m. over the two days, for lunch.

“Any questions?

“Have a great Festival, everyone.” ✈

SAINT-LAURENT (J)



Steve Woloz - 7877L

Directeur de zone

514.944.8241 | zd-j@maac.ca

Bonne année à tous et toutes.

J'espère que vous avez de nouveaux projets en marche, qu'il s'agisse d'une restauration, d'une réparation, d'une nouvelle construction, etc. Que l'année 2020 vous offre la possibilité de montrer votre œuvre. Puisque nous entamons la Nouvelle année, appuyez donc vos magasins de passe-temps locaux et commanditaires corporatifs qui ont contribué au succès de notre Assemblée annuelle de zone. Ces entités comprennent : Aircraft Modelers Research (AMR), Great Hobbies, ICare, MAAC, Réno Dépot, Ted's Hobby Shop, Zone Hobbies, Distribution aux Modélistes, Udisco, TBRC Wings, Yves Auger et Steve Woloz Associates.

RENOUVELLEMENT D'ADHÉSION

Ne tardez pas à renouveler votre adhésion. Je vous suggère fortement de souscrire à celle de trois ans puisque les frais n'ont pas augmenté depuis plusieurs années et il est probable qu'ils le seront prochainement.

ÉVÈNEMENTS À VENIR

1^{er} février 2020 : Le Club Anti-Gravité sera l'hôte de sa vente-échange (swap shop) à Sainte-Julie (école Arc-en-Ciel, sortie 102 de l'autoroute 20, ensuite 450, rue Charles-de-Gaule) entre 9 h et 14 h.

Consultez l'affiche incluse pour les détails.

1^{er} mars 2020 : Exposition et réunion des présidents (de club) à la bibliothèque de Côte-Saint-Luc

Pour la quatrième année consécutive, il nous fait plaisir de vous annoncer que la zone Saint-Laurent, en collaboration avec la Ville de Côte-Saint-Luc, présentera son exposition de maquettes et la réunion de présidents (de club).

Le tout se déroulera à la bibliothèque Eleanor-London de la bibliothèque publique de l'endroit (5851, boulevard Cavendish).

La réunion des présidents aura d'abord lieu de 9 h à 11 h; l'exposition suivra entre midi et 15h30.

Cette exposition est ouverte au public. En vedette : utilisation de simulateurs de



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vol, construction de maquettes en foam board et vol de drones (ces séances derrière un filet).

16 au 18 mai : Fun-fly du Club Crash. Celui-ci, situé à Mirabel, accueillera les visiteurs et comprendra des vols d'hélicoptères et de drones. Dans le cas des multimoteurs, on présentera des démonstrations de vol par immersion (First

Person View ou FPV) et de la navigation à travers un parcours de course. Comme présentation spéciale, le Club prépare une cérémonie afin d'honorer notre champion canadien Kevin St-Cyr, qui a remporté le concours XFC aux États-Unis.

Notre passe-temps en évolution
Notre passion pour le vol demeure

suite à la page 79

ST. LAWRENCE (J)



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

Happy New Year to all.

I hope that you have projects in progress, be it restoration, reparation, new builds, etc. and that 2020 will present opportunities to show off this winter's handiwork. As we head into the New Year, please try to support our local hobby shops and corporate sponsors who helped make our annual zone meeting such a success. This includes: Aircraft Modelers Research (AMR), Great Hobbies, iCare, MAAC, Réno Dépot, Ted's Hobby Shop, Zone Hobbies, Distribution aux Modélistes, Udisco, TBRC Wings, Yves Auger, and Steve Woloz Associates.

MEMBERSHIP RENEWAL

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

UPCOMING EVENTS

Feb 1 2020: The Club Anti-Gravité will be hosting its annual Swap Shop in Sainte-Julie Saturday, February 1, 2020, from 9:00 a.m. to 2 p.m. at the Arc-En-Ciel School (exit 102 hwy 20), located at 450 Charles-De-Gaulle street, Sainte-Julie (Québec) J3E2V6.

See attached poster for more details.

March 1 2020: Côte-Saint-Luc Library Show and Presidents Meeting.

For the fourth consecutive year, we are pleased to announce that on March 1, 2020, the Saint-Laurent Zone, in conjunction with the City of Côte-Saint-Luc, will host its Model Expo combined with the Presidents Meeting.

The event will be located at the Eleanor London Côte-Saint-Luc Public Library, 5851 Cavendish Blvd, Côte-Saint-Luc, QC, H4W 2X8.

The Presidents Meeting will occur first from 9:00 a.m. to 11:00 a.m. followed by the Model Expo from 12:00 noon to 3:30 p.m. The Model Expo, open to the public, will include static model display, use of flight simulators, foam board model build, and drone flying in the safety of a netted area.

See attached poster.

May 16-18: Club Crash Fun Fly. The Club



VENTE/ÉCHANGE SWAP SHOP

zone Saint-Laurent zone
Par: Club Modélistes Anti-Gravité de Sainte-Julie

Avions - hélicoptères - multicoptères - radios - équipements et pièces, etc.
Airplanes - helicopters - multicopters - radios - equipments and parts. etc.



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From 9:00 to 2 p.m.
Arc-En-Ciel school (exit 102 hwy 20)
450, Charles-De-Gaulle street
Sainte-Julie (Quebec) J3E2V6

60 tables available
For more information & reservation :
jeanblaquiere@bell.net
pepdenispépin@videotron.ca

Crash, located in Mirabel, Québec, will once again open its doors to host a Fun Fly to include flying of helicopters and multi-rotors. For multi-rotors, this will include demos of FPV flying and include navigation through racing courses. As a special feature, the Club will be holding a special ceremony to honour our Canadian heli champion, Kevin St-Cyr, who won the XFC completion in the United States.

OUR EVOLVING HOBBY

Consistent within our hobby is the passion for flying. How we get to that point is what is changing.

Initially, scratch building was our main preoccupation and then, flying followed. Today, flying is the more predominant interest with the advent of Almost Ready to Fly (ARF) models. The casualty is that traditional building skills are being lost. Another casualty, from what I see, appears to be the disappearance of competitive flying events.

The bright light in this situation is the emergence of multi-rotor FPV racing which is really catching on. Team Canada, led by Ryan Walker, has placed well in international events. New multi-rotor clubs are being

continued on page 29

SASKATCHEWAN (K)



Brian Whitehead - 14070

Directeur de zone

306-441-3101 | zd-k@maac.ca

Bonjour, tout le monde. Je n'ai pas récemment soumis du matériel pour la chronique de la zone K puisque je n'en reçois pas. Et voilà que j'ai reçu deux contributions; l'une de Shelley Folber (des Sun City Prop Busters) et l'autre de Greg Lock (du Hub City R/C Club). Pour une raison quelconque, je ne trouve pas celle de Shelley, si bien que je vous en ferai part une autre fois. Mais voici celle de Greg au sujet d'un évènement du 1er janvier.

BELLE FAÇON D'ENTAMER L'ANNÉE

par Greg Lock

« Pendant plusieurs décennies, Art Cey installait des skis sur une maquette d'avion et entreprenait le premier vol de l'année, le 1er janvier; c'est devenu une tradition au sein du Club. Art nous a quitté depuis quelques années mais son enthousiasme pour les machines volantes se perpétue lors de cet évènement qui inaugure le Nouvel an et qui sert à nous souvenir de lui.

« Le 1er janvier, 16 membres du HCRCC ont participé à ce rassemblement 'Art Cey Bring in the New Year on Skis'. La température se situait autour des -5 degrés Celsius et le vent était léger, ce qui était agréable pour ce temps de l'année. C'était une bonne journée pour effectuer des vols.

« Plusieurs membres ont procédé à leur premier vol de 2020 à l'aide d'avions, de fusées et de quadricoptères. On retrouvait plusieurs visages souriants.

« Entre les vols, nous nous sommes réchauffés dans la remise à tracteur à renforts de café, de biscuits, de hot-dogs... et d'histoires à dormir debout.

« Trois membres du club – Rick Reid, Dave Bilanski et Brian Whitehead hivernent en Arizona et on procédé à leur propre vol respectif du 1er janvier afin d'appuyer l'évènement, même s'ils ne pouvaient pas être de la partie en Saskatchewan. »

VISITES DE CLUB

J'espère une fois de plus me rendre à tous les clubs au sein de la zone K, bien que je n'aie réussi à visiter que cinq d'entre eux en 2019. Je suis en Arizona jusqu'en avril mais je suis encore disponible auprès des



Brian Whitehead's Tiger 60 on January 1. It has a Saito 65 with a 3 blade 12 X 6 Master Airscrew. This photo was taken at Casa Grande, Arizona. / Le Tiger 60 de Brian Whitehead, le 1er janvier. Il est mû par un Saito 65 avec hélice tripale Master Airscrew de 12 X 6. Photo croquée à Casa Grande (Arizona).



Combat planes under construction that I built at my RV site on picnic table. / Des maquettes de combat en construction sur une table à pique-nique de mon terrain de véhicules récréatifs.

membres par le biais du courriel ou de mon téléphone cellulaire.

À titre de membre du conseil de direction, nous menons des réunions par Internet. Plusieurs dossiers sont en cours en coulisse, non seulement chez les directeurs de zone mais aussi au sein des comités.

Si vous connaissez quelqu'un qui offre de son temps bénévolement, assurez-vous de les remercier. C'est important puisque

ces personnes ont rarement droit à la reconnaissance qu'elles méritent.

SE GARDER OCCUPÉ

Qu'ai-je fait pour m'amuser?

Un ami m'a donné un hélicoptère Xcel 60 du début des années 1990 et j'ai réussi à le rafistoler. Un autre ami veut que je m'occupe du sien.

suite à la page 28

SASKATCHEWAN (K)



Brian Whitehead - 14070
Zone Director
306-441-3101 | zd-k@maac.ca

Hi all. I haven't been submitting anything for the Zone K column for a while mainly because of a lack of material. Recently, I received two submissions; one was from Shelley Folber (Sun City Prop Busters), and the other, from Greg Lock (Hub City R/C Club). For some reason I can't find Shelly's submission so it will have to come later, but here is the report from Greg Lock about the club's January 1, 2020 event.

STARTING THE YEAR OFF RIGHT

By Greg Lock

"For decades, every January 1st, Art Cey would put skis on a plane and brave the cold to go out for the first flight of the New Year, and this has become a tradition in the club. Art may have passed away few years ago, but his enthusiasm for flying lives on with this event to bring in the New Year and remembering an old friend.

"On January 1st, 16 members of the HCRCC participated in the 'Art Cey Bring in the New Year on Skis' event. The temperature was around -5° C and the winds were light, making it quite nice for this time of year. It was a good day for flying.

"Many members took in their first flights of 2020 piloting planes, rockets and quadcopters. There were lots of smiling faces.

"Between flights, we were able to warm up in the tractor shed with coffee, cookies, hotdogs, and of course, lots of storytelling.

"There were three club members Rick Reid, Dave Bilanski, and Brian Whitehead in Arizona for the winter who put in flights on January 1st to show support for the event even though they could not be there in person."

CLUB VISITS

I'm hoping to once again get to every club in Zone K, although I was only able to get to five clubs in 2019. I'm in Arizona until April but I am still available to the members by e-mail or on my cellphone.

As a Board member, we are doing meetings over the internet. There are many

continued on page 78



Dave Bilanski, left, and Rick Reid get ready for 'remote' participation in the Art Cey event... and we're thinking of everyone back home braving the weather in his honour. / Dave Bilanski (à g.) et Rick Reid se préparent à participer au rassemblement Art Cey à distance... et nous avons une pensée pour nos amis à domicile qui bravent la météo en mémoire d'Art.



Members of the Hub City club do what they can to keep warm during the Art Cey Bring in the New Year on Skis' event. / Des membres du Club Hub City se réchauffent comme ils le peuvent lors du rassemblement commémoratif Art Cey Bring in the New Year on Skis.

SUD EST DE L'ONTARIO (L)



Chris Brownhill -3797L
Directeur de zone
416-255-1289 | zd-l@maac.ca

Il me semble que cette zone ait été le théâtre d'une intense activité, l'année dernière. Des concours ont été disputés pour plusieurs volets, y compris des événements FAI; des clubs locaux ont aussi organisé plusieurs Fun-flies afin d'offrir une collection éclectique d'activités, de quoi satisfaire presque tout le monde.

Certaines personnes pourraient penser que l'aéromodélisme se meurt, mais si vous avez jeté un coup d'œil dans les pages du numéro de novembre/décembre de notre revue Model Aviation Canada, ce n'est pas le cas! Le pessimisme de certains modélistes n'est pas justifié, à en juger par toute l'activité répertoriée dans cette publication.

Peut-être que notre survie ne tient qu'à nous. Personne ne fera la promotion de notre passe-temps/sport si nous ne nous en soucions même pas nous-mêmes.

Peut-être pourrions-nous encourager les nouveaux venus à construire une maquette – pour faire changement – plutôt que de se procurer une maquette presque prête à voler (les ARF)? Un groupe appréciable de modélistes pourraient se laisser convaincre de faire une démonstration de leur savoir-faire lors de réunions de club. Une fois que vous en maîtrisez les principes de base, vous pourrez alors construire des avions qui peuvent être réparés sans vous tourner vers des pièces de rechange du fabricant.

La législation gouvernementale afférente aux drones/systèmes télépilotés est, d'après moi, exagérée; de plus, cela décourage la pratique de l'aéromodélisme. Nos amis ailés à plumes ne sont pas soumis à de telles restrictions mais force est d'admettre qu'une bernache qui se fait aspirer dans une turbine à réaction constitue une menace bien plus immédiate à l'endroit d'avions à l'échelle réelle qu'un quelconque drone ou avion réduit.

Célébrons donc la diversité qui règne au sein de notre passe-temps et sport et ne soyons pas la personne qui dénigre les

autres volets d'intérêt en aéromodélisme, même si ceux-ci ne l'intéressent pas dans l'immédiat. Nous devrions tous encourager tous ces volets d'activités au sein de notre zone, même s'il ne s'agit pas de ceux qui nous passionnent.

LE FIREBALL: 80 ANS!

À l'été 1940, un type du nom de Jim Walker a piloté l'une des premières maquettes de vol circulaire lors du rassemblement National Model Airplane Meet à Chicago. Certains modélistes méprisaient cette atteinte au déroulement de l'événement mais plusieurs autres ont été immédiatement impressionnés de la performance qu'offrait cet avion mû par un Ohlsson .23.

Le design était racé (finement dessiné) et attrayant. Le système de contrôle était annoncé comme étant le U-Control et en deux temps, trois mouvements, Walker a été inondé de commandes de modélistes qui voulaient se procurer un kit. Au sommet de sa popularité, deux camions de deux

suite à la page 74

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SOUTH-EAST ONTARIO (L)



Chris Brownhill -3797L

Zone Director

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

It appears that this zone had quite a lot of intensive activity last year. Contests were held in many of the classes, including some of the FAI events, and many Fun Flies were also put on by local clubs to provide an eclectic mix of activity that should have satisfied almost everyone.

There is a feeling maybe that aeromodelling is somehow dying out, but if you look through the November/December issue of Model Aviation Canada that does not seem to be the case! The pessimism of some does not seem to be justified by all the activity that was included in the publication.

Our survival maybe is up to us. Nobody is going to promote the hobby/sport if we are not willing to. Maybe we could encourage newcomers to try building a model for a change, rather going the ARF route. There

are still lots of good model builders who could be persuaded into demonstrating some of their skills at club meetings. And, once you know the basic principles, you can build airplanes that can actually be repaired without needing factory spare parts.

Government legislation in regards to Drones/UFVs has been a work of overkill in my opinion, and the fact that it discourages aeromodelling as well is not a good thing. Our feathered friends have no such restrictions placed on them, but a Canada goose being sucked into a jet turbine engine has been a more immediate threat to full-size aircraft than any drone or model airplane.

So, let us celebrate the diversity of our hobby/sport, and not be an individual who puts down other modelling interests even if they are not his own. We should encourage all sorts of activity in our zone, even if it does not reflect our own particular preferences.

THE 80TH ANNIVERSARY OF THE FIREBALL

In the summer of 1940, a gentleman by the name of Jim Walker flew one of the first Control Line models at the National Model Airplane Meet held in Chicago, that year. Some were not pleased with what they considered a rude disruption of the event, but many others were impressed with the performance of the Ohlsson .23-powered airplane.

The design was sleek, and attractive. The control system was advertised as the U-Control system and soon, Walker was swamped with orders for the kit, and its production required that two two-ton trucks were required every day to haul away the scrap balsa.

I was fortunate enough to acquire an old Fireball kit from a friend, and although I can't say that I built it in six hours as advertised, it proved to be stable, and very manoeuvrable. I will include a picture of it to give you some idea of what it looked like back in the day. ✈

SUD OUEST DE L'ONTARIO (M)



Frank Klenk - 32001L

Directeur de zone

519.842.8242 | zd-g@maac.ca

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J'ai récemment eu une discussion intéressante en compagnie de mon bon ami Tony Paladino (ancien président du Woodstock Flying Club) au sujet du pilotage d'avions télécommandés et de nos réflexes plus lents à mesure que nous vieillissons. Tony a partagé son point de vue avec ses bons amis David Anderson et Roy Maynard. Voici leurs conseils :

Au cours de la Première Guerre mondiale, la Luftwaffe allemande a procédé à des tests afin de déterminer quels seraient les critères de sélections de ses pilotes de chasse. Une telle expérience mesurait le temps de réaction. Les instigateurs de l'expérience ont constaté que le temps de réaction le plus rapide est présent typiquement à l'âge de 14 ans. De récentes telles expériences au sein du monde automobile ont montré que les réflexes des conducteurs et que leur processus décisionnel commencent à décliner dès l'âge de 24 ans.

Le temps de réaction et la vitesse à laquelle nous prenons des décisions sont particulièrement importants pour nous, les modélistes d'engins volants, surtout lors de tâches comme les décollages et les atterrissages. Il n'est pas rare d'entendre les modélistes se plaindre qu'ils perdent l'habileté d'effectuer de bons atterrissages. Et il n'est pas rare de compter parmi nous des modélistes qui sont maintenant âgés de 80 ans ou plus.

Il importe de noter que ce ne sont pas tous les gens qui ralentissent en vieillissant. De même, les médicaments ou une quelconque maladie dégénérative peut affecter n'importe qui d'entre nous.

Voici quelques suggestions pour les pilotes en proie à des réflexes plus lents :

Évitez de faire voler votre maquette pendant que d'autres évoluent là-haut. Toute distraction ralentit le temps de réaction. Gardez l'avion plus près, vous le verrez mieux.

Demandez à un compagnon doué d'effectuer vos décollages et atterrissages.

Pilotez en compagnie d'un observateur



Blair Shruballs's big smile says it all as he spools up his turbine for another flight at the Zone Camp and Fly. / Le sourire qu'arbore Blair Shruballs en dit long au moment où il fait démarrer sa turbine en prévision du prochain vol. Scène croquée au Camp and Fly de zone.

qui pourra prendre la relève si vous en avez besoin.

Pilotez des maquettes plus lentes et plus stables, celles qui sont dotées d'ailes hautes en dièdre et dotées d'un profil à intrados plat (flat bottom) Songez à inclure un gyroscope afin de corriger la turbulence et le vent.

Pour les amateurs de copies volantes : choisissez une réplique d'un avion ayant servi à la formation. Ces designs ont tendance à être plus dociles, comme l'étaient ces appareils à l'échelle réelle.

Évitez les manœuvres complexes. Tenez-vous en à des passes et à des loopings ou tonneaux simples.

Maintenez une altitude sécuritaire. Le vieil adage dit que vous devriez piloter votre avion « à deux erreurs d'altitude ». Eh bien, peut-être que l'altitude d'une seule erreur suffit.

Pour de plus amples renseignements sur les temps de réaction des conducteurs et des pilotes, effectuez une recherche Google de « reaction time and age ».

CAMP AND FLY DE ZONE

Cette collaboration nous arrive du bureau de Greg Hood, président des Sky Harbour Models, relativement au Fun-fly de la zone, en août dernier :

« Le sixième rassemblement de zone

Camp and Fly a une fois de plus remporté du succès auprès des participants. La météo a été capricieuse : menace de précipitations le vendredi et le samedi matin mais le temps s'est dégagé peu après 9 heures. Cette même météo a collaboré jusqu'au dimanche midi, après quoi le vent s'est levé et il est devenu périlleux de faire voler des maquettes.

« La participation était bonne : 26 pilotes sont arrivés depuis Mississauga, Tillsonburg, Woodstock, Sarnia, Windsor, Detroit et Warren (Michigan), certains prenant part aux activités sur les trois jours. On retrouvait une variété d'appareils : à hélice, à turbine électrique et des jets. Le calibre de vol était impressionnant et seuls quelques incidents mineurs ont été notés. En somme, cette variété de maquettes a fait plaisir aux spectateurs.

« Si certains d'entre vous avez hésité en raison de la météo, vous avez manqué une belle occasion de vol. Le nombre de spectateurs était comparable aux années précédentes – plus de 500 sur les trois jours – la majorité venant observer les samedi et dimanche.

« Les enfants ont raffolé des petites maquettes du MAAC en balsa et du largage des friandises. Les vols se sont assez bien déroulés et seuls quelques mouvements

suite à la page 79

SOUTH-WEST ONTARIO (M)



Frank Klenk - 32001L

Zone Director

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

facebook.com/swontzonemaac/

I recently had an interesting discussion with my good friend Tony Paladino, past President of the Woodstock Flying club, about flying model aircraft and our slower reaction times as we age. Tony shared his thoughts with good friends David Anderson and Roy Maynard. The following is their advice:

During World War 1, the German Luftwaffe ran experiments to determine criteria for fighter pilots. One of their experiments measured reaction time. They found that the fastest reaction time began at age 14. Recent experiments on automobile drivers showed that reaction time and decision times begin to decline at age 24.

Reaction time and the speed at which we make decisions are especially important for us RC modelers, especially for tasks like take-offs and landings. It is not uncommon to hear senior modelers complain about losing their ability to land. Modelers in their 80s and 90s are not uncommon.

It is important to note that not all people slow with age, and prescription and over-the-counter medications can slow reflexes as can some degenerative diseases that can impact any of us.

Here are some suggestions for pilots in dealing with their slowed reflexes:

1. Avoid flying while other models are in the air. Distractions slow responses. And keeping the plane closer allows you to see it better.
2. Ask a skilled flying companion to do the take-offs and landings.
3. Fly with a spotter who can take control if needed.
4. Fly slower and more stable airplanes perhaps with high wings, dihedral and a flat bottom airfoil. Consider including a gyro to correct for turbulence and cross winds.
5. For scale modelers, select models of trainers. They tend to be more forgiving as were their full-size counterparts.
6. Avoid complex manoeuvres. Devote your flight to fly-bys and single loops and rolls.
7. Maintain a safe altitude. The old expression is "fly at least two mistakes high."



Peter Doupnik and Greg Hood present the Maitland Air Cadets with a check for \$1000, proceeds from the Camp and Fly. / Peter Doupnik et Greg Hood présentent un chèque de 1 000 \$ aux Cadets de l'air de Maitland, les recettes de l'évènement Camp and Fly.

Well, maybe one is enough.

8. For more information on driver and pilot reaction times, google "reaction time and age."

ZONE CAMP AND FLY

From the desk of Greg Hood, President of Sky Harbour Modelers, comes his report on the Zone Fun Fly held this past August.

"The 6th Zone Camp and Fly was another success for all those who attended. Mother Nature was a little sketchy: threatening rain on Friday and Saturday morning but cleared off shortly after 9:00. The weather co-operated for the flying events up until Sunday shortly after lunch when the wind came up to the point that it was too strong to fly safely.

"The event was well attended with 26 pilots from Mississauga, Tillsonburg, Woodstock, Sarnia, Windsor, Detroit and Warren, Michigan participating over the three days. The flying was a mix of prop, EDF foamies and jets. The flying was top caliber with only a few minor incidents and airplane types were a great cross-section to please the crowds.

"For those of you who hesitated attending because the weather wasn't so great, you missed a great flying opportunity. Spectator attendance was in line with previous years with just over 500 over the three days with the majority being Saturday and Sunday.

"The MAAC balsa planes were a hit with the kids as well as the candy drop. All the flying went off reasonably well with only a few interruptions of full-size aircraft on the tarmac, but all flyers didn't mind, realizing we are flying at an active airport.

"On Sunday, Greg Hood and Peter Doupnik presented a check for \$1000 to the Maitland Air Cadets, proceeds from the weekend.

"As in all events, nothing gets accomplished without volunteers. A great big pat on the back goes out to all those who helped with registration, field set-up, flight line, announcing and flying demonstrations to entertain the crowds. You people were AWESOME!"

Thanks Greg, it always nice to flash back and recollect those warm sunny flying days, especially this time of year. See you in the pits.. ✈

« Après avoir passé une heure à charger ce monstre et l'équipement d'appoint à bord de mon camion, je me suis mis en route pour le lac à 6 heures du matin. Ce jour-là, la météo était, au mieux, incertaine. Il pleuvait pendant les 45 minutes du trajet entre mon domicile de Vancouver et Alouette Lake.

« La plupart des modélistes qui s'y rendaient aussi pensaient sérieusement que l'évènement serait annulé. Lorsque nous sommes arrivés à la barrière du parc, la pluie avait considérablement ralenti, sans pour autant avoir cessé. À 7 heures, nous étions en train de décharger et d'assembler les avions et l'équipement servant au rassemblement; certains modélistes avaient apporté des bâches pour garder les maquettes au sec. La pluie et les nuages se sont finalement écartés au moment d'organiser la réunion des pilotes, à 8 heures.

« Tout le monde s'est précipité afin de sortir tout l'équipement justement au moment où le ciel s'est dégagé. Le lac était calme, tel un miroir.

« Les photos de mon deHavilland Canada DHC-2 Beaver ont été prises pendant le deuxième vol – de six – cette journée-là. Les nuages étaient très bas au moment où j'ai procédé à mon vol d'essai. Nous devons tous limiter l'altitude à laquelle nous faisons voler nos appareils.

« Dale Toews a immédiatement décelé l'occasion photo des conditions de nuages bas, ce matin-là et m'a approché afin de m'exposer son idée en prévision de mon prochain vol. Il m'a demandé de piloter

de façon à cadrer mon avion avec les montagnes à l'arrière. Les nuages ont commencé à se retirer complètement. J'ai acquiescé aux paramètres de vol suggérés et il m'a conseillé sur le meilleur positionnement du Beaver, en vol.

« Nous avons effectué deux douzaines de passes, sinon plus. Dale m'a transmis plusieurs requêtes. 'Plus bas, davantage à gauche, davantage à droite, plus près,' etc. Il tentait de capter la meilleure photo. Franchement, ces critiques de pilotage commençaient à m'indisposer. Après avoir fait amerrir l'avion, j'ai jeté un coup d'œil aux photos que Dale avait prises et j'ai eu tout un choc. Elles étaient les meilleures que j'avais vues jusque-là. La composition et le cadrage étaient parfaits. C'était évident que Dale savait précisément ce qu'il faisait avec son appareil photo. En passant, il est aussi un pilote de maquette télécommandée accompli.

« Environ dix pilotes d'hydravion étaient de la partie lors de ce rassemblement d'automne. La plupart des avions étaient des Cubs et des Beavers ainsi que quelques hydravions Cessna et Otters.

« La météo, en somme, a été parfaite : eau calme, une bonne visibilité et presque pas de vent tout au long de la journée. C'était un évènement parfait qui s'est déroulé dans un décor enchanteur de lac à proximité des montagnes. La meilleure nouvelle : tous les hydravions sont revenus à bon port, sans aucun incident.

« Je lance un énorme merci à Dale Toews des Spectrum Flyers pour

les photos qu'il a prises lors de ce rassemblement. Il s'avère un véritable maître de la lentille! Merci!

« De plus, Michael Poser a pris plusieurs belles photos du rassemblement et de mon avion. Merci, Michael!

« Mes prochains travaux sur le Beaver consisteront à concevoir l'installation d'un canot à l'échelle de 27 pouces. Juste de quoi ajouter un peu de réalisme! »



RENSEIGNEMENTS SUR LA MAQUETTE

deHavilland Canada DHC-2 Beaver (un produit du fabricant Hangar 9)

Envergure : 110 pouces

Poids : 20 livres et un peu plus

Motorisation électrique : AXI 5345-16 HD 195 KV

Batteries : batteries jumelées Gator de 10S 5200 mAh ainsi que 2 X batteries Pulse RX 2S 2550 pour le récepteur

Hélice : une trois-pales Biela en fibre de carbone 19 x 10

Émetteur : Spektrum IX 12 avec récepteur 12 voies Power Safe receiver (10 voies utilisées)

Système d'éclairage : Electro Dynamics 117 RCP. Feux de position, strobes et feux d'atterrissage Wig-Wag.

Flotteurs : à l'échelle ¼ (produit du fabricant Hangar 9)

Pilote : Brad Baigent, MAAC 53866

show people how to fly,' said Veres. 'I can only help a few every night. But I'm providing my own trainer to help them do that, to help people get into the hobby.'

'Lots of people drop by. Last week I had a guy, 40 years old, come by ... He tried it and -'How much? I think this is something I want to do,' he said.'

"Veres gets people started on a Night Vapor plane, which looks a little like a set of Saran Wrap wings on a tiny motor. It seems awfully slow until you're at the controls.

"It's a mental exercise. It's fine when the plane is flying away from you – on the controls left is left and right is right. But when the plane turns around and

is coming towards you, it's easy to get discombobulated. Things don't go out of control slowly. One second, you're flying along peacefully. The next, you're in a nosedive.

'Veres uses a pair of connected remotes when introducing newbies to flying. He'll take off, give some pointers, and then make you the pilot. He can take back control of the aircraft when, inevitably, the first-time flier gets into trouble. It's like a driving instructor having a brake on the passenger side of the car.

'There's an instructor radio I patch into a trainer radio,' said Veres. 'So I can take control of the plane any time they're out of control.' ✦

J'ai apporté un Tiger 60 (avion), un planeur et un hélicoptère Ergo 60 dans le Sud. J'ai construit cinq avions de combat depuis que je suis arrivé à Casa Grande (Arizona). Jusqu'à maintenant, j'ai réussi à me rendre au terrain de vol au moins trois fois par semaine. C'est bien. ✦

South West British Columbia (H) from page 15 added. I was ready to hit the lake with my new plane.

"After spending over an hour loading this monster and all the required support equipment needed into my truck, I was wheels rolling to the lake at 6 a.m. The weather that day started out sketchy at best. It rained all the way during the 45-minute drive from my house in Vancouver to Alouette Lake.

"Most flyers driving out were all thinking that this event might need to be cancelled. By the time we all started to arrive at the park gates, the rain had slowed considerably, but it had not stopped. Unloading and set-up of planes and event gear started at 7 a.m. for those with tarps and tents to keep things dry. The rain and the clouds finally broke and the rain stopped just as we started the 8 a.m. pilots meeting.

"All flyers immediately scrambled to get all their equipment out and into the water as the skies started to open up overhead. The lake was calm and mirror-like at this time.

"The pictures of my deHavilland Canada DHC-2 Beaver were taken during a second flight of six, that day. Clouds were extremely low for my first test flight. All of us needed to limit altitude a great deal in the morning due to these restrictive morning flight conditions.

"Dale Toews immediately spotted the photographic opportunity of these low cloud conditions that morning and approached me with an idea for the next flight. He asked me to try and fly a flight framed against the mountains. All before the low mountain clouds started to lift completely. I agreed to the flight parameters proposed, and he coached me and the Beaver into the best possible positions for photography.

"We did two dozen or more passes. Dale gave me many requests. 'Lower, more left, more right, closer', etc., all in an effort to get the perfect shot. Frankly, it was getting a bit annoying to get that much flight direction criticism. After I landed and looked at the pictures Dale had taken, I was shocked. They were the best I had ever seen: composed and framed to perfection. He obviously knew exactly what he was doing on the camera. Dale is an accomplished RC pilot as well, by the way.

"We had approximately ten float pilots and many visitors for this fall event. Most of the planes were Cubs and Beavers with the odd Cessna and Otters thrown in for good measure.

"Weather turned out as perfect as it could be: calm water, good visibility and virtually no wind all day. Really a perfect event in a picturesque mountain lake

location. Best news: all planes returned to shore from a long day of flying with zero incidents all day.

"Huge thanks to Dale Toews from Spectrum Flyers for the photos taken at this event. A true master behind the lens! Thank you!

"Additionally, a lot of fine pictures were taken by Michael Poser of the event and of my airplane. Thanks Michael!

"The next work I have planned for the Beaver is working out the installation challenges of strapping on a beautiful scale 27"canoe. Just to add even more scale realism!" ✨

PLANE DETAILS

Hangar 9 deHavilland Canada DHC-2 Beaver

Wingspan: 110 inches

Weight: 20+ lbs

Electric Power: AXI 5345-16 HD 195 KV
Batteries: 10S 5200mah Gator flight Packs & 2 X 2S 2550 Pulse RX batteries

Prop: Biela three-blade carbon fibre 19 x 10

Radio: Spektrum IX 12 with 12 channel Power Safe receiver (10 channels used)

Lighting: Electro Dynamics 117 RCP lighting set. Nav, Beacons, Strobes and Wig-Wag landing lights

Floats: ¼ scale Hangar 9

Pilot: Brad Baigent, MAAC 53866

St. Lawrence (J) from page 21 sanctioned and focused on competition.

Success in this area is jointly dependent on the equipment used and the piloting skills. With respect to the equipment, this brings me to discuss introduction of leading edge technology, including flight control logic boards, transmitters, FPV goggles, and so on. This is truly a world in its own and leads me to discuss the use of latest version of the Jumper T 16 Pro open source transmitter.

As Zone Director and being a member of the Board of Directors of MAAC, I must first state that to the best of my knowledge, the manufacturers of the Jumper T 16 Pro radio has not yet applied to the appropriate Radio Board of Canada to certify this radio, so using it may be legally questionable, which might impact your MAAC insurance. The comments made are strictly based on my own research and opinion and is not to be

interpreted as official approval by MAAC or any government agency.

JUMPER T16 PRO HALL RADIO - 16-CHANNEL MULTI-PROTOCOL TRANSMITTER

I am really impressed by this radio since it enables you to bind with the receivers of most brands (including low cost toys) without the need to do any wiring. It can be used for fixed wing, multi-rotor, heli, virtually any RC device.

As one person said, it will be the only radio you will need to buy. It permits telemetry with numerous flight controllers. Most important is the fact that it uses open TX software means you can take advantage of numerous apps which are public domain and available on the internet.

It features hall sensor gimbals, a 4.3-inch colour screen, has numerous three-position

toggle switches and has a port in the back that permits use of the Crossfire long-range RF module.

Programming permits oodles of options, not normally available in the majority of other devices. For many multi-rotor pilots, it is overtaking the market. In terms of cost it runs approx. \$ 250 CAD which I believe is 10 % of any current 16-channel radio today with comparable features and capability.

We will be holding a seminar on it at the upcoming Presidents Meeting on March 1.

In terms of ISED / FCC certification, I have read the following on RC Groups Canada under the heading 'Is the Jumper good enough?'

From what I understand, since there is no transmitter in the radio, there is no need for Part 15 approval! The multi-protocol unit is the same one from an earlier transmitter and is already FCC Part 15 certified and approved. ✨



by Alex Fawcett

It's time to bring scale competition into the 21st century and this is it! Introducing Aces High, a brand new world class Scale Event coming to the Edmonton area August 21-23, 2020! We've thrown out all the rule books and this inaugural event will feature an entirely different competition format than we have seen before.

I thought the best place to start would be to answer those questions you need the answers to, so without further adieu;

Who are you, and what makes you want to run this event?

My name is Alex Fawcett and I've been an avid modeler for the last 25 years. As a boy I attended every event in northern Alberta, enjoying and being inspired by the scale aviators who spurred my imagination. I am also representative of the next generation of scale enthusiast.

Over the years I've watched the steady decline of scale. New hobbyists are more attracted to 3D airplanes, or quad-copters. Indeed fewer are prepared to make the investment in blood sweat and tears that goes into each scale masterpiece. That said, my belief is that the biggest constraint to our segment of the hobby is in fact the 'cool factor.'

When a new pilot goes to the field, it's easy to understand a 3D airplane, it hangs right over the runway defying gravity. It's easy to understand a drone, it takes pictures (like your phone!) and can put you right in the cockpit with a pair of goggles.

Scale airplanes? As vintage aircraft, and airshows that showcase them become rarer they have almost been forgotten. I believe we have the power to change that but only if we can WOW the public and our fellow hobbyists. If we accomplish that we may just be able to fight back against this decline and jumpstart a new era of scale modeling.

What do you hope to accomplish?

I created Aces High to be an event I would be excited to go to. I've spent time watching excellent pilots like Rollie Martel out of Delta, BC, along with Scott Crosby and Bob Wonitoy from Edmonton, AB and they have inspired me to push harder and improve as a pilot

and a modeler. I wanted to give people like them and newcomers an audience to reach and encourage, the same way that other scale modelers have encouraged me.

Why a competition? (Instead of a fun-fly or an airshow)

The competition format was chosen to offer structure and feedback. I wanted to give each pilot a spotlight, a chance at center stage. I also hope to bring in judges from outside the hobby to assess and give feedback. All too often R/C pilots end up in a feedback loop by only observing other models, as a result our impression of speed, momentum, and movements of full size aircraft get distorted.

Why change the rules?

There were three main things I wanted to accomplish with the event. First, to establish a more objective set of judging criteria – something that will hopefully allow critique without bruised egos. Second, to create an event that was as exciting to attend for the spectators as it is for the competitors. Finally, to do away with the multiple categories and bring everyone under the same umbrella.

What are the primary rule differences between Aces High and competitions like Scale Masters/Top Gun?

The judging criteria is different. Static is made up of a series of yes/no questions that judges will use to evaluate your aircraft. Our flight demonstrations are a freestyle presentation put on by the pilot. They will be evaluated based on flight realism in addition to overall presentation quality.

We only have two required manoeuvres (takeoff and landing), the rest is up to the pilot, and will be judged from start to finish without breaks between manoeuvres. We will only be running one flight line at a time and we encourage pilots to introduce an audio component to their demonstration for the benefit of spectators. Furthermore all stabilizing gyros will be allowed.

What happened to the Builder of the Model rule?

Over the years the hobby has evolved significantly. Today we have everything from RTF "foamies" to designer built museum worthy replicas. I feel we spend too much time trying to define and segregate, just to say some are more 'worthy' in the hobby.

If the hobby is going to survive, thrive, and develop we need to

start being more inclusive. We need to open up and share our passion, experience, and expertise with people who are either just getting started, or who have the passion, but not the time to build from stick-wood up.

Why Compete if I won't beat the experts?

As odd as it sounds, competition shouldn't be all about winning- it's about having fun, watching the spectacle, growing as a modeler and pilot, and forming bonds with people who share your passions. Although we will acknowledge stand out models and pilots, everyone's goal should be to learn something new and to reignite their excitement for the hobby. At the end of the day we are all Aces.

What is the process to attend?

It starts with a simple application telling us about who you are and the model you would like to showcase. From there a selection process will fill the available slots based on factors like aircraft variety, desired show pacing, and available time. If you are selected you will be sent an invitation to RSVP so that we can come up with a final lineup.

What is the application deadline?

Applications will be accepted no later than June 1, 2020, but competition slots are limited and we expect them to fill up quickly, so get your application in ASAP!

Where will the event take place?

The Fort Saskatchewan RC Flyers have graciously volunteered to host the event. They are located just 20 minutes northeast of Edmonton, AB and have two very well maintained grass runways.

Will you be entering yourself?

If time allows I will be entering my Kawasaki Ki-61 bubble top. This was a late war Japanese fighter designed to intercept B-29's over Japan. It is a model representing a prototype aircraft of which only four were built and only three known photographs exist.

Where can I find more information and submit my application?

You will be able to find more information and apply on our website at www.aceshigh.ca For updates you can follow us on Facebook at www.facebook.com/aceshighrc ✈



2019 FREE FLIGHT WORLD TEAM MANAGER'S REPORT



Yury Shvedenkov, left, took second place on the F1C podium at the 2019 Free Floight World Championships in Lost Hills, California.

By Vidas Nikolajevas, Team Manager/F1A Team Member

THE TEAM

F1A

Jama Danier - Canadian F1A superstar (ranked #1 in the World Cup standing in 2014, first ever North American to achieve the ranking, known worldwide not only for winning countless World Cup events but also for his unsurpassed unique launching technique and the record launch heights (in excess of 130m on a 50m towline). Certainly targeting the top podium spot in this World Championships.

Vidas Nikolajevas - it is the eighth championships for Vidas. Having missed the last two championships Vidas is eager to get back into the top ranking, but not getting ahead of himself and setting a realistic goal to "end up on the first page of the score sheets".

Vladislav Lazarevich - the newest member of the team, coming from free flight family, with tons of overseas F1A experience under his belt, it is the first major event for Vlad since his move to Canada. Having blown away all competition in team trials Vlad is now looking ahead of competing against the world's best!

F1B

Ladislav Horak - veteran Canadian F1B competitor, having placed 4th in the last World Championships, is expecting again to finish close to the top. Ladi is taking an unusual approach this time flying older models rather than "bleeding edge" state of the art modern models.

Tony Mathews - Opposite to Ladi's philosophy, Tony is all in with the most advanced models on the field. Not only he flies the most modern models, he is actually one of the most renowned F1B

developers in the world and huge asset to the whole team with his thermal picking skills. Tony is also acting as Assistant Team Manger.

Cameron Ackerley - having been on the team for many consecutive championships, but being unable to attend due to health issues, this time Cameron pulled himself together and will make a long overdue world class appearance.

F1C

Yury Shvedenkov - a reigning World Champion, no other introduction necessary! Anything less than a podium would be a waste of time for Yury this time.

Rostislav Pecherski - with seven World Championships behind him, Rost is a cornerstone of our F1C team, with his unfaltering concentration under pressure and rock steady hand. Having brought upgraded models this time Rost is ready to hit the top.

John Buskell - it is the first time for John at the World Championships, he may not have the newest models, but he certainly brings a very positive attitude and surprisingly calm approach to this otherwise stressful event. Those older models still have some life left in them and may spring a surprise!

TRAVEL AND ACCOMMODATIONS

Lost Hills, California is well known in the aeromodelling world, as a huge, flat field privately owned by Free Flight community. At this time of year it resembled a true desert- some dead grass, tumbleweed, bone dry and dusty. Every year several major events take place here and most Free Flight competitors have flown there at one point or another. Every one of us was very familiar with the location and

aware of the tricky conditions there.

Most of the team members opted to arrive early and participate in World Cup events prior to the World Championships or just practice on the field and get used to the changing local conditions.

Due to different schedules, preferences and limited availability of nearby accommodations the team ended up dispersed all over the place – John, Tony and Ladi opted to stay at the on-field RV park, Yury and Rost were fast enough (a year in advance) to book a room in nearby motel in Lost Hills, while the rest of the team settled in a couple of Buttonwillow motels some 20 miles away. This and limited cell phone connectivity made it quite difficult to have any coordinated team activities and in the end Team Manager had to rely on the team members to prepare as best as they can until the official start of the World Championships.

REGISTRATION AND PROCESSING

All team paperwork was submitted in advance and seemed to be in order (except a very minor discrepancy in payment due to currency exchange rate fluctuation). It was extremely easy and pleasant dealing with the organizers this time as they all seemed to be very professional and speaking common language helped a lot.

PRACTICE DAYS

A well planned contest schedule allowed everyone to have at least two full days of practice on the field which was very helpful to the late arrivals such as myself. I had attempted to contact the team members to have most of them practice together, but it seemed that everyone had their own preferred practice partners and locations on the field, so I left it at that.

The F1C guys trained together, Vlad had his personal coach (his father), Jama flew with Leslie Farkas (one of the trusted team supporters) while myself, Ladi and Tony opted to spend day together and having another couple of experienced pairs of eyes helped us to trim the models to the best of our liking.

In retrospect I can say this was a mistake, I should have tried to pull the team together to have everyone's progress assessed by at their own team members rather than people from outside of the team no matter how trusted. I'm sure we would have caught some critical trimming deficiencies in each other's models. On the other hand having a non-flier Team Manager would have helped even more, as I tried to concentrate on my own models and preparations and could not find and observe all team members in the vast field during those two days.

The conditions were perfect (maybe too calm for F1A) and allowed us to get some real flight simulations- flying full three and four minute flights throughout the day. The endless field provided ample space to fly in any direction as the wind was constantly moving around during the day.

Tony's models are always entertaining to watch, but this time he went one step further and managed to destroy his model in mid launch in a spectacular fashion, luckily most damage was repairable. Ladi sadly having more and more mobility issues still managed to effectively move around on his motorbike and put in some nice flights in preparation for the big event.

At the end of the day everyone seemed to be content with the progress and had their program set for the next day, which turned out to be even better (at least for F1A) with some breeze and strong thermals. Overall it seemed to me that most team members put enough flights to have a good shot at the competition.

OPENING CEREMONY AND TEAM MEETING

The opening ceremony took place in Lost Hills Community park, which is very close to the flying field so everyone was able to attend without having to sacrifice much of the practice time that day. Canadian team donned on their team uniforms (as always thoughtfully provided by Leslie Farkas) and were present in full glory! The ceremony was well organized and went quick and smooth with notable inclusion of the Sierra Cup (World Cup just prior to WCh) prize giving ceremony where Yury continued his victorious ways and collected the third place prize!

Some light snacks were provided after the Opening Ceremony which were greedily devoured by a crowd most of whom spent all day on the field practicing. This also gave Canadians the first real opportunity to sit down and talk as a team.

Duties were assigned for F1A day- Tony would take on the role of Team Manager, all F1C guys would be on retrieval duty and remaining F1B guys would get some time off to collect strength before their own competition. Ladi generously volunteered to retrieve models on his bike and was put on reserve, while it was decided that main retrieval will be done using golf carts that team and John rented from the organizers. Rost was in charge of programming and charging all walkie-talkies. Having enough radios this time made it easier to coordinate all retrieval activities.

After the meeting F1A team retired early to prepare for an early start the next day, except for myself who still had to attend the Team Manager's meeting later that night.

TEAM MANAGER'S MEETING

The usual set of contest rules were laid down by the Contest Director with some notable additional rules related to the surrounding orchards and irrigation pipes. The topic of agriculture and water is very sensitive in California, and CD warned the teams that any damage to the trees or irrigation system when retrieving the models would result in immediate disqualification of the team. Moto flapping (attempt to create/release a thermal under the flying model by means of driving a vehicle in circles underneath) was also defined and explicitly forbidden.

It was also explained where to place the modelboxes and supporting equipment on each of the flying days in order not to impede the timekeepers' view and F1A towing lines. For F1B timekeepers were required to observe the rubber motor winding, but unlike the other championships the timekeepers were instructed to come to the competitor's model stooge rather than the other way around.

F1A DAY

As agreed, the team arrived at the field at 6.30AM way before sunrise, the first round was set for 8AM. Glider guys made few practice flights to make sure the trimming was still good for the conditions. The air was thick, just like the days before, and the wind was almost non-existent. The team agreed on flight order with Jama going first, then Vidas, then Vlad.

It was also agreed that the other two team members would shadow the competitor during towing and would be ready to assist with tangled towlines and watching the surroundings for other models or potential danger of crossing the lines. This arrangement really helps the competitor to focus on his job of controlling the model and not having to keep track of other 30 guys towing their models around him. The glider team carried their duties throughout the day and helped each other often sacrificing most needed rest

between the flights.

Jama and Vidas had no trouble maxing the first two four minute rounds, but Vlad opted to use his new LDA models and either due to lack of practice with these new models or due to wrong trimming for this hour, both of his flights were rather poor. This was a hard pill to swallow for Vlad, who put so much effort in preparation for this moment and it was only with the tremendous exercise of self control that he managed to continue the contest and opting to fly the older conventional models easily maxed the remaining five rounds.

The wind died completely with the third round and made life very difficult to all glider guys who rely on the wind to get the model up on the towline. With some extra physical effort team maxed it all out, but the fourth round brought an end to all hopes for Jama – having not dropped a single round in the past four consecutive championships, Jama made a rare mistake and launched into a “hole” – perfectly launched model descended from ~100m to the ground in 1.5 minutes. Afterwards Jama admitted that instead of relying on his own skill he should have heeded the advice of his team mates, both of whom were screaming for him to wait for better air.

With the hopes of both the team and individual medal dashed the team continued in the changing conditions and maxed all remaining rounds. In the seventh round Vidas launched into what looked like a strong thermal and then the whole team helplessly watched the model refusing to turn downwind and sitting against the wind and slowly sinking down while the thermal was long gone downwind, by absolute miracle the model then managed to find another thermal from less than 20m of altitude and maxed giving at least one ticket for Canadians into the fly-off.

The six minute fly-off was set for 4:30PM. With the wind not calming down and peak thermal activity Vidas made a decision to fly the same short LDA model as he did during the regular rounds. However starting from the wrong side of the flight line and launching into what looked like a decent piece of air, the model failed to follow the thermal and instead opted to go down with a measly 3.36 on the clock... Visibly disappointed Vidas later joked that at least he has achieved his goal of “first page” placement which in this case was the 26th out of 103.

Big thanks to the retrieval team (John, Yury and Rost) who managed to get every single model back in time all day even in windy conditions by the end of the rounds. Golf carts were indeed excellent for retrieval in these conditions and helped the retrieval team to save some energy for their own upcoming competitions. Tony as always did a great job coordinating all team activities throughout the day.

The team stayed on the field to watch the second eight minute flyoff which was more interesting due to cooler conditions and lower thermal activity. Only three competitors maxed and were set to fly the ten minute round the next morning.

F1B DAY

The day started similar to the one before- everyone was on the field early, there was some scramble to get the best possible “camp” position - F1B guys have more equipment some of which are not easily movable, so we tried to get the spot in the middle (just like every other team there) so we could have the timekeepers close enough for the next three rounds before we have to move again.

The retrieval team was organized and ready, but on stand-by as it did not look like we would need them for the first couple of rounds. Conditions were perfect for F1B- no wind whatsoever, the models were landing right around the flight line. Tony and Ladi both made some last minute test flights, Cameron spent more time setting up

the equipment and getting the models ready.

Ladi and Tony both maxed out the first round, but Cameron’s trim was just on the edge- model started stalling during the glide and lost altitude to end 35 seconds short. Perhaps that last minute test flight would have helped to detect the issue, but it would have been asking too much from Cameron at that point.

With Tony’s help the adjustments were made and next few rounds Cameron maxed relatively easy. Tony on the other hand dropped 13 seconds in the second round, since the thermal activity was still low it could only be blamed on the model and perhaps less than perfect launch. That left just Ladi carrying the flag and he did not fail us- seven perfect maxes with no mistakes throughout the day.

Conditions were getting trickier as the day progressed and thermals took longer to form, models were dropping all around us. The wind picked up a bit, so it was a waiting game most of the time to see if anyone launches into a good air and then a bunch would follow. .

Tony dropped another round in what looked like a good air, but his launch was again less than perfect, Cameron also dropped another two rounds as did many other competitors along the line. Still the conditions were much better than F1A day and four teams managed to have full scores at the end of the day with 41 in the fly-offs.

The first fly-off (six minutes) seemed like an easy target in these thermal conditions, but since the fly-off round window is limited to seven minutes, it was a test of nerves for most –waiting for a strong thermal and at the same time watching the clock run out.

Most opted to fly early in the round into what looked like decent air, but really wasn’t good enough. Ladi however kept his composure and waited almost to the end to get into a perfect thermal that very few others had stamina to wait for, as a result only 11 people advanced to the next fly-off.

The eight minute fly-off was later that evening when air has cooled off and chances of good thermal decreased significantly, so Ladi



Ladislav Horak is resting between rounds with his F1B model

having no super-models in his box was at a significant disadvantage, still he did the best he could with the equipment he had and made us all proud by getting into the top 10, out of 97.

Once again, the trusted retrieval team did a tremendous job getting all the models back to the start in time.

F1C DAY

By this time the team knew the drill- everyone assembled on the field by dawn and helped power guys to set camp. John chose to travel with his equipment loaded onto a cart from pole to pole, while Yury and Rost had a more permanent base.

Once again, the morning was absolutely calm with models not drifting anywhere, after a couple of test flights the team was all ready for a showdown.

Contrary to the previous days, the competitors themselves smartly chose to disengage from thermal picking and relied on both team managers to find a perfect time to launch. This allowed them to focus all attention on preparing the model, starting the engine and launch alignment. High speed F1C models are not forgiving to any mistakes and full concentration is imperative.

The arrangement worked perfectly for the first five rounds- after which the Canadian team was the only one still full! The conditions were deteriorating rapidly as the day progressed with the wind picking up speed and very narrow and violent thermals coming and going fast. By mid day it was very challenging for the team to pick the air and get the models launched in time, so Tony and Vidas were trying to measure the repeating patterns and try to get the guys starting the engine just before the thermal would hit the pole. It was literally hitting us by now- the dust devils and small objects

violently flying around as the thermals were passing through, there was no time to snooze – each delayed second counted in these conditions.

That is what eventually got John – in the sixth round his engine did not want to start right away and by the time he launched we were already on the edge of the thermal, to make matters worse the launch was not straight, and he lost too much height. In the seventh round he dropped again, this time again due to lower altitude. He was one the few flying fixed wing model, which had 20-40m altitude deficit compared to the folding wing models.

On the positive note both Yury and Rost maxed so we had two guys in the fly-off alongside the 21 other competitors. The fact that no team was full this time showed how challenging were the conditions on that day.

Both Yury and Rost maxed comfortably in the six min round and advanced to the next round alongside 13 others. It was too late by then to fly another round, so it was announced that flyoff will take place next morning just after dawn.

We had different retrieval team for the day – Jama and Vlad volunteered for the task and performed it flawlessly considering the wind speed and limited visibility due to the blowing dust. All models were delivered safely and timely. Also, thanks to our supporter Leslie Farkas who thoughtfully provided some food for the team as we had absolutely no time all days to think of such earthly things!

The F1C flyoff the next morning was held at different starting line alongside the orchards, which played a big role. Models that were properly launched and trimmed for very large circles managed to benefit from warmer air over the orchards and got significantly longer flight times.

Yury was one of them and when all results were tallied up it appeared that he beat everyone but one. He was second in the world, another fantastic result for Yury and the whole Canadian team.

Rostislav rounded up the top 10 which was a great result as well, but left him contemplating the lost opportunity here...

CLOSING CEREMONY AND BANQUET

Closing ceremony was held at the same Lost Hills park and was run very efficiently by the organizers, with very few mix-ups (wrong anthems, upside down flags) which is understandable considering the wide geographical range of winners this time.

Canadian team cheered for Yury's Silver medal and for all other worthy opponents. It was nice to see some new faces on the podium and some less known countries that managed to achieve the top result in the very challenging conditions.

The closing Banquet took place in a very spectacular place - Buck Owens' Crystal Palace music hall built in a fashion of the American Old West. Open bar, good food and perfect company was exactly what all teams needed after this tiresome but exciting week in the California's desert!

Overall this World Championships competition was organized at the very high level by a very professional team of individuals. The filed, the communication, the decisions, the timekeeping - everything was excellent. I could hardly imagine a better run contest!

As a Team Manager I want to thank all and each member of the team as well as Mr. Leslie Farkas for helping the team. Well done boys! I hope to see you all in France 2021 and be part of the great Canadian Team again! ✈

F1A TECHNICAL REPORT

By Jama Danier

I was a part of the Canadian team for the fourth time and I was very impressed with the level of cooperation from some of our team members. We had good, but very dry, conditions with very narrow thermals. Each time we got our models back on time.

On F1A day I was using Low Drag Airfoil long models as usual, which I used in February this year and won two World Cups. However in October weather was very different with very small and fast moving thermals.

It was easy for the first three rounds, not taking too much effort to max. However weather changed and I dropped the fourth round putting my model in some significantly down air. It was the very first

time I ever dropped a round in a WC. For some reason my long LDA models were not performing well in those conditions. I wish I had a short more manoeuvrable model that thermal better.

I had very good Flapper Models with Brian Egglestone's airfoils but I did not make it to the Fly Offs which was very upsetting.

I would like to stress out and say big thanks to Leslie Farkas who was not in our team but came to Lost Hills and help me a lot. There were lots of training involved and he was there helping me.

The field was quite big and there were no complains about the organization and utilization of this field.

Hopefully next time in France I will perform better! ✈

FIB TECHNICAL REPORT

By Tony Mathews

The F1 B class (formerly Wakefield) is the oldest category of FAI models competing for World Championships, having been contested for close to a century now. The models were originally all hand made by each contestant from wood and tissue paper covering and have evolved to use the very latest in composite materials and techniques available.

The category has a maximum wing and stabilizer (combined) area of 19 sq/dm with a minimum weight (minus the motor) of 200 grams and a maximum rubber motor weight of 30 grams. Models today use rubber strip (typically 1 mm x 1.5 mm or 1 mm x 3mm wide) supplied from a single source (FAI Model Supplies USA).

This year the F1 B world championships included the usual complement of flyers using conventional composite Wakefields (F1 B) produced by the Ukrainian "factories" of Andruikov, Vivchar, and Stefanchuk. The only teams (that we know of) deviating from this approach were the Dutch, Russian, Polish and Canadian teams, as well as the Hungarian Mihaly Varadi.

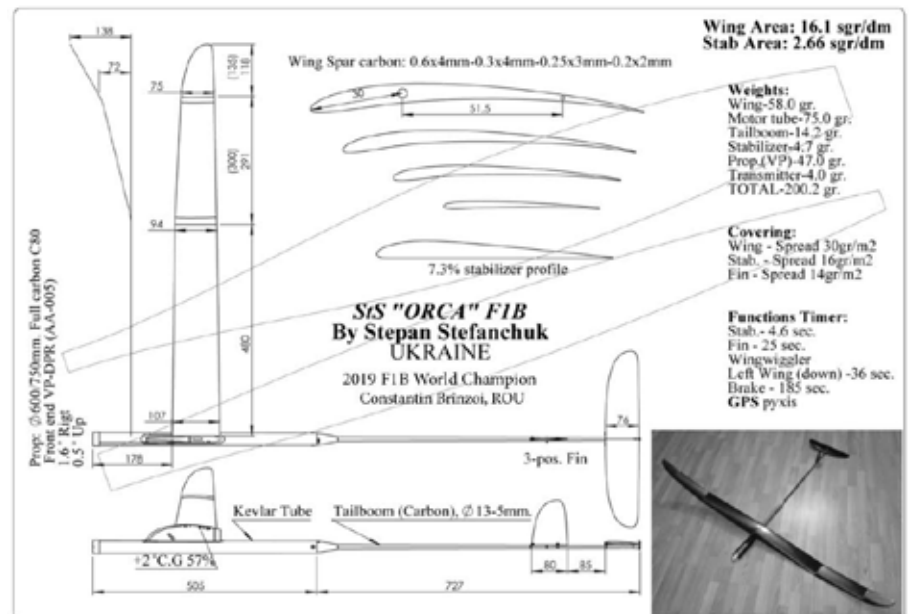
The Russian team utilized self designed and produced models with extensive use of carbon fiber skinned flying surfaces. The Canadian teams fielded both conventional models as well as new innovative Low Drag Airfoil (LDA) designs based largely on the work of Canadian aerodynamicist Brian Eggleston. These new LDA models are designed to climb higher, faster, and to glide as well or better than the typical conventional planforms used by most flyers.

The Polish flyer Adam Krawiez used a new design by Tony Mathews (Canada) using all carbon fiber skinned flying surfaces and a new innovative carbon fiber propeller design with input from Brian Eggleston. Adam and Tony joined forces with Tony completing the computer design work and Adam making the CNC molds and fabricating the flying surfaces and prop blades. This new model uses new LDA airfoils by Brian Eggleston.

Many models used the relatively new approach of foam cored wings (Rohacell closed cell foam produced using CNC milling technology) with very light (30 gram/sq/dm or less) "spread tow" carbon fiber sheeting applied using matched female molds CNC machined from special plastics or Aluminum. Such wings are very light, very stiff and have



Tony Mathews winding his motor.



very accurate airfoils.

The first and second place models used Carbon wings for the flyoffs produced by Stepan Stefanchuk using airfoils from Brian Eggleston and a planform based on an earlier "built-up" wing design by Tony Mathews (Canada).

Carbon wings were also used to win the 2017 World Championships. That model was a joint venture between Tony and Stepan Stefanchuk (Ukraine).

The new construction methods allow the possibility to produce complex wing planforms with compound curves and even curved dihedral! Such structures were very difficult to realize with older techniques.

Models have continued the trend toward ever higher aspect ratios and smaller stabilizers with the slow but steady increase in performance. A practical limit of 1.9 meters wing span seems to have been reached. Technically, there is no reason why the span could not be pushed to well over 2 meters. However, the aerodynamic benefits

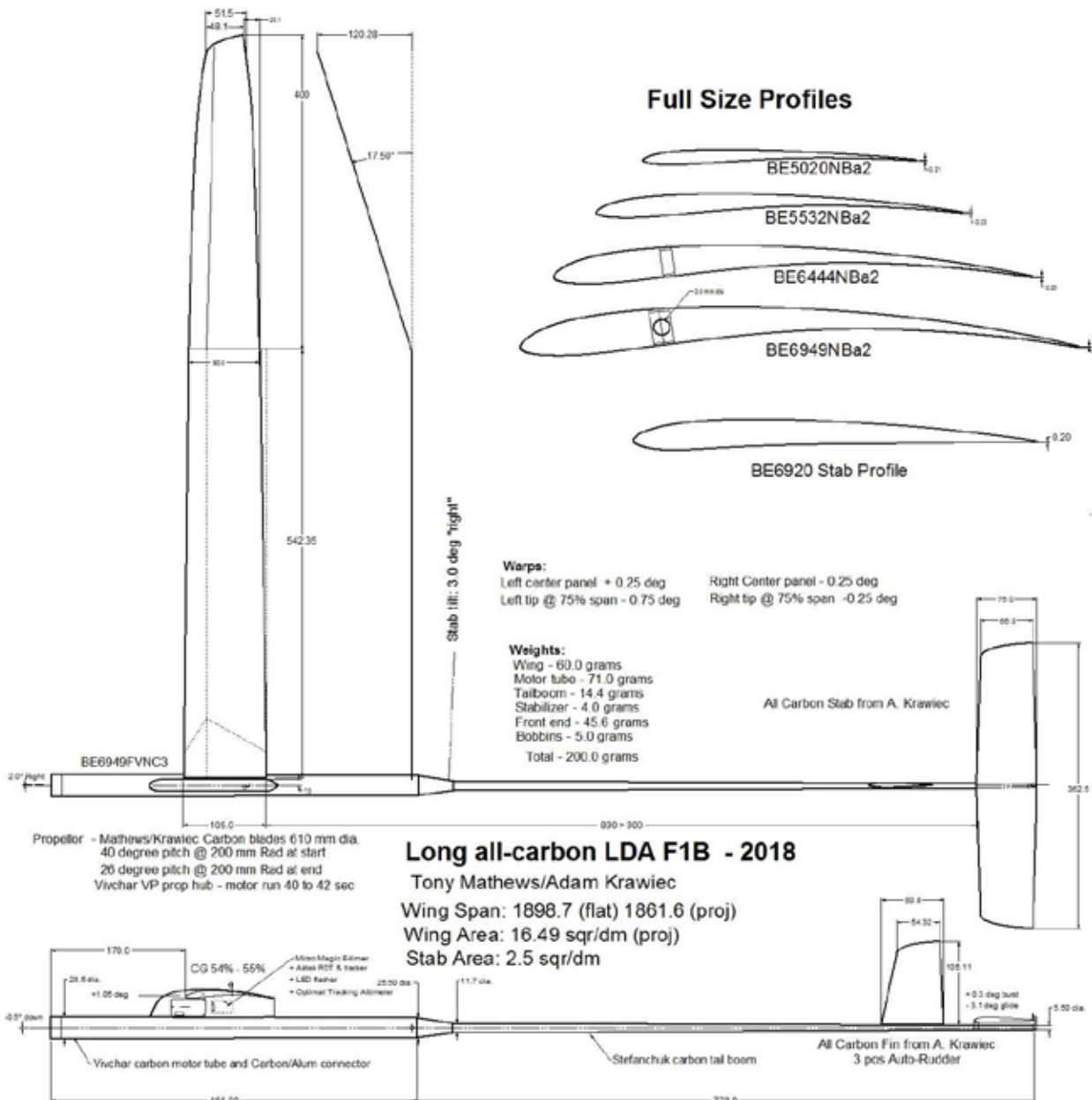
will likely not be realized as smaller Reynolds numbers (with the associated smaller chords) limit the performance benefits from the lower induced drag of the higher aspect ratios.

Propellers have made the transition to carbon fiber over foam or balsa cores. Such propeller technologies are not new. But are now approaching universality. Almost all models use either the superb Andriukov (USA) variable pitch hub or the Vivchar unit of similar design. Very few models use fixed pitch anymore.

Timing systems are now almost universally electronic with programmable servo control. Newer versions of these timers use built-in altimeters as well as radio de-thermalization on command. The latest technology uses GPS location devices to accurately determine the model's position after landing. Many models in 2019 were equipped with GPS retrieval systems and the trend towards this is now well established.

Some modellers even have the capability to view the real time

continued on page 58



F1C REPORT

The F1C part of Canadian team at 2019 Free Flight World Championship was represented by Yury Shvedenkov, Rostislav Pecherskii and John Buskell. We all arrived to Lost Hills prior the opening date of the World Championship in order to test the flying field, equipment and have an opportunity to warm up during pre-championship Sierra Cup.

With the help of other team members only Yury decided to participate at Sierra Cup. During this contest we not only competing but focused on taking measurements, such as temperature, humidity, pressure, oxygen concentration, RPM, altitude, for each flight. All collected data was analyzed and discussed with Alex Valishev (USA-F2A), Alex Talanov (Russia-F1C), Valentin Mozirsky (Ukraine-F1C) on following days.

The Sierra Cup conditions showed that we will be flying at very dusty conditions, with relatively cool mornings (5 C) and very hot and dry days (33 C, 20 %RH). While taking measurements Yury was competing and after two finals placed third at Sierra Cup.

The next few days were dedicated to practice. Final trims were done, broken lines were fixed and most importantly decisions for models that will be used for the World Championship were made. We focused on team results and consistency and proven reliability of models' performance. So, despite high potentials of freshly built and trimmed models, the choice was as follows: Yury – "folder" from 2016, Rostislav - "folder" from 2015 and John – "classic model" from 2018.

For the F1A and F1B days, all three of us were playing a role of the retrieval team. Thanks to organizers of this World Championship we were not extremely exhausted because motorized vehicles were allowed for retrieval.

We were well organized as a team for the F1C day. All roles and positions for each member of the team were determined and strictly followed. Both team managers (Tony and Vidas) were at starting pole picking air, observing flying conditions and resolving minor issues with timekeepers. Jama Danier and Vlad Lazarevich did excellent job on retrieving models. The great multitasking help on starting line was organized and provided by Leslie Farkas, Brian Eggleston, Tanya Buskell, Sveta Shvedenkova, Alex Valishev, Lady Horak and Cameron Ackerley.

The job of F1C flyers was to be ready with no mistakes allowed.

For this World Championship the maximum for both first and second rounds were 4 minutes. This challenge was successfully passed by F1C team with help of slow wind, solid air, and precise work of team managers.

During next five main rounds the weather gradually became more and more challenging. It became hot, windy and even dustier than before. Thanks again to our team managers. They picked up very good air for each flight. The end of seventh round showed that Yury and Rostislav are maxed out and John, unfortunately, dropped in two last rounds.

Only one fly-off took place due to weather conditions and it was postponed by several hours. For the finals Tony was on starting pole with Yury and Vidas was with Rostislav. Two maxes in six-minute fly-off was a good achievement for this long day. Both models landed very far from the starting line. Despite this fact they were retrieved very fast by our retrieval professionals – Jama and Vlad.

The final twelve-minute fly-off took place next morning. By 7:00



Yury Shvedenkov, left, with Tony Mathews

A.M. all team members took their places and thirty minutes later the air was thorn with engines' scream of finalists' models, followed by the silence of soaring models.

Soon the results were announced with Yury placing second and Rostislav finishing in 10th place, leaving the Canadian flyers and supporters celebrating another success of Canadian team at world's arena. ✈



John Buskell launching his F1C.

FLYING FROM WATER - INTRODUCTION TO THE BASICS



Ivan and his Solent

By Walter Reynolds
Photos by Beverly Hudson

This article is a summary of Ivan Pettigrew's article on float flying basics that can be found on Ivan's web site, www.ivansplans.com/Flyingboats.htm. This information is reprinted here with Ivan's permission. He also allowed use of the information contained in his article, "Let's Get Wet!" published in the November 2018 issue of Model Airplane News.

Walter Reynolds: What is different about flying off water?

Ivan Pettigrew: Although I started float flying with gas-powered models, for many years I have flown electric. Electric models are great for water flying and make models of multi-engine flying boats a breeze. Gone are the days of gas flying when the engine cooled off while idling on the approach, then coughed out in the middle of the lake after landing. But with electric models, remember that the speed control/BEC has a cut-off point, so don't fly until this point is reached. Land with enough 'gas in the tank' to taxi to shore. Apart from this, batteries last longer if they are not regularly run down to the cut-off point.

Most model fliers who want to try flying off water get some floats and attach them to a well proven land plane, and that was my experience. Flying off water is a lot of fun.

In recent years some good ARF flying boats have become available, or land planes that come with both wheels and floats. These are usually built of foam, which has an advantage in water flying because of the flotation qualities. Should they turn over in the water, they do not sink, and they float high enough that the equipment is often not in the water. Although most model float planes seem to be of a high wing design, you will do well to consider a low wing float plane because when the wind comes up, the high wing float planes are the first to tip over when taxiing in any direction but directly into the wind.

WR: What should flyers consider when converting a wheeled plane to floats?

IP: If you are buying and fitting floats to an existing land plane, there are several basic rules that apply. The following points should

be a guideline for this, or for evaluating an ARF that comes with floats. The nose of the floats should protrude in front of the nose of the plane by almost half the length of the propeller. The rear of the floats should be about midway between the trailing edge of the wing and leading edge of the stab. The step of the float should be aft of the Centre of Gravity, at about 45% of the chord of the wing, more correctly the mean aerodynamic chord.

WR: What about the contour of the bottom of the floats or the hull?

IP: Is it better to have a flat bottom, or should it be "V" shaped? A flat bottom is easier to build, but the best combination seems to be a sharp "V" at the nose of the hull, transitioning to a very shallow "V" at the step. Rear of the step it is usually a shallow "V." A flat bottom hull may plane very well on takeoff, but tends to skip if not landed smoothly. Flat bottoms actually have a lot going for them, but the "V" hull in full scale planes was developed to reduce the risk of damage when landing in rough water. The "V" hull cuts through the waves and the material used for the bottom of a "V" hull can be lighter than that used for a flat bottom.

One advantage of the flat bottom hull on a model flying boat is that it is relatively easy to take off and land on grass. This is a consideration for modellers who don't have a suitable water area nearby and want a flying boat that can be flown off the grass at their home field all year round as well as when they occasionally take a trip to the lake during the summer months.



Ivan's LakeMaster with flat-bottom hull.

Before going further, make sure you understand a few aeronautical terms such as datum line, incidence, angle of attack, dihedral, differential aileron.

The reference point for measuring the incidence of the wing is the datum line of the fuselage. If you are not sure of this, you can take the datum line to be a line through (or parallel to) the horizontal stabilizer. Incidence of the wing is the angle between the chord line of the wing and datum line of the fuselage. In a flat bottom airfoil, the chord line is NOT the lower surface of the wing. Be sure to understand that the chord line is a straight line from the most forward point of the leading edge of the wing to the most rearward point of the trailing edge. In most so called flat bottom airfoils, the lower surface of the wing is only flat from the main spar to the trailing edge, but from the spar forward, it sweeps up slightly.

The chord line is usually at least two degrees more than the flat

surface rear of the spar. This angle of incidence is set and cannot be changed once the wing has been fitted to the fuselage. It is not to be confused with the angle of attack of the wing which varies greatly in flight, depending mostly on flying speed. That comes later.

Add to the above terms two new ones that apply to float planes and flying boats. They are "beam" and "keel flat." The "beam" for a single hull flying boat is the width of the hull at its widest point, usually near the step. With float planes, the "beam" will be double the width of each float. The "keel flat" is considered to be the bottom surface of the hull or floats directly under the C of G. It is the area from directly under the leading edge of the wing to the step in the hull. When the model planes at high speed on the water just prior to lift-off, it is what we call "on the step," and it planes on this small "keel flat" section of the floats or hull. Getting the "keel flat" setting correct for the floats is akin to checking the incidence for the wings. Forward of the leading edge of the wing, the keel gently sweeps up towards the nose.

When a model floatplane is at rest in the water, the pitch attitude it sits at is determined by the angle at which the floats have been attached to the fuselage. The model should float in a slightly nose up attitude. The importance of this will be covered later in the section about taking off.

WR: Is it true that floats on a land plane affect the plane's stability when airborne?

IP: When floats are added to a land plane, more side surface is added to the model forward of the C of G than aft. This can lead to some directional instability in flight. It is recommended that some additional fin area be added to correct this unbalance. This can be in the form of a sub fin under the tail of the model as used in many float planes, or small fins (usually four) attached to the upper and lower surfaces of the horizontal stabilizer about midway from the fuselage to the tip. Look at pictures of float planes to see these.

Some models fly better with the C of G a little further forward when flying with floats. In this case, add weight under the nose of the floats. It is the furthest forward point, is out of view, and will automatically be removed when the floats are taken off to reinstall the wheels.

FLOAT PLANE OR FLYING BOAT

WR: Which is better, a float plane or a flying boat?

IP: A float plane where the fuselage is sitting up on two floats is probably easier to control during takeoff, but a flying boat where the lower section of the fuselage is shaped like the hull of a boat seems more forgiving when it comes to landing and taxiing in windy or choppy conditions. It is less prone to flipping over in rough water than a float plane. This applies particularly to turning around after landing into the wind. Flying boats are very safe in the water in windy conditions, but when a float plane turns out of wind, (especially light, high wing models), it doesn't take too much wind under a wing or the tail to turn it on its back. Because a flying boat has just a single hull, it needs floats attached under the wing out towards the wing tip.

CHOICE OF FLYING SITE

WR: What is the best water to fly from; fresh or salt?

IP: Most float flying is on fresh water. There will likely be dunkings, but most electronics survive after a day or two of drying out. The speed control in electric planes is the item that seems most prone to damage from water. Motors are seldom a problem. It is a good idea to run them as soon as possible after they get wet so the water is

flung out. Salt water is not so kind and is not recommended.

If the shoreline of a lake has a series of bays, it is best by far to fly from a point between the bays. The most favorable wind is one parallel to the shoreline. Imagine where you would place an airstrip so that there is open water ahead after takeoff, and also open water for the approach to land. This is not possible in a small bay with land both sides of you.

If the wind is coming across the lake so that it is blowing in your face as you stand on the shore, it is wonderful for taking off straight out into the lake, and will be good for blowing your model back to shore in the event of a mishap, but think ahead to how you are going to land. At many flying sites there are trees, people, vehicles or buildings near the shoreline and you must not fly over these. If you don't have any of these obstacles then, "Lucky You." For safety, all flying should be over open water. With this kind of wind, the experienced pilot may land cross wind parallel to the shore, but it is easier and safer to come along the shore line, losing height as if on base leg, then when getting low, turn out into the wind for the landing. Over land approaches are reserved for professional bush pilots, or crews flying water bombers that scoop water from isolated mountain lakes.

An offshore wind which is on your back as you face the lake is not good unless you take off and land well out in the lake and have a good boat. You must taxi a good distance out in the lake and take off towards the shore line. It is best not directly towards you, and it is necessary to make a climbing turn before reaching the shore line. The landing has to be almost towards you from across the lake. Again think of safety. In order to leave space for a go around should you come in too fast for landing, it is most important that you touch down well out in the lake. Flying in this wind is more prone to accidents, and while you are getting ready to go out to rescue the model, it will be drifting with the wind further from shore. A rubber dingy may take you out to rescue the model OK, but getting back to shore into the wind could be something else.



Cruise attitude.

FLYING

WR: What new techniques must a land-based flyer learn when taking up float flying?

IP: The first thing to learn in float flying is how to taxi. Without a water rudder, it may be difficult to turn a model on the water, especially when wind is blowing. It always helps to hold the control stick right back so the elevator is fully up. Small blasts of throttle should blow enough air over the rudder to make the model turn. If the model will not turn in the desired direction, try doing a 270 degree turn in the opposite direction. With a water rudder, it still helps to keep the elevator raised while taxiing. It lowers the tail and

puts the water rudder further into the water. This applies especially when the model is fitted with an extension of the rudder below the bottom of the fuselage that serves as a water rudder. The lower portion may not be in the water unless the elevator is up with the stick right back.

The next step is to take off, but before we get into that it is necessary to know the meaning of two terms relating to flight, "attitude," and "angle of attack." We will be talking here about the attitude in relation to pitch. This one is easy. When the nose is pitched up as in a climb, the model is in a "nose up attitude". When the nose is down as in a dive, the model is in a "nose down attitude." When a plane is in level flight, it is called "cruise attitude." Angle of attack is easy to understand in level flight. It is the small angle between the chord line of the wing and the direction of air flow which is a line parallel to the ground. The angle of attack might be 2 degrees in normal cruise at part throttle. At high speed the angle of attack is lower so as not to produce too much lift, and may even be negative for a flat bottom wing. On the other hand, if power is reduced a little so as to fly slower than the normal cruise speed, there will be a loss of lift if the wing stays at the same angle of attack. In order to stay at the same height, the lift is maintained by raising the nose slightly to increase the angle of attack to something like 5 degrees. This is called "slow cruise".

Let's move on now to the take-off.



Getting "on the step"

TAKING OFF

At the start of the takeoff run, apply and hold full up elevator. Advance the throttle SLOWLY. With most models, full power is not necessary and may make for difficulties in control. The model will plow for a little with the nose very high and gradually rise in the water. This is "getting on the step." Now reduce about half of the back pressure on the elevator stick. If some up elevator is not maintained, the model may swerve violently in what is known as a water loop. If it starts to do this, pull back on the elevator. Learn to observe how the bow line of the wave moves back from the nose of the floats towards the section we earlier called the "keel-flat." If the floats are set at the right angle, when the model planes on the step, the wings will be at a medium angle of attack, thus generating lift, and the model will gradually transition from being a boat to a flying machine. It will gracefully lift off when sufficient flying speed has been reached.

Take note of the attitude while on the step. The nose is pitched up very slightly and pilots call this "the sweet spot." If it does not lift off easily, it may require back pressure on the elevator stick, or that extra bit of reserve power. If the nose is not pitched up slightly when the model is on the step, there will not be enough angle of attack on the wings to generate enough lift for takeoff. The model will continue to



Ready for lift-off.

be a "marine vehicle." If more up elevator is applied than necessary, the nose may pitch up, thus putting the rear section of the floats into the water, creating drag and slowing the model.

A model that is not in a slight nose up attitude when it planes on the water will possibly achieve a very high speed on the step and eventually become airborne only when it hits a wave big enough to throw it in the air. The speed will be so high that the model will of its own accord climb very abruptly, but it is not a graceful take off. A well designed float plane or flying boat will require very little more power to take off from water than from a paved runway. It is my experience that with a good float or hull design, it takes less power to get a model off water than off the average grass strip.

When a model float plane is on the step, it is still a boat, and the attitude (nose up or down) is determined by the angle at which the floats have been attached to the fuselage. To achieve the correct angle of attack while on the step, it may be necessary to adjust the length of the front or rear struts that attach the floats to the fuselage. When float tests are done on full scale planes like a typical Cessna, the trial flights are sometimes done with ground adjustable telescopic float struts. These are adjusted until the best strut length is determined.

It is in this regard that flying boats are very different. There is no way that we can adjust the length of the float struts to get the correct angle of attack on the wings while the model is on the step. It is done on the drawing board by getting the incidence of the wing correct in relation to the "keel-flat."

Float planes are quite stable during takeoff because having two floats means that the wings stay level. But it is different in a flying boat with single hull and wing floats out under each wing. It is necessary to use ailerons to keep the wings level during takeoff so that one of the wing floats does not snag a wave and turn the model



Lift off!

out of wind. The key to keeping the wings level during takeoff is good aileron design and having a wing with very little dihedral. A model with significant dihedral, whether float plane or flying boat, is extremely difficult to keep straight during takeoff. Any cross wind, or side gust, will lift the upwind wing and put more weight on the float on the downwind side of the model. This results in drag which turns the model out of wind. This is opposite to what is desired, and makes directional control impossible. Stay with models which have very little dihedral. This means that they should have ailerons, and these must have differential. The control throw on the up going aileron must be at least double that of the down going one.

After many years of flying gas powered float planes, my first model of a flying boat was in 1993 with an electric powered PBV-5 Catalina. It flew very well from a hand launch, or off land using a dolly. But the first attempt at flying off water was hopeless. In the process of getting on the step, the spray from the hull got into the propellers and slowed the motors just when the most power was needed. It was in the days of heavy NiCad batteries and brush motors that were not very powerful. That is not often a problem now with light Li-Po batteries and powerful brushless motors. The spray was on account of the beam being too narrow and the hull too deep in the water. A major modification increasing the beam took care of that.

Now it was found that the model could not be kept straight while getting on the step. Naturally, one tip float or the other of a flying boat is always in the water prior to starting the takeoff run. The obvious thing to do is use aileron to lift the dragging float out of the water and level the wings. But "Surprise!" When aileron was applied to level the wings, the model always turned in the wrong direction, towards the dragging float instead of away from it. The model turned out of wind and was uncontrollable. It was determined that adverse yaw was the culprit. The down going aileron, instead of lifting that wing out of the water, was acting like an air brake, producing far more drag than it did lift, and the model turned in the wrong direction. Differential aileron was incorporated and things improved.

The next problem was that when the model got on the step, it was instantly in the air at a very low speed and often did a tip stall. The reason for the premature take off was excessive angle of attack. The published plan that the model was built from showed the incidence for the wing as used in the full scale Catalina. It was huge by model standards and when the model was on the step, the angle of attack was almost the stalling angle. The incidence was reduced considerably, and now the model would accelerate on the step to a safe lift off speed before becoming airborne. "Cheers!"

Some adequately powered models are able to take off from water in a very short distance. This is not the most scale like maneuver. When a flying boat planes while on the step, it is pretty to watch, and a takeoff at part throttle is more scale like than blasting off in a short distance.

LANDING

WR: What is different when landing a float plane?

IP: Landing can be very easy if done right. It is not necessary to line up with a narrow runway and land in a short distance. But don't get so undisciplined that you let the model land anywhere in the lake that it wants to. You are the pilot in control. Be sure to land into wind, or if there is no wind, takeoff and land parallel to the shore line. Pick your landing path and stay with it. Close to shore is much easier for retrieval if something goes wrong. Don't fly without a rescue boat AND someone to assist.

A good landing starts with a good approach. A fairly flat approach with a small amount of power left on right through the landing makes for an easy way to start. The approach speed should be considerably less than the cruise speed, more akin the slow cruise that was mentioned earlier. Start the approach by closing the



Approach attitude

throttle, then applying just a click or two of power. Do not let the nose drop so the model descends at high speed, but apply some back pressure on the elevator stick so the nose is only slightly down. This is where the elevator trim gets a good work out in full scale flying, but with models it is easier to just hold some back pressure on the elevator stick.

Learn to judge your speed on the approach by the attitude of the model. The flight path is now downhill, so when the few extra degrees of angle of attack are dialed in to compensate for the slower flight speed, the attitude of the model is only very slightly nose down, or even level as in cruise. If the nose is too low, the speed is too fast. Nose high, it is too slow. Those nose high approaches are only for the professionals who fly on to carrier decks at minimum air speed. Start the flare for landing a few feet above the water, and keep the model just above the surface, leaving the power on. Gradually raise the nose to keep in the air while the model slows until it is slightly nose up in the "sweet spot" attitude. Then stop moving the stick back further, hold your breath without moving, and the model will land beautifully every time. Be patient in the flare. This is not a short runway and we are not in a hurry to touch down. It is essential to land at a fairly slow speed with the model in that slightly nose up attitude so the point of the step is the first part of the hull to touch the water.

As the model slows up after touch down, it is very important to



Perfect touchdown!

keep the elevator stick right back. Failure to keep the elevator fully up could result in a water loop. This also happens in full scale float planes and flying boats and usually has serious consequences. In wheel planes, when a plane goes out of control in a violent swerve at high speed during takeoff or landing, it is called a "ground loop." In water planes we call it a "water loop." In model flying it seems that I see more "water loops" than I do "ground loops." They are more prone to happen when the water is smooth because there is no wind, and in these conditions the speed on the water during takeoff and landing is higher than when flying into a wind. Tail dragger pilots please note that we do not land on water at minimum speed in a full stall as done in three point landings. Landings like that are akin to a belly flop. The sudden splash and slowing up is hard on the hull and not pretty to watch.

"Touch and go's" are fun to do, but avoid quick "splash and go's." On a good "touch and go," allow the model to plane on the water for several seconds after touch down before adding power to accelerate and lift off again. It will teach you to do good landings. A "splash and go" is when the throttle is slammed open immediately on touchdown. The pilot is not learning anything about controlling the model while it is slowing down.

The most common problem I see in landing on water is the model coming in too fast and touching down too soon. The forward part of the hull or floats touches the water first. This should never happen and results in ballooning, sometimes ending in a huge bounce followed by a disastrous out of control dive into the water. Remember the "angle of attack thing." Speed must be reduced until the nose is slightly up and the model has arrived at that "sweet spot."

WIND

WR: With water landings there's no runway. Does the wind direction still have a role to play?

IP: A good sailor learns to read the wind. The pilot flying off water must do the same. Generally speaking, the wind over open water is smoother than over land and the limiting factor for flying off water is not the wind but the size of the waves. In this regard, larger models handle the waves much better than small ones. It is the scale effect. Waves that would be gigantic to small model float planes are nothing to 10 foot span model flying boats and there are plenty of these around now for the scratch builder. They are very safe and easy to fly.

Wind gradient is what every flyer should study. The wind speed at the surface is much lower than at a height for instance of 50 feet. The most change in this gradual transition seems to be close to the surface, about the height where the flare is started prior to landing. This is why a model that is on approach to land in a stiff wind may suddenly lose lift and drop out of the air just as the flare starts. Because of the head wind on the approach, the ground speed can be very low, and when the model flies into the zone of air close to the surface where there is less wind, the airspeed suddenly drops and the wing loses lift. To prevent this happening, airspeed should be increased when approaching to land in a stiff wind. This is done by having the nose a little lower than normal for the approach, and adding a tad more power. It was mentioned earlier that the best approach for float planes is fairly flat, with some power applied. This is even more important when flying in windy conditions.

WR: How would you summarize what you have told us about attitude on approach?

IP: Let me suggest four types of approach.

No 1. No Power. OK with a larger model that has a flat glide angle.

Not recommended for a small light model unless the wind is light and the nose is kept down so as to keep up enough momentum to maintain airspeed through the flare and touch down.

No 2. No Wind. With a little power applied, most models can be flown fairly safely at an impressive slow approach speed by keeping the model in the cruise attitude. The nose is not lowered, but the model is descending because of the increased angle of attack at the lower airspeed. Only do this in calm conditions.

No 3. Light wind. Fly the recommended fairly flat powered approach with the nose down just slightly.

No 4. Stiff wind. Use a little more power and keep the nose a tad lower, flying closer to the water before starting to flare.

Now that you know all about wind gradient, you can figure out why your model zooms upwards at a great climb angle right after takeoff on a windy day. But with a heavy model you might have noticed in windy conditions that it sags when turned downwind. This leads to another trap for new flyers. Flying downwind on a windy day, prior to turning around to land into the wind, a model flying at normal cruise air speed will be flying at a very high ground speed. There is a tendency for some flyers to think they should slow up in this situation. "Wrong." If power is reduced, the model starts to lose altitude, and if the nose is raised in order to maintain height, airspeed will drop. Next comes the turn around to make the approach to landing. Turning in rough air at low speed is a formula for the famous "stall, spin, crash, burn and die syndrome". Remember to judge airspeed by attitude. If the nose is up in order to maintain height, airspeed is too slow. When this happens, add power, which will likely cause the nose to rise further, so at the same time it is necessary to push forward on the elevator stick to get the nose down to the cruise attitude. When the model gets too slow, both throttle and elevator stick have to be advanced a tad. Stick and throttle often have to move together. You might recall that when we start the descent from cruise, as the throttle is closed, the stick also has to come back a little.

FLAPS

WR: Are flaps as important for water flying as they are for land flying?

IP: Although the full scale PBY Catalina is a large flying boat, it is not fitted with flaps. Flaps are fitted to land planes because runways are limited in length, while flying boats usually fly from open water where takeoff or landing distance is not a problem. But there is more to it than that. When flaps are deployed, they have the effect of increasing the angle of incidence. Partial flap when taking off from water may help if the stall angle of attack of the wing is not exceeded while the model is on the step. Take care if using flaps on takeoff; be sure that the model is not getting into the air too quickly at a dangerously low airspeed.

When landing with flaps down, because there is more effective incidence, it means that the model may not pitch up enough before touch down to raise the nose sufficiently. Flaps usually make it more difficult to get the nose up to reach that "sweet spot." When designing a flying boat, the challenge is to get the incidence right for both takeoff AND landing. More incidence (or flap) may be better for takeoff, but less is better for landing. Landing without flaps is like landing in slow motion. It makes it easier to do a good landing.

THRUST LINE

WR: What are your thoughts on the importance of thrust line on float planes and flying boats?

IP: One more item to check is the thrust line of the motor. This

depends on the placement of the motor. On single motor flying boats the motor is usually mounted above the wing on a pylon. With this arrangement, the thrust line of the motor is pulling forward at a considerable distance above the drag of the wing. In "Mechanics" this is known as a "couple." The forward thrust pulling against the drag of the wing at a lower level causes the model to pitch downward in flight. If the flyer overcomes this in cruise by adding up trim to the elevator, when the throttle is closed for approaching to land, because of the up trim, the model pitches upwards instead of the nose dropping to the glide angle. To correct for this, a model with a pylon motor needs an excessive amount of up thrust. With this, the "up trim" is not needed, and when the throttle is closed, the nose drops accordingly. Model flying boats with a pylon motor are the most difficult type of model to trim because of this characteristic.

The flying boats with the best characteristics are models of multi-engine flying boats where the engines are mounted in the wing. There is no pitch change with these because the thrust line is in the same plane as the wing. But they should still have a small amount of up thrust. The reason is that the full size flying boats are designed to have a considerable angle of attack when they are on the step taking off. But at cruise speed they fly in a slight nose down attitude so as to reduce the angle of attack. In this attitude, efficiency in terms of cruise speed is increased if the thrust line is parallel to the line of flight. Hence a little up thrust is added. Some modellers are so ingrained about down thrust in their first high wing trainer that they miss this when building a flying boat and wonder why their model with down thrust is difficult to get in the air. A small amount of up thrust works wonders. The added bonus is that prop wash is directed downward onto the horizontal stab, helping pitch the nose upward during takeoff, and suddenly the lazy flying boat is a great flyer.

COVERING MATERIAL

WR: Finally, what are your thoughts about covering materials for planes flying off water?

IP: Films like Monokote, do not stand up to repeated use under water. They are alright above the water line. My preference for the hull is balsa sheeting sealed below the water line with old fashioned nitrate dope both inside and out. Then the hull is covered with Silkspan (light weight tissue) applied with nitrate dope. Nitrate dope may not be readily available now, but clear brushing lacquer does as well. It is just a little slower drying, taking about 30 minutes. For finishing, use color spray-can Krylon or equivalent fast drying lacquer. Film covering is satisfactory down to a point just an inch or two above the water line.

If water gets into a wing or tail surface that is completely covered with film, (and it invariably will) it seems to take forever to dry out because film covering does not allow air to get in. It is often wise to cover the lower surface of the wing and horizontal tail surfaces with a covering like Litespan or CoverLite. These seem to allow the air to breath and thus dry out the wood.

An electric model has quite a bit of weight in the battery and motors. In the case of a bad crash, it is possible that there is not enough buoyancy in the model to keep it afloat until it is rescued. Some foam blocks in the fuselage and/or wing panels are like insurance. If it is there it is not likely needed, but don't be caught without it. The small plastic air sacks used in packing are an option.

The tail section of a model gets a lot of spray. Make sure there are no openings where water can get into the wooden frame work. It takes very little water in the tail, or even on the surface, to move the

C of G back a little. If your model becomes difficult to land smoothly at the end of a long float flying session, check the C of G. You may get a surprise. It is likely time to move the battery forward a little.

If the bottom section of the rudder is used as a water rudder, it is wise to apply nitrate dope or clear lacquer to the framework before covering. This is not necessary in other parts of the airframe except the hull. In scratch building, it is not necessary to use a completely waterproof glue for all of the construction. There are models in our area built with regular carpenter glue that have been flying off water for 20 years without any problem, providing that care is taken with the covering.



Ivan with his LakeMaster 400.

CONCLUSION

WR: Any closing thoughts for the readers?

IP: I need to acknowledge the help I have found in material published by Canadian Andy Lennon who passed away a few years ago, well into his nineties. I am just a young 88. Andy wrote a book, "R/C Model Airplane Design" published by Motorbooks International in 1986 (and now available from AirAge Media or Model Airplane News. WR), and one chapter was given to "Flying Boat Design." The good news is that MODEL AIRPLANE NEWS published a series of articles by Andy in 1994, these being updated chapters from his book. The section on flying boat design was published in two parts in the Nov and Dec issues that year. I'm sure y'all still have those copies, so drag them out!

Float flying is a wonderful segment of our hobby and everyone should try it at least once – convince a float flyer to let you fly his or her float plane! See you on the water. Good luck in this exciting department of model flying. Take a model float plane or flying boat with you next time you are camping at your favorite lake. Nothing beats flying off the smooth surface in the early hours of the morning, but keep it quiet! Go electric! ✨

Many "Thanks" go to Ivan and Model Airplane News in the production of this article. As mentioned at the start, the complete article can be found on Ivan's web site, www.ivansplans.com/Flyingboats.htm.

Ivan has been a member of M.A.A.C. for many years and has contributed to the hobby in a multitude of ways. He is member of B.C.'s Zone H.

Walter Reynolds M.A.A.C. Float Committee, Zone H.

STAMP CONTEST

We have made a successful submission to Canada Post to issue a commemorative postage stamp celebrating the 75th anniversary of the Model Aeronautics Association of Canada. To celebrate this event, we are proposing a contest for the children of our members to design a theme for such stamp.

The challenge is to design a Canadian commemorative postage stamp for the occasion of the 75th anniversary of our organization in 2024. The contest is open to all children, ages 6 to 10, who are immediate family members (i.e. children, grandchildren, great-grandchildren) of a current MAAC member.

The design must be on an 8 1/2" (21.5cm) by 14" (35.5 cm) piece of paper. The design must incorporate:

- 1) The word "CANADA" in capital letters,
- 2) A small maple leaf to contain the letter "P" in capital letters and
- 3) The MAAC corporate logo.

A sample stamp is shown to illustrate these parameters. The theme must stress model airplanes of your choosing. The "P" indicates a permanent rate which currently in 2019 is \$0.90.

On the back of your submission in printing be sure to include:

- 1) Your full name,
- 2) Your age,
- 3) Your full address,
- 4) Your phone number,
- 5) Your e-mail address if applicable and
- 6) The MAAC member's name and MAAC membership number.

Multiple entries are encouraged and desired.

Prizes will be awarded to the 1st, 2nd and 3rd place winners in each category.

All entries are to be forwarded to:

Model Aeronautics Association of Canada
5100 South Service Road,
Burlington Ontario L7L 6A5
Attention: Stamp Contest

With a post mark no later than September 30, 2020.

There will be five levels of entries:

Age 6, Age 7, Age 8, Age 9, and Age 10.

An impartial panel of judges will select the winning design with each winner receiving a prize of \$25.00.

The judges, hopefully, will include a member of a local stamp collecting club, a member of the Board of Directors and if possible, a guest from the Stamp Advisory Committee of Canada Post.

All the winning entries will be forwarded to the Stamp Advisory Committee of Canada Post for their consideration in incorporating any or all of the designs.

Unfortunately, there is no guarantee that Canada Post will include our request for the 2024 stamp program. The absolute worst that they can say is "sorry". GOOD LUCK. ✨

CONCOURS DE TIMBRE POSTAL

Nous avons soumis une proposition à Postes Canada afin que cette société offre un timbre commémoratif à l'occasion du 75^e anniversaire des Modélistes aéronautiques associés du Canada. Afin de célébrer cet événement, nous proposons un concours à l'intention des enfants de nos membres, histoire de concevoir un thème pour un tel timbre.

Le défi : concevoir un timbre commémoratif canadien pour les 75 ans de notre organisme en 2024. Ce concours est ouvert à tous les enfants

âgés d'entre six (6) et dix (10) ans qui sont des membres de la famille immédiate (c.-à-d. enfants, petits-enfants, arrière-petits-enfants) d'un membre en règle du MAAC.

Le design doit être exécuté sur une feuille de papier de 8,5 pouces (21,5 cm) par 14 pouces (35,5 cm). Il devra incorporer :

- le mot « CANADA » en lettres majuscules;
- une petite feuille d'érable qui contiendra la lettre « P » en majuscule; et
- le logo corporatif du MAAC.

Voici un échantillon de timbre afin d'illustrer ces paramètres.

Le thème doit insister sur des

maquettes d'avion de votre choix. Le « P » indique un taux permanent de poste, 0,90 \$ en 2019.

Assurez-vous d'ajouter à l'endos de votre soumission :

Votre nom au complet

Votre âge

Votre adresse complète

Votre numéro de téléphone

Si applicable, votre adresse courriel ainsi que

Le nom et le numéro du membre du MAAC.

Nous encourageons et souhaitons plusieurs propositions.

Des prix seront remis aux gagnant.e.s des première, deuxième et troisième places en chacune des catégories.

Toutes les soumissions doivent être acheminées à l'adresse suivante :

Modélistes aéronautiques associés du Canada
5100 South Service Road
Burlington (Ontario) L7L 6A5
a/s concours du timbre

Le sceau postal doit avoir été apposé au plus tard le 30 septembre 2020.

Il y aura cinq catégories pour ces soumissions :

Six ans, Sept ans, Huit ans, Neuf ans, Dix ans

Un panel impartial de juges sélectionnera le design gagnant; chaque gagnant.e recevra un prix de 25,00 \$.

Avec un peu d'espoir, les juges comprendront un membre d'un club local de philatélie, un membre du conseil de direction et, si possible, un.e invité.e du Comité consultatif des timbres de chez Postes Canada.

Les dessins gagnants seront expédiés au Comité consultatif des timbres de Postes Canada à des fins de considération afin qu'un - ou des - design.s soi.en.t incorporé.s.

Malheureusement, nous ne pouvons offrir aucune garantie que Postes Canada inclura notre requête dans le programme 2024 des timbres. Le pire qu'ils puissent nous répondre, c'est « désolé ». BONNE CHANCE. ✨



KEVIN ST-CYR CHOPPERS ON THE LOOSE



KEVIN ST-CYR HÉLICOS EN CAVALE



Of all the pictures taken this year this one is by far my favorite ... I always fly because I enjoy it ... since my beginning in 2013, with my paramotor remote control, my crack yak, my Trex 500 with old puffy batteries... which I was flying on a wing and a prayer. This photo is the cherry on the top... I remember how I felt when it was taken... the satisfaction of the efforts I put into this hobby. Every morning I was motivated to go practice-practice-practice with my mom... though she may not have been quite as motivated as me... and all the time I invested to get there, always having fun! I want to say a BIG thank you to my parents and my sponsors for their support. Without them nothing could have been possible!

De toutes les photos prises cette année, voici ma favorite ... J'ai toujours volé parce que j'adore ... depuis mes débuts en 2013, avec ma télécommande paramoteur mon crack yak, mon Trex 500 avec ses vieilles batteries bouffies... qui semblait parfois ne voler que par miracle. Cette photo, c'est la cerise sur le sundae... Je me rappelle ce que j'ai ressenti quand elle a été prise... la satisfaction des efforts consacrés à ce passe-temps. Chaque matin j'étais motivé à aller pratiquer-pratiquer-pratiquer avec ma mère... même si elle n'était peut-être pas aussi motivée que moi... tout le temps investi pour parvenir à ce but, toujours en s'amusant ! Je veux dire un GROS merci à mes parents et mes commanditaires pour leur soutien. Sans eux, rien n'aurait été possible ! »

By Pierre Cloutier

<https://www.facebook.com/pg/ltitude2000/posts/>

Ranked first among nine competitors at the 2019 Extreme Flight Championships (XFC) held July 19 to 21, 2019 at Eli Field, Monticello, Illinois. Kevin St Cyr reveals to our readers the secrets of an outstanding success.

“I’m 18, I live in Kingsey Falls, in the heart of Québec and my passion is RC choppers. It’s my father (Steeve) who introduced me to this hobby.”

ALL IN THE FAMILY

Steeve St-Cyr is an avid RC pilot, and since Kevin’s early youth, he has attended funflies with him throughout Québec. Also, XFC competitions, IRCHA (Muncie, Indiana) and for two years now, Kevin has been one of the pilots invited to Oshkosh AirVenture to give night flight exhibitions in the evenings. He does them throughout the week of the event.

Kevin remembers how he started out: “When I was 12, my first chopper was a Trex 500 flybar. I rapidly went for the larger models,



Align Trex 700 nitro, Align Trex 700 electrical. Those were my first birds.”

When Kevin was younger, Steeve helped him build his choppers.



Par Pierre Cloutier

<https://www.facebook.com/pg/litude2000/posts/>

Classé premier sur neuf concurrents aux Extreme Flight Championships (XFC) de 2019 disputés du 19 au 21 juillet 2019 à Eli Field, Monticello, Illinois, Kevin St Cyr livre à nos lecteurs les secrets d'une belle réussite.

« J'ai 18 ans. J'habite Kingsey Falls, au cœur du Québec, et je suis un passionné du téléguidé. C'est mon père qui m'a initié à ce passe-temps. »

UNE PASSION DE FAMILLE

Steeve, son père, est lui-même un fervent pilote de téléguidés. Depuis son jeune âge, il accompagne Kevin dans les « funfly » un peu partout au Québec. Aussi, compétition XFC, IRCHA (Muncie, Indiana) et depuis maintenant 2 ans, Kevin fait partie des pilotes invités à Oshkosh, AirVenture pour donner des représentations de vol de nuit en soirée. Il se produit pendant toute la semaine que dure l'événement.

Rappelant ses débuts, Kevin nous confie : « Vers l'âge de 12 ans, en 2013, mon premier hélicoptère était un Trex 500 flybar. J'ai rapidement pris goût aux plus gros modèles « 700 ». Align Trex 700 nitro, Align Trex 700 électrique. Premiers appareils avec lesquels j'ai appris à piloter des hélicos. »

Quand Kevin était plus jeune, Steeve l'aidait à construire ses hélicos. Aujourd'hui, Kevin préfère bidouiller lui-même la mécanique. Steeve l'aide pour la maintenance. Il le soutient et l'accompagne dans tous les événements.

« La famille l'a toujours encouragé dans son passe-temps, il adore ça ! » nous dit sa mère, Mona.

Depuis que Kevin a opté pour les hélicos, il s'entraîne quotidiennement, sur simulateur à l'ordi ou en extérieurs.

La date d'une compétition approche ? Ultra-motivé, il redouble les heures d'entraînement. « Je l'ai accompagné presque tous les jours au printemps 2019 pour son entraînement rappelle Mona. Comme son père, Steeve, travaille souvent à l'extérieur, c'est moi qui l'accompagne. Il adore la compétition et souhaite prendre part au Global 3D qui aura lieu le printemps prochain à Venlo aux Pays-Bas. Et de conclure :

« Certains jeunes ont une passion pour le hockey ou le patin artistique. Pour Kevin c'est l'hélicoptère téléguidé ! » Profession en perspective ? Ingénieur en informatique. Mais Kevin a son temps devant lui.

QUE DE DÉFIS, TECHNIQUES ET AUTRES

D'abord ne pas tenir compte des rabat-joie : « Tu ne parviendras jamais à ce niveau ». Pari à tenir. Ne lâcher rien et pousser l'effort. Pratiquer encore et toujours. Travailler précision, symétrie, altitudes. Affiner l'esprit de détail. S'inspirer de la persévérance familiale. Pour battre papa à son propre jeu. Évidemment... Et quel soutien familial ! Quelle équipe, mes amis ! On se serre les coudes et on vise l'or.

« Ma mère s'occupe des logiciels de mes hélicoptères (configuration, mise à jour). Mon père m'a aidé à les équiper

suite à la page 65

Today, Kevin prefers to build them himself, although Steeve still assists with maintenance and tweaking as well as providing support at all of the events Kevin attends. .

“The whole family has always encouraged him in his hobby. He just loves it!” his mother Mona chimes in.

Since Kevin took up RC choppers, he trains daily, on his computer simulator or in the field.

When competition time comes round the corner, Kevin is super motivated and trains double-time “I accompanied him almost daily during the Spring of 2019 for his training sessions,” Mona remembers. “Since his father, Steeve, often works out of town, I’m the hockey mom when training time is here. He just craves competition and wants to take part in the Global 3D which will be held next Spring in Venlo, in the Netherlands.”

“Some young people go for hockey or figure skating. Kevin is head over heels into RC helicopters!”

His long-term professional prospects? Computer engineering, perhaps. But tomorrow is another day.

TECHNICAL AND OTHER CHALLENGES

Don’t listen to nay-sayers: “You’ll never get to that level.” Wanna bet? Hang in there and bite the bullet. Practice, practice, practice. Improve precision, symmetry, altitude. Remember the devil’s in the details. Be persistent, it’s a family tradition. To beat the old man at his own game, of course... And talk about family spirit! What a team! People who stick together and go for the gold.

“Mummy handles my choppers’ software (set-ups and updates). Dad helped me equip them with lights for night flights. Smoke bombs.” The goal? Being world class.

SPONSORS AND SUPPORT?

The first sponsors signed up in 2015. “Today, I’m supported by Sab Heli Division, Scorpion Power System, Supra X connectors, Pulse Battery, MKS Servo Tech, Vbar Control and Dryfluid.”

The main community initiative? Mirabel’s Club Crash stepped up to the plate all right. They had t-shirts printed with the help of Steve Woloz, to rake in funds and help Kevin cover his expenses when representing



Canada at the international level.

Kudos to François Roger (Romeo Oscar) who has encouraged and supported Kevin from the start through his talents as a superb photographer.

Could we go one better? How many good buddies out there could chip in? If you want to do your bit for a good cause, just email the team: monasteeve@gmail.com.

EXTREME FLIGHT

“I took part in my first Extreme Flight Championship (XFC) in 2015,” said Kevin. “I came in 10th out of 17 competitors. In my

second try in 2016: came in fifth out of 11 competitors. Last XFC in 2019? I came in first out of nine competitors.

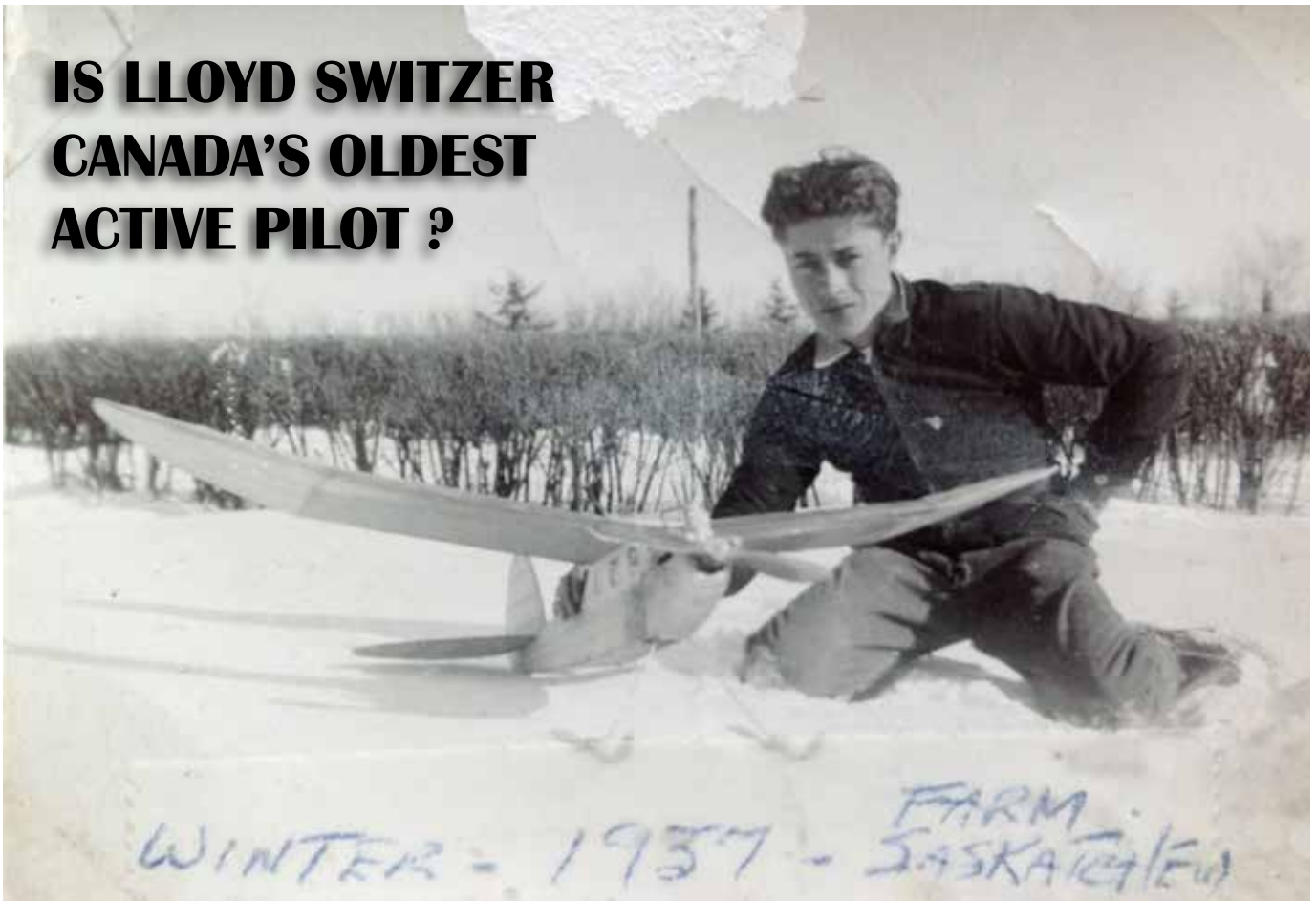
“I’d love to take part in the Global 3D which is to be held in the Netherlands.”

May Lady Luck ride with you during the coming year Kevin. Get out there and make it happen! 🌟

Further info:
<https://www.facebook.com/kevin.stcyr.92>

<https://www.instagram.com/kevin.stcyr/>

IS LLOYD SWITZER CANADA'S OLDEST ACTIVE PILOT ?



by Dave Surry 2352-L

Photos by Fred Schakel and Tom Jory; Video by Fred Schakel

We share a hobby with an ageing demographic. Our own club, SWOOT (SouthWestern Ontario Old Timers) has about 20 members with a median age of about 80, although originally the club's objective was to fly old timers, rather than to be them. Among our members, we have a number in their nineties, and one individual, Lloyd Switzer, who is still an excellent active pilot at the age of 96.

This prompted us to consider the question of whether Lloyd is perhaps the oldest active RC pilot in Canada? And by active, I mean still going out to the field and piloting his models. Are there any others out there? It would be interesting to know of them, even if they are a bit younger, just as this article will give you a little background on Lloyd's modelling history.

Lloyd was born on Oct. 25, 1923 in Grenfell, Sask. and built his first model at the age of 15. After a career in government service, including eight years in the army and two-and-a-half in the airforce, he returned to modelling in earnest on his retirement in the early eighties.

His primary interest has been in R/C scale, but also likes to develop his own designs. He is a believer in building his own models, and even now, with hands that sometimes are not as steady as they once were, he turns out a steady stream of models. They used to be all built-up construction, but in his latter years, he has also adapted to foam construction. And he is not averse to adding a good prebuilt foamie to his fleet.

Over the last few years, he has been giving his models away to other club members, and has been claiming to be finished with building. But then a few weeks later, he will appear with something new to maiden. It's an itch that keeps needing to be scratched.

In 2015, Lloyd was honoured with a MAAC Lifetime Achievement Award. Lloyd is shown with some of his models in the accompanying pictures; and his Happy 96th Birthday video showing him in action can be viewed through the web site:

<https://www.dropbox.com/s/jjlow4kzwlmeb4l/Lloyd96.mpg?dl=0>

So, the question remains, is Lloyd the oldest active R/C model pilot in Canada? Lets hear about others out there who are defying the ageing process by twiddling their thumbs.



Lloyd's winter build, completed late last fall, is taken from a full scale Woodpecker with a few' Switzer design changes' and sits at around 70 inch wingspan. It is entirely build out of foam, so Lloyd isn't sure Woodpecker is the right name for it!



Lloyd with the Author's 60 year old Black Magic, also still going strong.



Mark Betuzzi - 26605L

Chef de Comité

250.374.3683 | mebetuzzi@shaw.ca

CONFIGURATION DES ÉMETTEURS SPEKTRUM POUR L'OPÉRATION SANS FIL OU DE BOÎTE-ÉCOLE (BUDDY BOX)

Assurez-vous que l'émetteur principal (master radio) soit doté de la fonction formation sans fil (wireless traainer). L'émetteur secondaire (Slave Radio) ne doit pas en être doté obligatoirement mais il doit être compatible avec les Spektrum DSM2 ou DSMX.

Décidez de l'émetteur qui sera désigné comme étant le principal et lequel sera désigné comme étant le secondaire.

Importez la configuration de la maquette de votre émetteur secondaire vers une « nouvelle » maquette sur l'émetteur principal, si c'est faisable.

Si aucune configuration de nouvelle maquette n'est disponible sur votre émetteur secondaire, vous devrez en créer une sur l'émetteur principal.

Appairez (bind) l'émetteur principal à la maquette servant à la formation, celle-là même que vous entendiez contrôler à l'aide de la boîte-école (buddy box).

Retirez la prise d'appairage (bind plug) de l'avion.

Retirez la batterie de l'avion.

Placez l'émetteur principal à « off ».

Procédez à un test de portée (range check) et à une vérification prévol (pre-flight) sur l'émetteur principal.

Aussi, faites un petit vol de votre maquette à l'aide de l'émetteur principal afin de vous assurer que l'avion est bien

réglé en vol.

Retirez la batterie de cette maquette de formation et placez l'émetteur principal à « off ».

Placez l'émetteur secondaire à « on » et ajoutez une nouvelle configuration de maquette (vierge) sur l'émetteur secondaire et attribuez-lui un nom de maquette, « Wireless Trainer », par exemple de sorte à ne pas la mélanger avec l'un de vos avions actuels déjà répertoriés. C'est tout ce que vous devrez faire pour cette maquette.

Placez l'émetteur secondaire à « off ».

Placez l'émetteur principal à « on ».

Branchez une batterie dans l'avion de formation.

Procédez à une vérification des gouvernes et fonctions (control surface check) de cette maquette à l'aide de l'émetteur principal.

Actionnez la fonction arrêt des gaz (throttle cut) sur l'émetteur principal.

Entrez dans la configuration du système à l'aide du menu de la liste des fonctions (function list menu).

Dites « yes » à la désactivation de RF.

Choisissez « trainer » dans le menu de configuration du système.

Choisissez « wireless trainer » dans le menu de maquette de formation.

Choisissez la fonction « pilot link master » depuis le menu de Wireless Trainer.

Assurez-vous que le commutateur (switch) soit en fonction sur Switch 1 (bouton d'appairage) ou sur tout autre commutateur à deux positions que vous désirez si vous ne voulez pas devoir constamment presser sur un bouton pendant le vol de formation.

Aussi, assurez-vous d'avoir placé la fonction Master Over-Ride à « Inhibit ».

L'écran devrait avoir l'air de ceci :

Faites défiler votre menu vers « BIND » (appairage) et cliquez dessus.

Maintenant, mettez votre émetteur secondaire à « on » tout en pressant le bouton d'appairage. Ceci fera en sorte que votre émetteur secondaire s'appairera avec l'émetteur principal.

Une fois que votre émetteur principal vous indique « Bind Complete » et « Operating DSMX » sur l'écran, vous aurez alors complété la configuration de l'émetteur secondaire, si bien que celui-ci sera dorénavant branché au principal et que cet émetteur principal sera connecté à votre avion de formation.

Pressez le bouton « Bind » à deux reprises sur l'émetteur principal afin de retourner à votre écran initial.

Maintenant, pressez et maintenez le bouton Bind 1 sur l'émetteur principal et assurez-vous que les gouvernes de l'avion de formation bougent conformément aux mouvements que vous initiez sur l'émetteur principal.

Autre chose : assurez-vous que les gouvernes de l'avion s'actionnent avec le même débattement (même distance), que vous utilisiez l'émetteur principal ou l'émetteur secondaire lorsque vous êtes dans le menu de configuration des servos.

Nous vous êtes maintenant prêt à utiliser la boîte-école sans fil. Si l'opérateur de l'émetteur principal tient le bouton d'appairage (Bind button), l'opérateur de l'émetteur secondaire contrôle l'avion et si le bouton d'appairage est relâché, c'est l'opérateur de l'émetteur principal qui contrôle le vol de l'avion.

Maintenant, allez former un élève-pilote!



RADIO SPECTRUM

Mark Betuzzi - 26605L

Committee Chair

250.374.3683 | mebetuzzi@shaw.ca

SETTING UP SPEKTRUM TRANSMITTERS FOR WIRELESS TRAINER OR BUDDY BOX CONFIGURATION

1. Ensure that the Master Radio has Wireless Trainer Capability. It is not necessary for the Slave Radio to have Wireless Trainer Capability, only to be Spektrum DSM2 or DSMX compatible transmitters.

2. Decide which radio will be used as Master and which one will be used as Slave.

3. Import the Airplane Model set-up from the Slave Radio into a new model on the Master, if available.

4. If no model is available on the Slave radio, create a new Model on the Master.

5. Bind the Master Radio to the Trainer Plane that you are going to be buddy boxing within the conventional manner.

6. Remove bind plug from the airplane.

7. Remove the battery from the Airplane.

8. Switch off the Master radio.

9. Perform a range test and pre-flight check on the Master Radio.

10. Also, have a quick flight using the Master Radio to ensure the Airplane is properly trimmed.

11. Remove battery from the trainer plane and switch off the Master radio.

12. Switch on Slave radio and add a new blank model on the Slave radio and give it a model name such as "Wireless Trainer" so as to not mix it up with existing airplane models. That's all the configuration that is needed for this model.

13. Switch off the Slave radio.

14. Switch on the Master radio.

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15. Hook up a Battery in the trainer airplane.
16. Perform a control surface check of the trainer plane using the Master radio.

17. Switch on throttle cut on the Master radio.
18. Go into the system set-up from the Function List menu.
19. Say YES to RF being disabled.
20. Choose Trainer from the System Setup menu.
21. Choose Wireless Trainer from the Trainer menu.
22. Choose Pilot Link Master from the Wireless Trainer menu.
23. Ensure switch is set to Switch I (Bind Button) or any other 2-position switch that you desire if you don't want to hold down a button while training.

24. Also, ensure that Master Over-Ride is set to Inhibit.
25. The screen should like this:
26. Scroll over to the Word BIND and click on it;
27. Now switch on your Slave radio while holding down the Bind button. This will cause your Slave radio to bind to the Master radio.
28. Once your Master radio says Bind Complete and "Operating DSMX" on the screen, you have now completed the Wireless set-up with the Slave radio connected to the Master radio, and the Master radio connected to the Trainer plane.

29. Hit the BACK button twice on the Master radio to come back to the opening screen.

30. Now, hold the Bind button I on the Master radio and ensure that control surfaces on the trainer plane respond to the stick movements of the Slave radio.

31. One other thing that needs to be done is to ensure that control surfaces move the same distance whether you are using the Master or the Slave radio in the Servo Set-up menu.

32. You are now ready to do Wireless Buddy Boxing. If the Master radio holds down the Bind Button, the Slave radio has control, and if the Bind button is released, then the Master radio has control.

33. Now, go train your student! ✈️



Angolica Bajaikina was a team supporter helping launch her dad's model in 2018. Maybe with a little help from her dad, she could soon be flying...? / Angolica Bajaikina était une aide de camp auprès de son père en l'aidant à lancer sa maquette en 2018. Avec un peu d'aide du paternel, peut-être fera-t-elle voler sa propre maquette?

PHOTO: Paul Gibeault



Young Gina Saccavino from Switzerland mixing it up in Team Race at the 2018 world champs. Gina's father (& coach) is a former Team Race world champion. / La jeune Suisse Gina Saccavino se mêle de la course en équipe lors du Championnat mondial de 2018. Son père (et instructeur) est un ancien champion mondiale de cette discipline.

PHOTO: Charlie Johnson



European record holding team of Paul & Dianne Gibeault in Santarem, Portugal. This event requires the pilot & mechanic doing both roles, flying & engine starting). Équipe mari-femme, Paul et Dianne Gibeault détiennent un record européen. On les aperçoit à Santarem (Portugal). Ce concours exige que les pilotes et mécaniciens remplissent les deux tâches, le pilotage et la mécanique.

PHOTO: Charlie Johnson



Naomi Macklem of the Toronto Balsa Beavers Club, with her 2019 award winning Profile Carrier model. / Naomi Macklem (Toronto Balsa Beavers Club) en 2019 et sa maquette profil pour atterrissages sur porte-avions. Elle a remporté un prix grâce à celle-ci.

PHOTO: Len Bourrel



That's Julio Isidro of Portugal teaching his daughter Maria the finer points of C/L speed flying. / Voici le Portugais Julio Isidro qui montre à sa fille Maria comment disputer une épreuve de vitesse en vol circulaire.

PHOTO: Paul Gibeault



Here's Nationally ranked Precision Aerobatics judge Joan Cox from Delta B.C. mentoring a new judge Joe Daly at the AMA Nats in Muncie, Indiana. / Joan Cox (de Delta, Colombie-Britannique) est une juge nationale aguerrie en acrobatie de précision. On l'aperçoit en train de former le nouveau juge Joe Daly lors des Nats de l'AMA à Muncie (Indiana).

PHOTO: Paul Gibeault

CONTROL LINE

Paul Gibeault

Committee Chair

780.716.2950 | pgibeault@shaw.ca

Greeting fellow Controliners,

Last month's column photo captions were inadvertently omitted. Our editor, Keith Morison, offers his apologies to all including John McFayden who sent the photos.

I hope Santa has been kind to you and that he left model goodies under your tree. I'd also like to take time out to say Happy New Year to you all and also, a "Thank you" to the all of our committee members for kindly volunteering again for 2020.

And now, for something I believe is very overdue...is a short article highlighting our women pilots.

WOMEN IN CONTROL LINE COMPETITION

Attention all Aviatrixs out there.

The F.A.I. in Lausanne, Switzerland has recently passed legislation allowing for an extra female member to be part of the usual FAI Team.

The little bit of online buzz about this ranges from "Why should women get preference based solely on gender, as aeromodelling has little strength component" to "I'm all for it, the more the merrier and this may lead to greater family involvement in aeromodelling".

Of course, this extra female competitor has to at least attend a Teams Trials which



These young women fliers represented their countries in all four disciplines at the 2018 World C/L Championships in Landres, France. From l. to r.: Claudia Scaramella (Italy) Speed, Nicole Pavlova (Bulgaria) Team Race & Stunt, Samantha Hines (USA) Stunt, Natalia Dementiva, (Belgium) Combat, Krisztina, Filep (Hungary) Combat & Stunt. / Ces jeunes femmes ont représenté leur pays respectif en quatre catégories lors du Championnat mondial 2018 de vol circulaire à Landres (France). De g. à dr. : Claudia Scaramella (Italie) en Speed; Nicole Pavlova (Bulgarie) en course d'équipe et vol acrobatique; Samantha Hines (États-Unis) en vol acrobatique; Natalia Dementiva, (Belgique) en Combat; Krisztina Filep (Hongrie) en Combat et vol acrobatique.

seems to be quite reasonable. So, we will see this year if this new ruling shows noticeably more female competitors at our 2020 World Championships.

Personally, I'm all for it. The only negative I see is that it could decrease slightly the individual FAI Travel fund allotments, simply due to the slightly increased team size.

Currently, all Canadian Team Trials for 2020 have already been held and teams selected. If there is anyone interested in taking advantage of this new ruling

and you wish to be part of a Canadian National Team, please contact your category Chairman for further details. Do be aware that participating in any World Championship will incur a rather hefty personal financial commitment. It's no free ride as any experienced team member will tell you.

So, do we have any takers? 2020 will prove to be a very interesting year on the FAI scene. ✈

VOL CIRCULAIRE

Paul Gibeault

Chef de Comité

780-716 2950 | pgibeault@shaw.ca

Bonjour, adeptes du vol circulaire.

Les vignettes de photos de la dernière chronique ont été malheureusement omises. Notre éditeur Keith Morison s'excuse auprès de toutes les personnes en cause, y compris John McFayden qui avait envoyées les photos.

J'espère que le père Noël a été gentil à votre endroit et qu'il vous a déposé de bien belles choses sous l'arbre. Je prends aussi quelques instants afin de vous souhaiter la

Bonne année et de remercier les membres du comité qui ont accepté d'offrir de leur temps une fois de plus en 2020.

Et maintenant, voici quelque chose dont le temps est résolument venu... un article mettant en vedette nos pilotes au féminin.

FEMMES EN COMPÉTITION

Attention aux femmes modélistes.

Depuis son siège à Lausanne (Suisse), la Fédération aéronautique internationale a récemment approuvé la législation ouvrant la voie à des membres féminines d'équipe FAI.

Ce que j'ai lu en ligne va du commentaire

« Pourquoi les femmes devraient-elles obtenir cette préférence en raison de leur sexe puisque l'aéromodélisme ne fait pas appel à de la force physique? » à « Je suis en faveur; plus de fous, plus de plaisir, ce qui pourrait contribuer à davantage d'engagement familial au sein de l'aéromodélisme ».

Bien sûr, cette concurrente supplémentaire doit au moins se présenter aux Épreuves de qualification d'équipe, ce qui est raisonnable. Nous verrons cette année si cette décision attirera davantage de concurrentes lors du Championnat

suite à la page 77

VOL CIRCULAIRE ACROBATIQUE



John McFayden - 14681L

Chef de Comité

905.689.4283 | stuntguy@sympatico.ca

Cette chronique met en vedette une autre nouvelle maquette ainsi que le contexte derrière sa sélection. Len Bourel nous offre l'histoire du Dixon Cardinal .60.

« Au printemps 1981, j'ai disputé mon premier concours acrobatique à l'aide d'un Twister (de Sig) au Toronto & District Championships. Depuis, j'ai toujours compté une maquette acrobatique agile dans mon arsenal. Jusqu'en 2008, je disposais toujours d'une quelconque version du Twister afin de demeurer un concurrent lors de concours de maquettes de type profil.

« En 2008, un de mes amis m'a donné un kit du Cardinal (du fabricant Brodak). J'en ai terminé l'assemblage rapidement parce que j'avais entendu dire que c'était une très bonne maquette profil. Je me souviens encore du premier vol à l'aide de celle-ci et j'ai été très surpris de constater qu'elle volait passablement mieux que tout autre avion que j'avais piloté jusqu'alors. Cet avion

volait de façon prévisible et stable, abordait merveilleusement les virages en coin et volait généralement bien mieux que les autres maquettes que je possédais.

« Cet avion a maintenant 11 ans et je le fais encore voler. Je suis davantage à l'aise avec celui-ci qu'avec tout autre et j'ai toujours bien hâte de faire de la compétition, et ce, à pied levé. J'ai remporté des concours ou terminé favorablement au classement à de nombreuses reprises à l'aide de ce Cardinal, y compris trois fois dans le cercle des trois premières places lors du Brodak Fly-In (catégorie Expert Profile Precision Aerobatics).

« Au cours de ces dernières années, j'ai eu davantage de difficulté à me hisser au cercle de la victoire lors des rassemblements de la CLPA et en catégorie F2B en raison de maquettes qui ne m'inspiraient pas autant confiance que lorsque je pilotais le Cardinal profil. Lorsqu'on m'a montré des plans du Cardinal 60 de Tom Dixon, il fallait absolument que j'en construise un. Arriverais-je à revivre un peu de magie du Cardinal?

« Le Cardinal .60 est doté d'un fuselage conventionnel et est une version élargie



de celui du fabricant Brodak; Tom Dixon a conçu un design faisant appel à des techniques conventionnelles de construction. Les ailes sont de mousse coffrée d'une envergure de 57 pouces, ce qui lui confère une surface alaire de 635 pouces carrés; l'écartement volets-ligne des pentures de la gouverne de profondeur est de 17 pouces.

suite à la page 77

CONTROL LINE PRECISION AEROBATICS



John McFayden - 14681L

Committee Chair

905.689.4283 | stuntguy@sympatico.ca

This column features another new model as well as the backstory behind selecting it. Len Bourel provides the story of his Dixon Cardinal .60.

“In the spring of 1981, I flew my very first stunt pattern in competition with a Sig Twister at the Toronto & District Championships. Ever since then, having a decent profile stunter has been a mainstay of my line-up of model aircraft. All the way up until 2008, I always had some version of a Twister to fly in profile stunt.

“In 2008, a friend of mine gifted me a Brodak Cardinal kit. I finished building the kit quickly because I had heard that it was a really good flying profile airplane. I still remember the very first flight on this plane, and I was shocked that it flew significantly better than any other model I had flown up to that point. It was smooth, stable, cornered beautifully, and just flew a much better pattern than any of my other models.

“That plane is now 11 years old and is still flying. I am more comfortable flying this airplane than any of my other models, and I am eager to compete with it at any time. I have won or placed in many competitions with this Cardinal, including finishing three times in the top three at the Brodak Fly-In in Expert Profile Precision Aerobatics.

“In the past few years, I have struggled in CLPA and F2B with airplanes not quite



providing me the confidence and success that I had enjoyed with that profile Cardinal. So, when presented with the plans for a Tom Dixon's Cardinal 60, I just had to build one. Could I recapture that Cardinal magic?

“The Cardinal .60 is a full-bodied and enlarged variation of the Brodak Cardinal built using very traditional construction techniques designed by Tom Dixon. The model features a 57-inch foam core wing generating 635 square inches of area and flap-to-elevator hinge line spacing of 17 inches.

“At a Brodak Fly-In, I purchased a pre-sheeted foam wing which dramatically reduced building time. I invested that time

to do a full Brodak dope finish with Silkspan including fibreglass strengthening around the nose. I also added a Rabe rudder.

“I am powering it with a Tom Dixon Super Tigre .51 engine with his tongue muffler, spinning a Rev Up 12/6 prop. The plane weighs exactly 60 ounces. Sure enough, now that it is getting trimmed out, it flies every bit as good as my profile Cardinal.

“I have only flown it in one competition to date and finished second. The plane now has about 30 flights on it, and I am eager to fly it and compete with it in 2020.”

Thank you, Len, for telling us about your new Cardinal .60. I have included a few

continued on page 77

CONTROL LINE RECORDS – DECEMBER 31, 2019

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

F1B Technical Report

from page 37

altitude and position while in the air as well as the sink rate. Such technology is a marvel of miniaturization and was unthinkable on a category as lightweight as F1 B only a scant 5-10 years ago.

Thermal detection has also gone high tech. Many flyers used thermal detection systems with wireless thermister (temperature) and anemometer (wind speed) devices transmitting data to be viewed on standard Android or Apple tablets at the flight line. Andriukov (USA) used up to four such devices all displayed on a single Android tablet!

With large numbers of flyers in the flyoffs and performance steadily increasing I anticipate the call to reduce the maximum rubber weight allowed (possibly to 25 or even 20 grams) and possibly the maximum weight to increase as well.

There are some concerns that such rule changes could trigger another round of high tech development and make models even more expensive than they already are. ✈

INDOOR FREE FLIGHT

Dmytro Silin - 86654

Committee Chair

343.777.1303 | Dmytro.Silin@gmail.com

Ironically, the lightest of indoor models can't really be flown through the winter season as the drafts become too strong and the heating might get turned on at any time. This is why our FiD team is focused on building these days.

Still, in mid-February, we are planning to attend Tillamook Hangar in Oregon for one last practice session before World Championship in March.

At the same time, our clubs around Canada are quite active. The Calgary Model Airplane Club does indoor flying sessions every Monday. The Markham Indoor Flyers have flight sessions every Friday night. Recently, the Club ran a Blatter 40 event and plans to repeat it in 2020.

The Ottawa Indoor Model Flyers held their second and very informal No-Cal contest in December. The winner of the previous No-Cal contest, Russell Holmes (13407), has chosen any World War One biplane as the subject model type.



Seven models were entered that included an Aviatik-Berg D.I, an Aircro DH.6, an Ansaldo SVA.5, an Albatros C.XV, a Sopwith 1 1/2 Strutter, an LFG Roland C.II and a Nieuport 17.

The competition was the Club's typical and exciting mass launch event. After each round, the first plane to land was eliminated. Adrian Culf (89547) took first place with the rock-steady performance of his Aviatik-Berg. John Cooper (71501) took second place with

a very light and promising Albatros whose fragile tail gave out in the last round. Paul Penna came in third with his Ansaldo, which was perhaps the most beautiful No-Cal in the contest. Adrian Culf has already selected 1930s Racers for next year's contest.

The 2020 event schedule is almost finalized. Please refer to Committee Documents at MAAC website or join our group on Facebook @IndoorFreeFlight for details. ✈

SAM/VOL LIBRE EXTÉRIEUR

Dmytro Silin - 86654

Chef de Comité

343.777.1303 | Dmytro.Silin@gmail.com

Ironiquement, les maquettes les plus légères de vol intérieur ne peuvent voler au cours de la saison hivernale parce que les courants d'air sont trop imposant (en chauffant les lieux) et parce que la chaleur pourrait être allumée en tout temps. Voici pourquoi notre équipe de FiD se concentre actuellement à construire des appareils.

Tout de même, à la mi-février, nous avons l'intention de nous rendre au rassemblement de Tillamook Hangar en Orégon afin de nous livrer à une dernière pratique avant de nous rendre au Championnat mondial, en mars.

Pendant ce temps, nos clubs au Canada sont très actifs. Le Calgary Model Airplane

Club offre des séances de vol le lundi soir. Les Markham Indoor Flyers, eux, font évoluer des maquettes à l'intérieur en soirée, le vendredi. Récemment, ce club a préparé un concours Blatter 40 et entend répéter l'expérience en 2020.

Les Ottawa Indoor Flyers ont présenté leur deuxième (et informel) concours de maquettes No-Cal en décembre dernier. Le gagnant du concours précédent, Russell Holmes (13407) a choisi la catégorie d'appareils à construire : les biplans de la Première Guerre mondiale.

Sept maquettes ont été inscrites et comprenaient un Aviatik-Berg D.I, un Aircro DH.6, un Ansaldo SVA.5, un Albatros C.XV, un Sopwith 1 1/2 Strutter, un LFG Roland C.II et un Nieuport 17.

Cette compétition a donné lieu au lancement de masse aussi typique que

grandiose. Après chaque ronde, la première maquette à avoir atterri était éliminée. Adrian Culf (89547) s'est emparé de la première place grâce à la performance, solide comme un roc, de son Aviatik-Berg. John Cooper (71501) a obtenu la deuxième place à l'aide de son Albatros très léger; cependant, la queue fragile s'est cassée lors de la dernière ronde. Paul Penna a réalisé une troisième place avec son Ansaldo, probablement la plus belle maquette du concours No-Cal. Adrian Culf a déjà choisi le thème du concours de l'année prochaine : les avions de course des années 1930.

Le calendrier des événements en 2020 est presque finalisé. Veuillez consulter les documents du Comité au site Web du MAAC ou inscrivez-vous à notre groupe sur Facebook, au @IndoorFreeFlight pour y lire des détails. ✈

SAM/VOL LIBRE EXTÉRIEUR

David Loveday - 7073

Chef de Comité

514-634-6006 | freeflightguys@yahoo.ca

Une fois de plus, je dois une fière chandelle à Richard Barlow qui m'offre la chronique de ce mois-ci.

CEUX QUI LE PEUVENT, LE FONT CEUX QUI NE PEUVENT PAS, ENSEIGNENT

« En début de carrière en enseignement, je trouvais que cette affirmation était insultante. Plus tard, à mesure que je voyais mes élèves atteindre des sommets d'accomplissement que je n'aurais jamais réalisés moi-même, je me suis aperçu qu'il y avait beaucoup de vérité là-dedans. Les meilleurs entraîneurs ne sont pas les meilleurs joueurs qui soit.

« J'ai souvent offert le meilleur de moi-même en enseignement lorsque j'avais dû passer la veille jusque tard en soirée à apprendre la matière à enseigner le lendemain. Si quelqu'un trouve une matière plutôt facile, il/elle aura de la difficulté à comprendre les problèmes des autres par rapport à celle-ci.

« Je ne suis certes pas un expert en recouvrement de maquettes. Mon travail est moyen, disons. Je comprends les problèmes. Je les ai tous rencontrés! Ce qui suit devrait vous aider à en contourner quelques-uns. J'accueille avec plaisir la rétroaction (feedback), positive comme la critique. Si vous êtes un constructeur, nous sommes déjà amis. »

Le papier-tissu de type japonais
« Le recouvrement d'une maquette en papier-tissu imprégné d'enduit-colle (dope) est une méthode traditionnelle, légère, très rigide, colorée et attrayante. Toutefois, cette matière est aisément perforée. Le recouvrement de Mylar est léger et il résiste aux trous mais il n'est pas rigide. Les pellicules pigmentées de Mylar qui possèdent leur propre enduit adhésif – on pense au Monokote – sont relativement lourdes. Le regretté et grand Jack McGillivray disait jadis : 'Seul rien ne pèse rien.'

« Une bonne solution, c'est d'utiliser du papier-tissu par-dessus du Mylar. C'est davantage de travail, mais les résultats en vaudront la peine puisque vous utiliserez

moins d'enduit-colle et le résultat final ne pèsera pas trop lourd. Pour la construction de planeurs et de maquettes à propulsion élastique, utilisez de l'enduit-colle au nitrate. Pour les maquettes motorisées, vous devrez avoir recours à l'enduit au butyrate, à l'épreuve du carburant.

Recouvrement de Mylar : celui de 1/4 ou de 1/3 de mil est celui à utiliser, à moins que vos maquettes de vol libre soient plutôt imposantes. Le Mylar déchire facilement alors n'utilisez que des lames ou des ciseaux bien affûtés. Une roue à découper et un tapis vert de découpage, voilà ce qui fonctionne bien. Le Mylar n'est pas doté d'un adhésif, si bien qu'il vous faudra appliquer une couche de colle thermosensible à toute surface de bois sur laquelle vous le fixerez, comme le Balsaloc. Méthode alternative : vous pouvez utiliser un bâton-colle UHU ou de la colle PVA diluée.

« Deux minces couches valent mieux qu'une seule épaisse. Évitez l'exédent qui formera des bosses. Chaque couche est soigneusement appliquée sur les surfaces qui accueilleront le Mylar, surfaces que vous aurez délicatement poncées (sablées). Il est important d'appliquer de l'enduit-colle au préalable sur la cellule.

« Un intrados très courbé ne posera pas de problème si les surfaces sur le rebord des nervures (ribs) sont bien enduites. Percez plusieurs petits trous dans toute structure de feuille de balsa de sorte à ce que vos compartiments – une fois le recouvrement appliqué – n'aient pas scellé de l'air. Si l'air ne peut s'évacuer, votre Mylar ballonnera.

« Découpez un peu plus de Mylar que nécessaire de sorte à pouvoir agripper des rebords. Il est parfois préférable d'appliquer la pellicule de Mylar sur la pièce; d'autres fois, il est préférable de déposer la pièce sur la pellicule.

« À l'aide d'un petit fer de finition, collez légèrement la pellicule au bois aux extrémités opposées et faites ce travail de façon aussi uniforme que possible. Bien que le Mylar rétrécira au contact de la chaleur, mieux vous l'appliquez uniformément, meilleur sera le résultat. Scellez tous les rebords à la chaleur avant de rétrécir le reste.

« Faites dépasser la pellicule de 3 mm de tous côtés. Vous pourrez ensuite trancher cet excès à l'aide d'une lame de rasoir ou –

ce que je fais souvent – à l'aide de papier à poncer (papier sablé).

« Vous devrez pratiquer votre technique. Si une fois votre pellicule rétrécie, vous retrouvez quelques imperfections comme des plis, attendez 24 heures et appliquez de la chaleur. Le Mylar récupère partiellement sa faculté de rétrécissage après avoir reposé pendant une journée.

« Vous pourrez alors découper – en un peu plus grand – le papier-tissu pour ensuite l'appliquer par-dessus le Mylar. Bien que je l'aie parfois appliqué à sec, il est plus facile de déposer le papier-tissu sur la pièce à recouvrir pour ensuite humecter la surface avec de l'eau afin que le tissu se conforme au Mylar en-dessous. Lissez le tout le mieux possible, appliquez une deuxième couche d'enduit-colle dilué au moins à 50-50 au pinceau pendant que la pièce est encore humide.

« Il se peut fort bien qu'en séchant, l'enduit-colle affichera des taches blanches en raison de l'eau. Ignorez-les. Une journée plus tard, appliquez une légère deuxième couche d'enduit-colle dilué et les taches disparaîtront. Épinglez vos surfaces sur du papier ciré afin d'éviter tout vrillage non voulu (warps); si ces courbures se manifestent, un pistolet à air chaud aura tôt fait de les retirer.

« Bien que l'enduit-colle devrait être sec, le papier ciré empêche possiblement l'adhésion à la surface sur laquelle vous épinglez vos composantes. Mes gouvernes sont toujours remises dans des berceaux de Styrofoam, comme je l'ai mentionné dans la chronique de septembre/octobre.

« Les joints ne doivent pas obligatoirement être placés sur des surfaces de bois, si bien que vous pouvez appliquer des formes complexes de papier-tissu afin de rendre votre maquette attrayante.

« Autre avantage du papier-tissu par-dessus le Mylar : sur les maquettes à 'hublots', ceux-ci sont déjà réalisés. N'appliquez tout simplement pas le papier-tissu où vous voulez faire paraître ces fenêtres.

« Vous pouvez même passer votre papier-tissu à l'imprimante. Découpez-en un panneau de 8 pouces x 10 et 1/2 et collez-le au ruban adhésif à une feuille de 8/12 x 11. Alimentez-le soigneusement dans l'imprimante et retirez le papier-tissu

suite à la page 62

SAM / FREE FLIGHT

David Loveday - 7073

Committee Chair

514-634-6006 | freeflightguys@yahoo.ca

Once again, we owe Richard Barlow our thanks for this month's column.

THOSE THAT CAN - DO. THOSE THAT CAN'T - TEACH.

"In my early career as a teacher, I found that statement to be insulting. Later, as I watched my students climb to heights that I never reached, I realized that there is a lot of truth there. The best coaches are not the best players.

"I did some of my best teaching when I had to stay up the previous night learning the next day's material. If one finds something to be very easy, it is hard to understand the difficulties that others face.

"I am no expert at covering models. My work is, at best, average. I do understand the problems. I have faced all of them! The following should help you to avoid some of the pitfalls. I welcome feedback, positive or critical. If you are a builder, we are friends already."

TISSUE

"Doped tissue covering is traditional, light, very rigid, colourful and can look very attractive. However, it punctures far too easily. Pure mylar covering is light and puncture resistant, but lacks rigidity. Adhesive coated pigmented Mylar films, such as Monokote are relatively heavy. The late great Jack McGillivray used to say "Only nothing weighs nothing".

"One good answer is to use tissue doped over mylar. It is a lot more work, but the results justify the effort and, because less dope is required, it is not appreciably heavier. For gliders and rubber models, use nitrate dope. For power models, use the fuel-proof butyrate.

"Mylar covering: 1/4 or 1/3 mil Mylar is the grade to use for all but the largest free flight models. Mylar tears easily, so use only the sharpest blades and scissors. A rotary cutter on a green cutting mat works well. Mylar has no adhesive, so all wood to which the Mylar is to be attached needs a coating of a heat sensitive glue such as Balsaloc. Alternatively, a UHU glue stick or Thinned PVA glue work well.

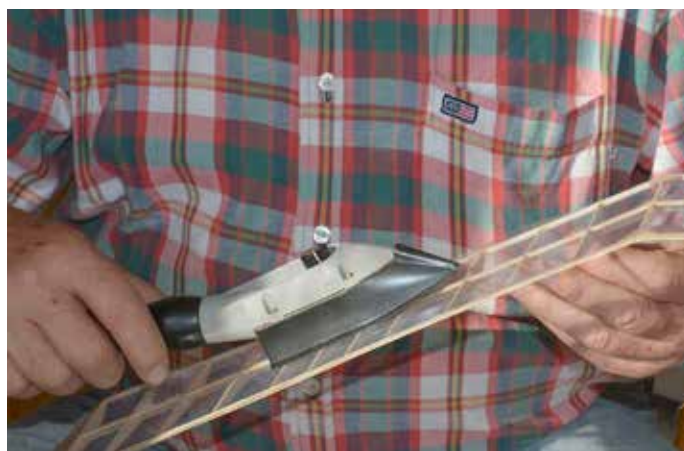
"Two thinned coats are better than one thick one. Avoid lumps. It is applied to the carefully sanded, lightly doped, wood surfaces coating all areas on which the Mylar will rest. Pre-doping the framework is important.

"Under-camber is no problem if the rib edge surfaces are coated properly. Make many small holes in any wood sheet structure so that there are no airtight compartments. The Mylar will balloon if air cannot escape.

"Cut the film oversize, so you have edges to hold. It is sometimes better to put the film on the model part, and at other times, put the part on the film.

"Using a small trim iron, tack the film to the wood, starting with

continued on page 62



opposite edges, and get it as even as possible. Although the Mylar will heat shrink, the more evenly it is applied, the better the result. Heat seal all edges before heat shrinking.

“Wrap around all edges with a 3 mm overlap. Surplus is then removed with a new razor blade or, as I often do, with fine sandpaper.

“This all takes practice. If after heat shrinking, there remains the odd wrinkle, wait 24 hours and reshink. Mylar partially recovers its shrinking ability with a day’s rest.

“The tissue is then cut oversize and laid over the Mylar. Although I have sometimes applied it dry, it is much easier to lay the tissue on the part and then mist the surface with water brushing the tissue to conform to the Mylar surface underneath. Get it as smooth as possible and then, whilst still damp, brush on a coat of dope which is thinned to 50/50 or less.

“In all likelihood, as it dries, the water will cause the dope to blush and there will be ugly white patches. Ignore them. A day later, brush on a second light coat of thinned dope and the blushing will disappear. Pin flying surfaces down over waxed paper to avoid warps or, if warps are induced, a hot air gun can remove them.

“Although the dope should be basically dry, the waxed paper prevents possible adhesion to the pinning surface. My flying surfaces are always stored strapped down on Styrofoam cradles, as I said in the September/October issue.

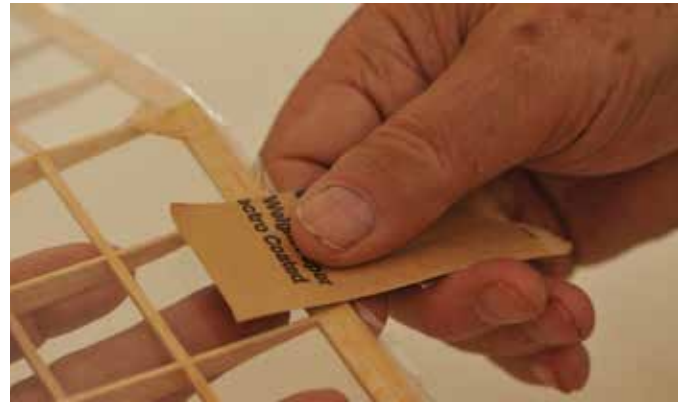
“Joints in the tissue need not necessarily be directly over wooden edges, so free form shapes in the tissue can facilitate attractive designs.

“Another advantage of the tissue over Mylar covering is that, on cabin models, the windows are already glazed. Do not apply the tissue where you want windows to show.

“The tissue can be computer printed. Cut the tissue to 8 X10 1/2 inches and tape it around the edges to 8 1/2 X 11 printer paper. Feed it carefully into the printer, and then remove the tissue from the paper backing. When doping the tissue onto the Mylar, do not overbrush, to avoid smearing the ink. Address labels or pictures are thus easily added to your model.

“Hobby shops are not what they used to be. ARFs and Bind and Fly models are everywhere, but few building supplies are to be found. Those of us who enjoy building as much as flying are a dying breed. If you have a good local hobby shop, you are lucky.

“Mylar and tissue are available from FAI Model Supply. [https://](https://www.faimodelsupply.com)



www.faimodelsupply.com in the United States, or <https://www.freeflightsupplies.co.uk> in England. They usually carry Balsaloc or Balsarite. I am looking for other sources. If you know of a Canadian supplier, let me know. Real Japanese tissue, Esaki, is getting harder and harder to get. Experiment with other tissues on test panels. Let me know results.

“Clear dope and thinners, both Nitrate and Butyrate, are available from Aircraft Spruce Canada <https://www.aircraftspruce.ca> in Brantford Ontario, if your local hobby shop no longer carries them.”

Feedback please – and send pictures. Writing this column gets lonely. I am at ffclrc@gmail.com or can be contacted via the MAAC office. ✈

Chronique de l'éditeur suite de la page 60

du papier conventionnel. Lorsque vous appliquerez le papier-tissu sur le Mylar, ne passez pas trop le pinceau, sinon quoi vous pourriez répandre l'encre en poudre. Vous pourrez alors appliquer des étiquettes d'adresse ou des photos sur votre maquette.

« Les magasins de passe-temps n'offrent plus les produits d'antan. On retrouve partout des maquettes presque prêtes à voler (les ARFs) ou la variété des Bind and Fly (à lesquelles on ajoute son propre émetteur) et on retrouve bien peu de matériaux de construction. Ceux d'entre nous qui aiment construire autant

que de piloter, nous devenons de plus en plus rares. Si vous fréquentez un bon tel hobby shop, vous êtes chanceux.

« On peut se procurer du Mylar et du papier-tissu chez FAI Model Supply aux États-Unis (<https://www.faimodelsupply.com>) ou en Angleterre au <https://www.freeflightsupplies.co.uk>. Ces endroits offrent normalement du Balsaloc ou du Balsarite. Je recherche d'autres fournisseurs. Si vous connaissez un distributeur canadien, faites-moi signe. Le vrai papier-tissu japonais – l'Esaki – devient de plus en plus difficile à obtenir. Vous devrez procéder à des essais sur des

panneaux. Gardez-moi au courant de vos résultats.

« L'enduit-colle transparent et les agents diluants (de nitrate et de butyrate) sont disponibles auprès d'Aircraft Spruce Canada au <https://www.aircraftspruce.ca> à Brantford (Ontario), si jamais votre magasin de passe-temps ne peut plus s'en procurer. »

Et voilà, je vous demande de la rétroaction...et envoyez des photos. C'est une fonction de solitaire que de rédiger cette chronique. On peut communiquer avec moi au ffclrc@gmail.com ou par le biais du siège du MAAC. ✈

R/C FLOATPLANES

Paul Neely - 73841

Committee Chair

519.641.4045 | pneely@rogers.com

It is hard to believe that it is 2020 already here -- where did last year go? Time has just flown by.

I came to the realization that I am heading into my fifth year as the Float Fly Chairman. This is going to be my last year as I feel I am starting to get a little stale. I wanted to step down before that happens because I don't want to lose my enthusiasm for float flying and have that hinder the Committee.

With that said, I have some GREAT NEWS. Peter Graham is coming on as Co-Chairman this year and will be taking over fully in 2021. Now if you haven't met Peter, let me tell you he lives and breathes float flying. One of his goals is to turn the Niagara Region Float Fly into a National event. I feel very lucky to have become a friend of Peter and his wife and look forward to working with him and the rest of the Float Fly Committee in 2020. ✈



Peter Graham, left, with the late Jim Prowse./ Peter Graham (à g.) en compagnie du regretté Jim Prowse.

HYDRAVIONS RC

Paul Neely - 73841

Chef de Comité

519.641.4045 | pneely@rogers.com

Il est difficile de croire qu'on se retrouve déjà en 2020 – où est passée la dernière année. Le temps a tout bonnement filé.

Je me suis rendu compte que j'entame ma cinquième année à titre de président du Comité des hydravions. Ce sera ma dernière

parce que j'ai l'impression de commencer à radoter. Je voulais tirer ma révérence avant que cela n'arrive parce que je ne veux pas perdre mon enthousiasme pour le vol d'hydravions et que cela entrave les travaux du Comité.

Cela étant dit, j'ai de MERVEILLEUSES NOUVELLES. Peter Graham a accepté de codiriger le Comité, cette année et prendra résolument la relève en 2021. Si vous n'avez jamais rencontré Peter, laissez-

moi vous dire qu'il vit littéralement pour les hydravions et leur pilotage. L'un de ses objectifs, c'est de transformer le Float-fly de la région du Niagara en événement national. Je me sens très chanceux de compter Peter et sa femme dans mon cercle d'amis et j'ai hâte de travailler avec lui et avec les autres membres du Comité, en 2020. ✈

MAQUETTES ÉLECTRIQUES RC

Nigel Chippindale - 3778L

Chef de Comité

613.747.9628 | nchippin@gmail.com

CHANGER LES SERVOS À BORD DE MAQUETTES DE TECHNOLOGIE SAFE

Les maquettes électriques munies de la technologie de correction de pilotage SAFE sont parmi les plus populaires au sein de notre passe-temps. On les sort de la boîte et l'installation des composantes et de l'émetteur Spektrum est aisée. Des problèmes peuvent cependant survenir si on modifie ce système de stabilisation... ce que j'ai découvert en tentant d'isoler les problèmes de deux telles maquettes munies de cette technologie.

Dans les deux cas, un ou plusieurs servos avaient été remplacés par des produits Hitec équivalents. Les servos Spektrum effectuent la rotation de leur bras dans le sens des aiguilles d'une montre; les Hitec bougent dans la direction opposée. Les propriétaires des maquettes en question ont fait ce qui semblait logique – ils ont reconfiguré le réglage des servos sur l'émetteur, passant de Normal à Renversé.

Cela ne fonctionne pas avec un système SAFE!

Histoire de comprendre pourquoi, vous devez reconnaître que le processus de stabilisation se produit dans la maquette. Le récepteur réagit de façon autonome lorsque des corrections sont appliquées en répondant aux gestes en mode SAFE (ou AS3X), si bien qu'il est critique que ce récepteur connaisse le sens de rotation du servo, disons afin de déplacer la gouverne de profondeur vers le haut.

Si vous renversez le sens de rotation sur l'émetteur, cela ne change PAS comment le servo répond à la fonction stabilisation, si bien que le nouveau servo Hitec réagira en déplaçant la gouverne de profondeur vers le

bas tandis que le système de stabilisation du récepteur réagit en déplaçant la gouverne vers le haut. Lorsque le pilote ramène la manette de profondeur (sur l'émetteur) vers lui, la gouverne de profondeur se déplacera correctement. C'est mélangeant!

Lors de la configuration normale à l'aide de servos Spektrum, les choses demeurent simples : le récepteur est programmé de sorte à intimer à la gouverne de profondeur de se remonter lorsque le nez de l'avion pique (stabilisation en cours). Le récepteur déplace cette gouverne vers le haut lorsque l'émetteur – réglage du commutateur « renversé » à Normal – intime la tige poussoir (pushrod) à bouger vers le haut (contrôle). La règle devient toute simple : lorsque vous configurez un émetteur Spektrum en mode SAFE standard, les commutateurs de renversement DOIVENT être en position Normale.

Alors, comment peut-on utiliser un servo (Hitec ou marque semblable) de rotation opposée dans une maquette munie de la technologie SAFE?

La première approche consisterait à reprogrammer le récepteur de sorte à renverser (la rotation) de la voie télécommandée (channel). Ceci nécessite un ordinateur ou un téléphone dit « intelligent », un câble spécial et une application (app.) Spektrum.

L'alternative, c'est que si le servo est numérique et que vous possédez le programmeur de servo nécessaire, vous pourrez renverser la rotation dudit servo. Ou finalement, vous pourriez réussir à faire pivoter le bras de servo de 180 degrés de sorte à ce que la tige poussoir (pushrod) bouge de l'autre côté du servo. Quelle que soit la méthode que vous choisirez, cependant, le commutateur de renversement de servo (sur l'émetteur) DOIT demeurer en position Normale.

Dans les deux cas de maquettes

auxquels j'ai été mêlé, l'avion exhibait un comportement bizarre, rendant la maîtrise de l'appareil en vol difficile, voire même impossible. L'Apprentice, notamment, ne s'était fait remplacer que le servo de profondeur (elevator); pour obtenir la bonne direction de contrôle, la direction de la profondeur a été inversée depuis l'émetteur. Lorsque les modes Intermediate et Experiences étaient appliqués – ce qui implique la stabilisation de type AS3X, une correction momentanée de l'assiette de vol dérangée – la maquette volait de façon instable mais on arrivait à la contrôler.

Cependant, si on passait en mode autocorrectif Beginner, l'avion s'est immédiatement mis à piquer et on n'a pu l'en sortir. Ce qui est arrivé : en passant à ce mode, le récepteur a tenté de forcer la gouverne de profondeur vers le haut mais, dans les faits, l'impulsion était vers le bas en raison de la direction inversée du servo. La solution : il aurait fallu placer la tige poussoir dans la direction opposée (de la rotation du bras de servo) et placer le commutateur de renversement (sur l'émetteur) de nouveau à Normal.

L'autre maquette en cause était un Timber muni du mode SAFE Select, à bord duquel son propriétaire avait installé de tout nouveaux servos Hitec. Ainsi, les trois axes de vol étaient dotés de stabilisation renversée. En mode SAFE, l'avion n'arrivait pas à voler convenablement et s'est écrasé. En mode SAFE désactivé (seule la technologie AS3X fonctionnait), l'avion était instable et difficile à piloter. La solution consistait à renverser les trois voies (channels) à même le récepteur.

La morale de l'histoire : si vous voulez modifier quelque paramètre que ce soit d'une maquette munie de la technologie SAFE, assurez-vous d'en comprendre les implications. ✈

Nigel Chippindale - 3778L

Committee Chair

613.747.9628 | nchippin@gmail.com

CHANGING SERVOS IN SAFE MODELS

Among the most popular electric RC models are those equipped with SAFE Technology. Out of the box, they are easy to set up with a Spektrum transmitter and fly very well. Problems can arise, however, if changes are made in the stabilization system, as I discovered when trouble shooting two SAFE models that were behaving badly.

In both cases, one or more of the regular servos had been replaced with equivalent Hitec units. Spektrum servos rotate clockwise for right or down control input, whereas Hitecs are the reverse. So the owners of the models had done what seemed logical – flipped the appropriate setting in the transmitter from Normal to Reverse.

This just doesn't work with a SAFE system!

To understand why, you need to recognize that stabilization takes place in the model. The receiver acts autonomously when applying corrections in response to SAFE (or AS3X) inputs, so it's imperative that it know which way the servo turns for, say, up elevator.

Reversing a channel at the transmitter does NOT change how the servo responds to stabilization, so the new Hitec servo will move in the down elevator direction when the receiver stabilization commands up. But when the control stick is pulled back, the elevator will move correctly. Very confusing!

In the normal set-up with Spektrum servos, things are very simple: the receiver is programmed so that it gives up elevator when the nose dips (stabilization). It also gives up when the transmitter, with reversing switch set to Normal, gives a command of up (control). The rule then is simple: for a standard SAFE set-up with a Spektrum transmitter, reversing switches MUST always be set to Normal.

So how do we use an opposite rotation servo, such as Hitec, in a SAFE model?

The first approach would be to reprogram the receiver to reverse the channel. This requires a computer or smart phone, a special cable and a Spektrum app.

Alternatively, if the servo is digital, and you have the necessary servo programmer, the servo can be reversed. Or finally, you may be able to rotate the servo arm through 180° so the pushrod is on the other side. However you do it, though, the reversing switch in the transmitter MUST remain in its Normal position.

In the two cases I've dealt with, the model exhibited strange behaviour and

was difficult or impossible to control. One model, an Apprentice, had only the elevator servo changed; for correct control response, the elevator direction was reversed at the transmitter. In Intermediate and Experienced modes, which involve AS3X type stabilization (momentary correction in response to disturbances), the model was unstable but controllable.

When switched to the self-leveling Beginner mode, however, it immediately entered a dive from which it did not recover. What happened was that in this mode the receiver was trying to give up elevator to achieve level flight but in fact was giving down because of the reverse servo direction. The fix was to switch the pushrod to the opposite side and set the reversing switch on the transmitter back to Normal.

The other example was a Timber with SAFE Select in which the owner had changed all the servos for Hitecs. So all three axes had reverse stabilization. In SAFE mode it was all but unflyable and crashed, while with SAFE off (only AS3X working), it was just unstable and hard to fly. The fix was to reverse all three channels in the receiver.

The moral of the story is that if you want to change any aspect of a SAFE model, make sure you understand the implications. ✈

Kevin St-Cyr

suite de la page 48

de lumières pour le vol de nuit. De fumigènes. » L'objectif ? Passer en classe mondiale.

COMMANDITAIRES ET SOUTIEN ?

En 2015, viennent les premiers commanditaires. « Aujourd'hui, j'ai l'appui de Sab Heli Division, Scorpion Power System, Supra X connectors, Pulse Battery, MKS Servo Tech, Vbar Control et Dryfluid.

Principale initiative du milieu : le Club Crash de Mirabel. Ce sont eux qui ont fait imprimer des t-shirts, avec l'aide de Steve Woloz, pour amasser des fonds afin de soutenir Kevin et couvrir ses frais,

tandis qu'il représentait le Canada à l'international.

Remerciements à François Roger (Romeo Oscar) qui encourage Kevin et le soutient depuis ses débuts en prenant de superbes photos.

Pourrait-on faire mieux ? Faudrait-il battre le rappel des copains et copines ? Quiconque veut appuyer la valeureuse équipe peut communiquer avec elle, à l'adresse monasteeve@gmail.com.

CHAMPIONNATS « EXTREME FLIGHT

« J'ai participé à mon premier Extreme Flight Championship (XFC)

en 2015. Classé 10e sur 17 concurrents. Mon deuxième en 2016, 5e place sur 11 concurrents. Mon dernier XFC cette année ? Classé

1er sur 9 concurrents. J'envisage une participation à Global 3D qui a lieu aux Pays-Bas. »

Bonne chance pour l'année qui vient, Kevin, et que la victoire soit au rendez-vous ! ✈

Pour de plus amples renseignements : <https://www.facebook.com/kevin.stcyr.92>

<https://www.instagram.com/kevin.stcyr/>

HÉLICOPTÈRES RC



Mike Jantke picking up his heli out of the tall grass in Vernon, after having a mid-air failure. / Mike Jantke récupère son hélicoptère dans de hautes herbes à Vernon (Colombie-Britannique) après une défaillance en vol.

Darren Wiens - 79825

Chef de Comité

604.354.4471 | rchelidarren@gmail.com

J'ai beaucoup songé cette semaine à l'année qui vient de se terminer. Pour moi, du côté pilotage, elle s'est très bien déroulée. Je note soigneusement tous mes vols et j'ai établi un nouveau record pour le nombre de vols inscrits en l'espace d'une année.

J'avais établi deux objectifs pour mon aptitude au pilotage. Je voulais apprendre comment exécuter du vol inversé et arrière, la dernière orientation dont j'avais besoin, et je voulais apprendre comment faire des piro-flips.

Je crois avoir atteint ces deux objectifs, bien que mes piro-flips aient encore besoin de pratique afin d'en assurer l'uniformité et le vol contrôlé. Je suis maintenant à l'aise avec le vol inversé et arrière et je peux m'exécuter dans toutes les directions.

Au début de l'année, j'avais écrit ce que j'espérais faire afin d'améliorer mon pilotage en 2019. Il me fait plaisir de rapporter que je crois avoir réussi. Le nouveau simulateur dont je me suis doté a beaucoup aidé.

Ma nouvelle caméra est aussi très bien

– y compris l'équipement connexe – du matériel que j'ai acheté afin de consigner mon aptitude au pilotage. Cependant, je ne m'attendais pas à ce que ça devienne un deuxième passe-temps. Je me suis retrouvé en train d'acheter un nouvel ordinateur plus performant qui peut traiter les nombreuses prises vidéos que j'ai réalisées en cours d'année.

VOLS EN CLUB

J'ai entendu parler de plus en plus d'histoires de clubs qui ne sont pas très accueillants envers les pilotes d'hélicoptères télécommandés. J'en suis déçu.

Bien que nous ne puissions pas contrôler l'attitude des autres, je crois que nous pouvons cependant contrôler notre réaction face à ces opinions. Il importe que nous demeurions respectueux envers les autres personnes au terrain de vol.

Si d'autres pilotes sont en train de faire voler leurs maquettes, laissez-les faire; ne vous accaparez pas l'espace aérien. Soyez amicaux et montrez de l'intérêt envers leurs aéronefs même si ce créneau vous intéresse moins.

Je me suis aperçu que si je suis respectueux et que si je montre de l'intérêt

envers leurs créations, ces personnes seront plus respectueuses de moi-même et de mes hélicoptères. Malheureusement, plusieurs modélistes de longue date ont acquis la conviction que les hélicoptères télécommandés sont très peu sécuritaires et qu'ils ne devraient pas être autorisés au terrain de vol. Je crois que nous devons faire la démonstration que non seulement ils sont plus sécuritaires mais qu'à titre de pilotes, nous nous soucions beaucoup de leur opération. Assurons-nous de partager le ciel et de s'entraider, peu importe le type de maquette que nous pilotons.

VOL HIVERNAL?

Il fait froid, présentement. Pilotez-vous en ces conditions? Quelques-uns parmi les plus endurcis se sont adonné à du vol hivernal et l'un d'entre eux a eu une bien bonne idée. Il a acheté une petite chauffeuse au propane peu dispendieuse, du genre qui se branche à une bombonne de propane qu'on utilise normalement pour les barbecues. Nous l'avons installée près de notre station de pilotage et cela a augmenté de beaucoup notre confort.

Finalement, je recherche toujours du

suite à la page 76



Terry Steneker practicing his inverted flight with his TRex 600 at the Mission Wings field. / Terry Steneker pratique du vol inversé à l'aide de son hélicoptère TRex 600 au terrain du Club Mission Wings.

Darren Wiens - 79825

Committee Chair

604.354.4471 | rchelidarren@gmail.com

I've been thinking a lot this week about how this year has gone. For me, it's been an excellent year for flying. I log all of my flights and I set a new record for the number of flights I've had in a year.

I had set myself two goals for my flying abilities. I wanted learn how to do backwards inverted flying, the last orientation that I needed, and I wanted start to learn how to do piro-flips.

I feel like I accomplished both of those goals although my piro-flips still need a bunch of work to get them consistent and controllable, I'm feeling relatively comfortable with inverted backwards flying and can do that in all directions.

I wrote at the beginning of the year about what kind of things I was hoping to do to help me improve on my flying in 2019. I'm happy to report that I think I was successful in that. The new simulator that I purchased really helped a lot.

I was also very happy with the camera, and associated equipment, that I purchased

for keeping track of my flying. I did not expect that to turn into a secondary hobby, though. It ended up leading to me building a fancy new computer that is better capable of processing the many videos that I took this year.

FLYING TOGETHER

I've been hearing more and more stories about clubs that are not very welcoming to RC helicopter pilots. I find this very disappointing.

While we can't control the attitude of others, I do think that how we react to those opinions is something that we can control. It's very important that we be respectful of other people flying at our local fields.

If others are flying, then let them fly; don't hog all the airspace. Be friendly and show an interest in their aircraft, even if it's not all that interesting to you.

I've found that if I show respect and interest in them and their aircraft, others are more respectful of me and my helis. Unfortunately, many of the people who have been in the hobby for a long time had developed a feeling that RC helicopters are very unsafe and shouldn't be allowed at the field. That is where I think we need

to respectfully demonstrate that not only are they safer now, but we as RC helicopter pilots are very concerned with the safe operation of our helicopters. Let's make sure we all share the skies and help each other out, no matter what we fly.

WINTER FLYING?

It's gotten cold out now. Are you still flying? A few of us hardcore heli guys went flying in some pretty cool weather and one of the guys came up with a really nice idea. He brought a small, and inexpensive, propane-powered heater that connects to a BBQ propane tank. We set it up beside our flying station, pointed it at our hands, and proceeded to fly. It did a great job of keeping us warm while standing out in the cold and really made our day at the field much more comfortable.

Finally, I am always looking for things to put in this space for each magazine. Pictures, write-ups, articles, ideas, and more, are always welcome. I really do want to hear from you. My contact information is at the beginning of the article every month and is also listed on page two of the magazine. I want to hear from you! ✈

R/C GRAND MODÈLE

Michael Anderson - 17752

Chef de Comité

613-407-5914 | mike.anderson.ca@outlook.com

Je suis le président du Comité des grosses maquettes en 2020 mais dans les faits, j'ai remplacé depuis le milieu de 2019. J'ai passé quelques heures à examiner d'anciens numéros de Model Aviation Canada et j'ai constaté que la dernière fois qu'une chronique de ce comité a été soumise, c'était en mai 2018.

Nous ferons mieux en 2020.

J'apprécie énormément l'appui que m'ont témoigné les membres du Comité, des modélistes en provenance d'un peu partout au pays :

- Paul Chitty (président sortant), Zone M, Ontario
- Philippe Dessureault, Zone A, Alberta
- Peter Douppnik, Zone M, Ontario
- Don Forness, Zone K, Saskatchewan
- Palmer Johnson, Zone M, Ontario
- Robert Scheer, Zone C, Colombie-Britannique
- Brian Wattie (ancien président), Zone G, Ontario
- Roly Worsfold, Director Zone C, Colombie-Britannique

QU'EST-CE QU'UNE GROSSE MAQUETTE?

Selon la définition du MAAC, une grosse maquette (aussi appelée Giant Scale ou petit-gros) possède un poids prêt à voler (et à ne pas dépasser) de 35 kg (77 livres) et qui possède aussi les caractéristiques suivantes :

Envergure minimale de 2,0 mètres (78 pouces) pour les monoplans;

Envergure minimale de 1,5 mètre (59 pouces) pour les biplans/multiplans;

Une longueur totale de 3,5 mètres (138 pouces) en plus de l'envergure pour les jets;

et

Toutes les véritables copies volantes (scale models) à l'échelle 25 % ou davantage.

REMARQUE : Les grosses maquettes ne doivent PAS obligatoirement être des reproductions d'un appareil à l'échelle réelle.

RENSEIGNEMENTS PERSONNELS

J'habite et je travaille au sud d'Ottawa et fais voler des maquettes chez les Phelan RC Flyers près de Kars (Ontario). Vers l'âge de six ou sept ans, j'ai débuté en aéromodélisme à l'aide de maquettes de plastique puis à propulsion élastique (les kits de Guillow's) pour ensuite penser au vol circulaire avec des maquettes mûes par o,049. À la fin des années 1970, je me suis lancé en vol télécommandé avec mon appareil de formation (trainer). Je suis ensuite déménagé de ma ville natale de Montréal vers Ottawa, je me suis marié, j'ai entamé des études en ingénierie, j'ai commencé à travailler à temps complet et soudainement, je n'avais plus de jouets volants.

Environ 20 ans plus tard, ma femme Gwen m'a dit que je devais reprendre un passe-temps afin de me détendre. Je nourris ma dépendance au vol télécommandé depuis.

OTTAWA VALLEY GIANT SCALE

En août dernier, j'ai organisé le 32^e rassemblement annuel Ottawa Valley Giant Scale Fun Fly au terrain des Kingston RC Modelers près d'Odessa (Ontario). En dépit de prévisions météo faisant état de précipitations, nous avons tout de même accueilli 101 pilotes enthousiastes.

Les campeurs sont arrivés à compter du mercredi et, rendu en milieu de journée samedi, les visiteurs faisaient la file pour stationner le long du chemin d'accès. Les

vols ont débuté après la réunion des pilotes, à 9 heures; il y avait rarement moins de quatre maquettes dans les airs jusqu'à ce que les averse frappent, juste avant midi. Nous nous sommes rassemblés sous l'abri du terrain du KRMC et nous avons dégustés des hamburgers sur barbecue et nous sommes raconté des histoires plus ou moins vraisemblables.

Les participants – de toutes les habiletés de pilotage – ont poursuivi les vols pendant le reste de la journée et personne n'a déploré de collision aérienne. Les patrons sur la ligne de vol ont assuré le bon roulement des activités et se sont assuré que les pilotes observaient les procédures de circuit.

Nous avions offert un avantage à quiconque voulait s'inscrire hâtivement : une maquette Edge 540 presque prête à voler (produit de Pilot RC) à l'échelle 31 % (motorisation de 60 c.c.). Cela nous a aidé à traiter les inscriptions et nous remettons même un t-shirt à la taille des pilotes et ces derniers n'avaient qu'à récolter leur trousse en arrivant.

Le souper du samedi soir était une fois de plus l'affaire des Kingston RC Modelers : un festin de porc effiloché cuit lentement, du poulet barbecue, des épis de maïs, des pommes de terre cuites, en plus de diverses salades et de gâteau.

Nous avons même eu droit à un divertissement non planifié à l'heure du souper lorsqu'un Fokker DR1 du club d'ultraléger de Kingston, non loin, nous a offert une passe.

Nous nous reprenons en 2020, les 15 et 16 août. Pour de plus amples renseignements, consultez le : www.giantscalecanada.org/events/2020ovgskingston

SUJETS À VENIR

J'ai effectué beaucoup de recherche sur les

suite à la page 74



The participants at the Ottawa Valley Giant Scale Event. / Les participants au rassemblement de petits-gros de la Vallée de l'Outaouais.

R/C LARGE MODEL



A group of WWI aircraft lining up for a flight together. / Un groupe de copies volantes de la Première Guerre mondiale sont alignées en prévision d'un vol de masse.

Michael Anderson - 17752

Committee Chair

613-407-5914 | mike.anderson.ca@outlook.com

Scott Crosby - 23964

Committee Chair

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

I am the Large Model committee Chair for 2020, but I've been filling in as Chair since mid-2019. I've just spent a few hours combing through past issues of Model Aviation Canada and I see that the last time the Large Model Committee published an article was May 2018.

We'll do better in 2020.

I appreciate the support of our experienced Large Model committee members from across the country:

- Paul Chitty (past chair), Zone M, ON
- Philippe Dessureault, Zone A, AB
- Peter Doupnik, Zone M, ON
- Don Forness, Zone K, SK
- Palmer Johnson, Zone M, ON
- Robert Scheer, Zone C, BC
- Brian Wattie (past chair), Zone G, ON
- Roly Worsfold, Director Zone C, BC

WHAT'S A LARGE MODEL?

A Large / Giant Scale Model Aircraft as defined by MAAC as a model aircraft with a total flying weight not-to-exceed 35 Kg (77 lbs) and with:

- minimum wingspan of 2.0 metres (78") for monoplanes;
- minimum wingspan of 1.5 metres (59")

for Biplanes/Multi-wings;

- 3.5 metres (138") total length plus wingspan for jets; and,
- all true scale models of 25% scale or larger.

NOTE: Large models do NOT have to be a scaled-down version of a full-size aircraft.

MY BACKGROUND

I live and work south of Ottawa and fly with the Phelan RC Flyers near Kars, ON. I started with model planes around the age of six or seven, progressing from plastic models to Guillow's rubber-powered free flight models to Cox .049 control line to my first radio control glow-powered trainer in the late 70s. Then came a move from my native Montréal to Ottawa, marriage, engineering studies and full-time work and no airplane toys.

About 20 years later, my wife Gwen told me I needed to get a hobby to relax. That was almost 20 years ago, and I've been feeding my RC addiction since.

OTTAWA VALLEY GIANT SCALE

Last August, I organized the 32nd Annual Ottawa Valley Giant Scale Fun Fly at the Kingston RC Modelers' field near Odessa, Ontario. Despite a potentially wet forecast, we still had 101 registered, enthusiastic pilots.

The campers started arriving on Wednesday and by mid-day Saturday, visitors were lining in the parking down the access road. The flying started shortly after our 9 a.m. pilots meeting with rarely fewer

than four aircraft in the air until rain showers started just before noon. We gathered under the huge shelter at the KRCM field to have some barbecued burgers and tell each other tall tales.

The rest of the day was steadily filled with flying from all skills of pilots and once again, no mid-air mishaps. The flightline traffic bosses did an outstanding job of keeping the flight line organized and watching that pilots followed the proper traffic pattern.

We offered an incentive to register early, and this year's prize was a gorgeous Pilot RC 31% (60cc) Edge 540 ARF. This helps us pre-process registrations, guaranteeing an event T-shirt in the pilot's selected size and lets them just pick up their package on arrival.

Our Saturday evening dinner was once again catered by the Kingston RC Modelers with a feast of slow-smoked pulled-pork, BBQ chicken, corn on the cob, baked potato, plus salads and cake.

We had some unplanned dinner time entertainment when a reproduction Fokker DR1 from the nearby Kingston Ultralight club made a show pass.

We'll be doing it all again in 2020 on August 15/16. For more info visit : www.giantscalecanada.org/events/2020ovgskingston

UPCOMING TOPICS

I've been doing a lot of research on practical noise testing in the late 2019 flying season. I'll be writing more about this in the coming months

continued on page 74

Alan Blore - 21353

Chef de Comité

403.730.9860 | ablore@shaw.ca

Eh bien, mesdames et messieurs, nous composons avec l'hiver et si vous êtes comme moi, vous avez hâte de reprendre vos activités l'été prochain et de brûler un peu de kérosène (et des électrons pour certains modélistes). L'hiver est déjà long pour moi et lorsqu'il a frappé en septembre 2019, je n'étais pas prêt à l'endurer.

Passons. Histoire de nous faire penser aux vols à venir, je vous ramène à l'été 2019, moment où était organisé le Springbank Air Show, mettant en vedette Bob White et d'autres pilotes.

L'aéroport de l'endroit est situé à tout juste quelques kilomètres à l'ouest des limites de la Ville de Calgary; plusieurs compagnies liées à l'aviation y tiennent pignon sur rue, de même que des écoles de pilotage et bon nombre d'enthousiastes de l'aviation. Cette communauté partage un lien commun – les machines volantes – et aux deux ans, elle devient l'hôte de visiteurs de la grande région de Calgary et attire des pilotes de maquettes télécommandées de haut calibre... et nos Snowbirds, formation d'acrobatie reconnue dans le monde entier.

Comme je l'ai mentionné, Bob et ses amis étaient de la partie et je le laisse relater son expérience ici dans cette chronique.

SPECTACLE AÉRIEN DE SPRINGBANK

par Bob White

« Cette année, plusieurs rassemblements de jets ont été présentés mais l'un se démarque du lot : le spectacle aérien de Springbank, auquel ont participé plusieurs pilotes locaux de maquettes de jet. Notre premier contact avec comité a eu lieu en 2017, lorsque des pilotes locaux de jet ont présenté une exposition statique.

« Après cet événement, la discussion a porté sur l'ajout d'une démonstration aérienne, en plus de l'exposition statique. Après avoir procédé à une invitation et à une démonstration couronnée de succès à Rocky Mountain House pendant le spectacle aérien de 2018, nous étions excités de planifier en prévision du spectacle de Springbank en 2019.

« Nous avons participé à plusieurs réunions en compagnie du comité



d'exposition statique, de même qu'avec le dirigeant du comité du spectacle aérien et « patron des airs ». Conséquemment, nous aurions droit à une fenêtre de vol d'une demi-heure avant l'ouverture du spectacle, histoire de réchauffer les spectateurs à ce qui s'en venait. Quatre pilotes étaient de la partie, chacun disposant d'une maquette principale et d'une maquette de rechange (remplacement), d'un observateur pour chacun, en plus d'une personne adepte des avions réels qui effectuerait la liaison pilote-« patron des airs ».

« En notre qualité de groupe, on nous a souhaité la bienvenue au même titre que tout autre artiste de spectacle aérien. Nous avons assisté aux briefings des pilotes, des sapeurs-pompiers et avons reçu des laissez-passer qui nous autorisaient en des lieux où ne seraient pas ordinairement admis les personnes. Lun de nos équipiers a fait prendre une photo de son Tudor à côté de la version à l'échelle réelle et a presque réussi à faire photographier sa copie volante de F-18 à côté du vrai appareil.

« Le premier jour du spectacle aérien (27 juillet), Bob White (avec son Skymaster MB-339), Jonathan Vogt (Canadair Tutor et F-18) et Gary Melnick (Avanti) ont inauguré le spectacle. Les pilotes ont fait voler leurs

maquettes depuis la piste principale à bonne distance du public et ont eu droit à tout l'espace aérien pendant une demi-heure en entier. Notre personne à la liaison radio a constamment informé le « patron des airs » du déroulement et quatre vols ont été effectués sans heurts. C'est dommage que le reste de la journée ne soit pas aussi bien déroulé.

« Une énorme tempête de vent nous a fait courir afin de retenir ce qui allait partir sous le coup des bourrasques. Malheureusement, deux maquettes ont été endommagées, de même que des tentes et même un observateur a été blessé par une table partie au vent.

« La deuxième journée s'est mieux déroulée. Le groupe est revenu et a apporté des tentes-abris et maquettes de rechange afin d'offrir une fois de plus l'exposition statique et la démonstration aérienne. Bob a encore piloté son MB-339 et son T-45 (de Jet Legend); Jonathan a emprunté un canopy afin de refaire voler son F-18. Gary a repris les vols à l'aide de son Avanti.

« Je lance un énorme merci aux personnes qui ont rendu possible tout ce déroulement; cela n'aurait pas été possible sans le groupe et cet effort considérable.

suite à la page 76



Alan Blore - 21353

Committee Chair

403.730.9860 | ablore@shaw.ca

Well Ladies and Gents, we've got over the hump of winter and if you are like me, you can't wait to get out there and burn a little of that kerosene or for others some electrons. It's been a long winter for me starting the end of September 2019, when that first winter blast came in, that I was just not ready for.

Anyways, to get us into thinking of the many great jet flights that are going to happen this year, let's go back to the summer of 2019, to the Springbank Air Show, that Bob White and others performed at.

The Springbank airport is a facility that is located just a few miles west of the city limits of Calgary, that is home to many aviation companies, flight training units as well as an abundance of general aviation enthusiasts. This community all have a common thread that brings them together every two years, to host the greater Calgary area, to some top-notch aviation show performers, including the world-famous Canadian Snowbirds.

As I said, Bob and his friends were there and he's going to tell us all about his experience there.

SPRINGBANK AIRSHOW

by Bob White

"This year saw several jet events but the one that stood out the most was the participation of several local jet pilots flying in the Springbank Airshow. Our first contact with the Springbank Airshow committee was in 2017 when two of the local jet pilots put on a very good static display.

"After that event, talk centered around adding to the static with a flying demonstration. After an invite and successful demonstration in Rocky Mountain House during their airshow in 2018, we were excited to make the 2019 event at Springbank a go.

"After attending several meetings with the static committee and as well as the head of the airshow committee and the air boss, it was set up that we would have a full half-hour prior to the show opening to warm up the crowd. There were four pilots, each with a primary and a back-up aircraft, spotters approved for each pilot with a full-scale pilot liaison directly to the air boss.

"As a group we were welcomed as any other airshow performance act. We attended pilot briefings, fire department briefings and had hot side passes that gave us access to places people generally aren't allowed. One of our crew was able to get a picture with his Tutor next to the full-scale version and almost had his F-18 with the full-

scale as well.

"First day of the airshow, July 27 saw Bob White – Skymaster MB-339, Jonathan Vogt – Tutor and F-18, and Gary Melnick – Avanti open the airshow. Flying from the main runway, there was a lot of distance from the crowd and we were given full control of the airspace for a full half-hour. Our radio liaison kept the air boss apprised and four flights were flown without a hiccup. Too bad the rest of the day didn't go as well.

"A horrific windstorm left us scrambling to keep things from flying around. Sadly, two aircraft were damaged as well as tents and one of our spotters was injured from a flying table.

"The second day went much better. The group came back and was able to regroup with some spare tents and aircraft for another excellent static and flying display. Bob again flew the MB-339 and Jet Legend T-45, Jonathan managed to borrow a canopy to get his F-18 back in the air. Gary flew the Avanti again as well.

"A huge shout out to the guys who made it all happen; it couldn't happen without a group and coordinated effort. Pilots, Bob White, Gary Melnick, Jonathan Vogt; spotters, Andrew Pohlman, Chad Carr, Tyrel Soderberg and Pete Dohrs and air boss Liaison Kyle Petryshen. And of course, all our wives/girlfriends who support us too!

continued on page 77

SPRINGBANK AIR SHOW



From left: Pilot Jonathan Vogt, Helper/ Spotter Andrew Pohlman, Static Pilot/Spotter Chad Carr, Airshow Liaison Kyle Petryshen, Helper/Spotter Tyrel Soderberg, Model Liaison/ Pilot Bob White, Pilot Gary Melnick, and Helper/ Spotter Pete Dohrs.



Chad Carr's Fly Eagle F-15 was a nice addition to the static display



Here's the lineup for the Saturday show. A few more scale than sport, but still a good representation of what is possible in turbine jet aircraft



Here is a young man sizing up what aircraft he would like to fly when he gets a little bit older.

Gary Melnick getting ready to roll out before putting on a burst of speed



R/C PRECISION AEROBATICS

Harry Ells

Committee Chair

905.342.2128 | harryells@gmail.com

I will start off with some news from the RC precision Aerobatics Committee. There will be team trials for both F3P and F3A this year. The World Championships for F3P will be held in Romania in 2021. The team trials will be held at the Cobourg Community Center (Ontario) on Saturday February 29, 2021.

The World Championships for F3A will be held at Muncie Indiana, USA in 2021. The team trials will be held on the Labour Day weekend at the 905 Squadron field in Stouffville, Ontario. I expect to get dates for the World Championships at the upcoming CIAM plenary meeting in April, along with the location in Romania for the F3P World Championships.

As of this year, each FAI World Championship Team can be made up of three Seniors, one Junior, and one woman.

The seniors are limited to maximum of three but could also be juniors or women.

Registration information will be available soon.

I think that I got the most feedback in a long time about F3S in my last column, along with a request to print the F3S Basic schedule. Please note that the F3S Basic schedule only has centre manoeuvres.

BASIC SCHEDULE F3S SB-19

SB 19.01 Loop: From upright, pull through a loop, exit upright

SB 19.02 Knife edge Flight: From upright perform a $\frac{1}{4}$ roll into sustained Knife Edge Flight, perform a $\frac{1}{4}$ roll, exit upright.

SB 19.03 Reverse Cuban Eight with $\frac{1}{2}$ roll, $\frac{1}{2}$ roll: From upright, pull through a $\frac{1}{8}$ loop into a 45° upline, perform $\frac{1}{2}$ roll, pull through a $\frac{3}{4}$ loop into a 45° downline, perform a $\frac{1}{2}$ roll, pull through a $\frac{5}{8}$ loop, exit upright.

SB 19.04 Figure 9 with roll up: From upright, pull through a $\frac{1}{4}$ loop into a vertical upline, perform a roll, pull through a $\frac{3}{4}$ loop, exit upright.

SB 19.05 45° Upline with $\frac{1}{2}$ roll: From upright, pull into a 45° upline, perform a $\frac{1}{2}$ roll, pull through $\frac{1}{4}$ loop, exit inverted.

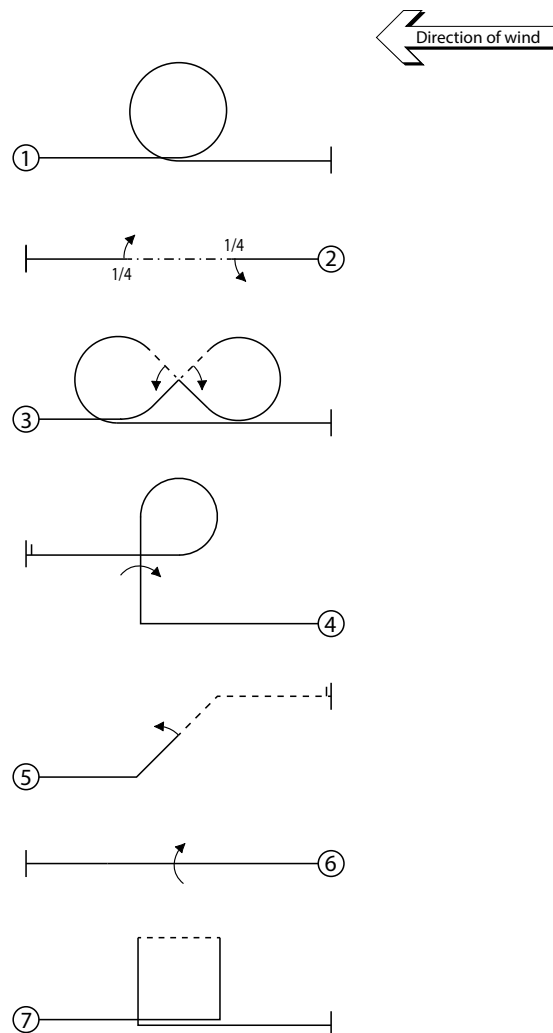
SB 19.06 Slow roll: From upright perform a low roll, exit upright.

SB 19.07 Square Loop: From upright, pull through a $\frac{1}{4}$ loop into a vertical upline, pull through a $\frac{1}{4}$ loop, pull through a $\frac{1}{4}$ loop into a vertical downline, pull through a $\frac{1}{4}$ loop, exit upright.

For all the current F3A, F3P and F3S schedules, Arestis and Power Points, please look here: <http://f3acanada.org/canadian-precision-aerobatics-schedules/>

The Master Scoring program is also set up for the current F3S schedules. ✨

BASIC SCHEDULE F3S SB-19 (FROM 2019)



© CIAM F3 Aerobatics
Drawings by Ken Hirose
Feb. 2019

ACROBATIE DE PRÉCISION RC

Harry Ells

Chef de Comité

905.342.2128 | harryells@gmail.com

J'entamerai cette chronique avec des nouvelles du Comité de maquettes télécommandées d'acrobatie de précision. Des épreuves de sélection d'équipe en

F3P et F3A auront lieu, cette année. Le Championnat mondial de F3P aura lieu en Roumanie en 2021. Les épreuves de sélection d'équipe auront lieu au centre communautaire de Cobourg (Ontario) le samedi 29 février 2021.

Le Championnat mondial de F3A sera disputé à Muncie (Indiana) en 2021. Les épreuves de qualification d'équipe auront

lieu au cours de la fin de semaine de la Fête du travail au terrain du 905e Escadron à Stouffville (Ontario). Je devrais obtenir les dates lors de la réunion du comité plénier du CIAM en avril, de même que le nom de lieu du Championnat de F3P en Roumanie.

À compter de cette année, chaque équipe de FAI au Championnat mondial peut

suite à la page 78

COPIES VOLANTES ACROBATIQUES RC

Lee Prevost - 9551L

Chef de Comité

leeprevost97@yahoo.ca

QUELQUES PENSÉES DE LA PART DE VOTRE PRÉSIDENT

Au moment où vous lisez ceci, l'hiver sera bel et bien arrivé et j'espère que vous avez été bien sages à l'approche de Noël et que vous avez reçu toutes sortes de jouets sous l'arbre!

Maintenant que la neige et le froid sont arrivés, plusieurs d'entre nous pilotes de petites maquettes à l'intérieur de gymnases. Il y a tant de bons designs qu'il serait inutile que quiconque tente de telles manœuvres à l'aide d'un de leurs appareils IMAC!

Ce qui est souvent sous-utilisé, c'est la coordination du gouvernail de direction lorsque nous pilotons en séquences IMAC. Toutefois, lorsque vous pilotez une maquette au gymnase, vous devez utiliser beaucoup de gouvernail afin de surtout éviter de frapper les murs, des pilotes et d'autres avions!

C'est le moment rêvé pour utiliser ce gouvernail afin de coordonner les virages, effectuer des knife-edges (dans les deux directions) et tenter d'exécuter des manœuvres de tonneaux plus lentes et des virages en tonneau. C'est aussi le bon moment d'essayer de modifier votre programmation d'émetteur, ce que vous tardiez à faire avec votre grosse maquette.

Je ne saurais vous dire à combien de reprises j'ai vu des pilotes compenser des

comportements qu'ils avaient introduits dans leur maquette respective ou pire, les avions semblaient avoir leur propre idée sur la direction à emprunter.

Voici un exemple : un pilote tente de faire exécuter un tonneau en quatre point et pourtant, à chaque point, l'avion change de direction ou dévie d'un côté ou l'autre après avoir utilisé du gouvernail de direction ou encore, il se lance dans un barrel roll.

Immédiatement, on constate qu'on doit corriger le tir à l'aide du gouvernail de direction et de probablement un peu de fonction différentielle sur les ailerons et peut-être même un peu d'exponentiel afin d'adoucir la manœuvre.

Mentionnez ceci au pilote et peut-être ce dernier possède-t-il des notions de programmation et de mixage, mais il hésite à changer quoi que ce soit parce que son avion "vole pas mal bien".

Si vous faites voler des foamies (en mousse plate) dans un gymnase, c'est le moment idéal d'essayer quelque chose de rigolo en programmation. Puisque votre maquette est en mousse plate, certaines tendances intéressantes se manifestent. Presque tous ces avions nécessitent une portion de différentiel et beaucoup d'ajustements gouvernail-profondeur, gaz-profondeur et autres pendant que l'avion vole à l'envers, etc.

J'encourage les gens à essayer d'insérer du mixage, de jouer avec les ajustements et de même introduire du mixage inverse afin d'ajouter un peu de piquant! Invitez ceux que ça intéresserait et montrez-leur les possibilités qu'offrent les émetteurs

même les plus modestes. Cela améliorerait notre pilotage et augmentera le plaisir de ce fantastique passe-temps!

Puisqu'il est question de fantastique, j'ai acheté un drone Speeder Bike de la série Star Wars (un produit de Propel et autorisé par Disney) chez Best Buy pendant sa vente du Vendredi noir. Il était en vente pour 49 \$! Lorsque j'ai ouvert la boîte, j'ai eu droit au déclenchement d'éclairage qui faisait jouer la musique de Star Wars sur le socle sur lequel reposait ce jouet édition spéciale!

Ce joujou vole étonnamment bien et possède même un dispositif infrarouge en position combat contre d'autres drones mais ce qui m'a carrément époustoufflé, c'était l'émetteur. On peut sélectionner des modes musique, de l'information auditive en mode sélection (avec des voix sinistres de Star Wars), trois modes de vitesse, il tremble lorsque votre drone devient la cible de tirs et peut s'arrêter si vous êtes touché; le même émetteur possède son bouton de mise à feu et peut passer en mode automatisé de décollage et d'atterrissage!

J'ai apporté ce drone au gymnase et tout le monde était si impressionné que plusieurs se sont rendus chez Best Buy par après pour se procurer ce qui restait des chasseurs Tai!

La technologie est en mutation exponentielle et c'est plutôt merveilleux (si parfois un peu épouvanté) de constater à quelle vitesse les choses progressent.

Que la Force soit avec vous tous! ✨

R/C Grand Modèle

suite de la page 68

tests de bruit vers la fin de la saison de vol 2019. J'écrirai de quoi au cours des prochains mois.

RÉTROACTION

Veillez m'envoyer un courriel de commentaires, suggestions, idées, projets spéciaux, tuyaux sur la nouvelle technologie et autres sujets. Je vérifie mes courriels quotidiennement et j'y réponds toujours.

Si vous êtes mêlé à un événement de maquettes électriques seulement, veuillez m'informer comment il s'est passé. J'aimerais bien publier vos photos. Envoyez-moi cela (rien de moins qu'une résolution de 1500 x 1200 pixels). ✨

R/C Large Model

from page 69

FEEDBACK

Please e-mail me with any comments, suggestions, ideas, special projects, new technology leads etc. I check my e-mail every day and always respond.

If you're involved with a local electric-only event, then please let me know how it went. I'd love to show off your photos here so send them along (no smaller than 1500 x 1200 pixels). ✨

Sud Est de l'Ontario (L)

suite de la page 24

tonnes évacuaient quotidiennement les restants de balsa, une fois la production d'un kit réalisée.

J'ai eu de la chance : je me suis procuré un vieux kit du Fireball par l'entremise d'un ami et bien que je ne puisse avancer que je l'ai assemblé en six heures (ce dont se vantait le fabricant), mon appareil était stable et très maniable. J'insérerai une photo de sorte à vous montrer de quoi il avait l'air, jadis. ✨

R/C SCALE AEROBATICS

Lee Prevost - 9551L
Committee Chair
leeprevostg7@yahoo.ca

MUSINGS FROM YOUR CHAIRMAN

By the time you read this, winter will be well underway and hopefully, many of you were good boys and girls for Christmas and got lots of toys and goodies under the tree!

With snow and cold, many of us are now flying in gyms throughout the country. There are so many good designs available to practice manoeuvres that one wouldn't dare try with their IMAC planes!

One aspect that is mostly under-used is coordinated rudder when flying IMAC. However, when gym flying, rudder is used extensively by most just to avoid hitting walls, people, or other planes!

This is a great time to also try using rudder to coordinate turns, fly knife edge (in both directions) and try some slower rolling manoeuvres like 90-degree or more rolling circles. This is also a good time to maybe try some programming with your transmitter that you've been putting off with your big plane.

I can't tell you how many times I see pilots compensating for inherently taxing tendencies built into their planes, or worse yet, letting the plane dictate its own response.

Here's an example: A pilot is trying to do a four-point roll and yet on every point, the plane changes direction, yaws or pitches to one side or the other after using rudder or seems to barrel roll.

Right away, we can see that there needs to be some sort of pitch correction with rudder use, probably some differential on the ailerons, and maybe some exponential to smooth things out.

You mention this to the pilot and he or she maybe has some understanding of programming and mixes but is hesitant to change things because his/her plane is 'flying pretty good.'

Flying in a gym with flat foamies is a perfect time to try some programming fun. Being flat makes for some interesting tendencies. Almost all need some sort of differential, and lots of rudder to elevator, throttle to elevator, different settings while inverted etc.



I encourage people to try some programming mixing, play with conditions or even go reverse exponential to liven things up! Invite those who you sense might enjoy this often under-utilized aspect of RC and give them a feeling for the power available in even many of the lowest based radio systems out there. It will make us all better pilots and increase the fun that can be had with this fantastic hobby!

Speaking of fantastic, I bought a special edition Star Wars Speeder Bike drone made by Propel and licensed by Disney at Best Buy during their annual Black Friday sale. They had this on sale for \$49! When I opened the box, I was greeted to a lighted display case that played Star Wars music upon which lay the handpainted, signed special edition

drone!

This thing flies amazingly well and even has infra red fighting capability with other similar drones, but what really blew me away was the transmitter. It has selectable music modes, voice information when selecting things (in appropriate sinister Star Wars voices) three different speed settings, rumble when you get shot at and shut down, flip and shoot buttons and selectable auto takeoff and land!

I brought it to the gym and everyone was so impressed, several went right to Best Buy and bought out the remaining Tai fighters! Technology is changing exponentially folks and its pretty wonderful (and a little scary) at how fast things are moving along.

May the Force be with you all! ✈️

Merci aux pilotes Bob White, Gary Melnick et Jonathan Vogt. Merci aux observateurs Andrew Pohlman, Chad Carr, Tyrel Soderberg et Pete Dohrs ainsi qu'à la personne liaison Kyle Petryshen. Bien sûr, merci à nos femmes et blondes de nous appuyer!

« Après avoir participé à la fête en fin d'évènement, le groupe a eu droit à des compliments de la part du « patron des airs » et du comité organisateur pour son professionnalisme et pour le divertissement qu'il a offert au public. On nous a déjà invité au prochain spectacle en 2021 et nous nous attendons à ce qu'il soit encore plus gros. En 2020, ce même groupe participera aussi vraisemblablement au spectacle d'un jour de Rocky Mountain House, en juillet. »

Merci Bob des renseignements sur cette participation lors d'un évènement d'avions à l'échelle réelle de façon si professionnelle et en toute sécurité.

MODÉLISTE DE LONGUE DATE, NOUVEAU-venu EN JETS

J'ai reçu un courriel de la part d'un nouveau-venu, Randy Smith (de la région de Calgary) et il est très excité d'effectuer la transition aux jets à turbine et il voulait m'en parler. J'ai pensé que d'autres modélistes y songent à titre d'ajout à leurs activités RC et voici la façon de procéder.

Merci Randy et j'ai hâte de faire votre rencontre lors de prochains évènements, cette année.

« Bonjour Alan,

« J'ai lu votre plus récente chronique dans la revue Model Aviation Canada avec beaucoup d'intérêt. Bob Wonitoy mentionnait dans son compte-rendu du Fun-fly de Tofield que quelques pilotes de maquettes de course autour de pylônes tentaient leur chance au vol de jets, c'est-à-dire Harold Sattler et Cecil Graval.

Moi aussi, je suis concurrent de course pylônes depuis plus de 40 ans et ancien président du Comité de ces maquettes. Je recherchais un nouveau défi RC.

« Mon intérêt a été lancé par les projets de Harold et Cecil, si bien que j'ai acheté une maquette composite de Aermachii MB-339 (envergure de 1,8 mètre). Je suis plutôt partisan de la surpuissance plutôt que du contraire et j'ai donc installé une turbine Kingtech 120.

« À Calgary, nous volons à une altitude de 3 300 pieds ASL et plus souvent qu'autrement dans de l'air plutôt agité et sans bénéficier d'une piste gazonnée coupée à raz. Je désire de la puissance pour que ma maquette se soulève et je peux ensuite relâcher les gaz un peu. Mes maquettes de course autour de pylônes volent souvent à 200 milles à l'heure ou davantage sans qu'on puisse placer les gaz au ralenti. La course offre une montée d'adrénaline et est très stimulante mais je recherchais un nouveau défi, quelque chose qui me permette de faire voler une maquette plus lentement – ou tout au moins, que j'aie le luxe de ramener les gaz un peu tout en vivant cette poussée d'adrénaline.

« Au début octobre, j'ai terminé l'assemblage du MB-339, de la turbine et de l'installation radio. J'ai installé la turbine et je l'ai testée à quelques reprises afin de me familiariser avec les procédures de démarrage au sol. Tout s'est très bien passé. Je suis émerveillé à quel point le démarrage est aisé. Cela s'effectue automatiquement à l'aide des modules modernes d'ECU. J'alimente la turbine au kérosène.

« Le plus gros défi en atelier jusqu'à maintenant – comparé aux réglages d'une maquette de course autour de pylônes – c'est l'ajustement complexe des composantes radio. En course autour

de pylônes, nous nous accommodons habituellement d'environ quatre servos, un réglage dual rate et de fonction exponentielle. Maintenant, avec mon jet, je dois composer avec dix servos (ailerons, profondeur, direction, roue de nez et volets). Je dois ensuite me soucier d'un train rétractable et des freins. Plus tard, j'installerai un système fumigène.

« Ajoutons à cela un gyroscope Cortex Pro et le protocole de récepteur JR XBUS. Tout cela m'était étranger jusqu'à la construction de mon jet. J'ai rapidement découvert que mes émetteur et récepteur habituels à la course autour de pylônes ne convenaient pas. Je me suis procuré un nouvel émetteur JR XG14 muni de récepteurs doubles XBUS et d'un expanseur PowerBox. Tout fonctionne à merveille. J'ai aussi enquêté sur les modes de vol ainsi que sur les réglages low/medium/high et sur les réglages d'exponentiel.

« À la mi-octobre, Jonathan Vogt a procédé au vol d'essai de mon MB-339 au terrain de vol du Club CARFF de Red Deer. Le décollage s'est effectué sans problème grâce à la puissance disponible. Jonathan m'a dit que la maquette volait merveilleusement sans exhiber de mauvaises tendances de vol et que ce serait une bien bonne maquette afin de me montrer comment piloter des jets.

« Lors de l'atterrissage, la structure qui tient le train d'atterrissage d'un côté a été endommagée. Je dois réparer ce bris avant d'entreprendre le pilotage tout seul. En somme, toute cette aventure a été une merveilleuse introduction à mon nouveau défi.

« J'ai hâte de piloter mon propre jet en Arizona cet hiver et aussi lors de rassemblements de jets en Alberta, l'été prochain. » ✨

matériel à insérer dans cet espace de chronique. J'accueille avec plaisir les photos, comptes-rendus d'évènements, articles, idées et autres. Je veux vraiment entendre parler de vous. Vous retrouverez mes coordonnées au début de cette chronique et en page 2 de la revue. Faites-moi signe! ✨

« Il est strictement défendu, de voler au-dessus des stations de pilotage, de l'aire des puits ou des spectateurs. Donc, vous pilotez devant vous, seulement.

« Chaque vol d'au moins cinq minutes, vous donne droit à un billet pour le tirage de prix de présence.

« Pour la propreté des lieux, on vous demanderait de bien vouloir utiliser les bacs de recyclage et les poubelles installées un peu partout sur le terrain.

« Le restaurant sera ouvert pendant les deux jours, de 11 heures à 13 heures, pour les repas du midi.

« Avez-vous des questions?

« Bon Festival à tous. » ✨

"After attending the wrap-up party, the group was complimented by both the airshow boss and the airshow committee for their professionalism and the entertainment value to the crowd. We have already been invited to attend the next one in 2021 and expect it to be bigger and better. 2020 will also likely see that group attending the one-day show in Rocky Mountain House in July."

Thanks, Bob, for your letting us know how a talented group of pilots could put on great model flying display, at a full-sized air show, in a professional and safe manner.

LONGTIME MODELLER, JET NEWCOMER

I received an e-mail from newcomer, Randy Smith, from the Calgary area and he is so excited of making a transition to turbine jets that he wanted to tell me little about it. So, I thought there might be others thinking about making this addition to their RC flying world, and this is his way of doing it.

Thanks Randy and I look forward to seeing you out at the upcoming events this year.

"Hi Alan,

"I read your last column in Model Aviation Canada magazine with interest. Bob Wonitoy remarked in his write-up about the Tofield Fun Fly that a couple of pylon racers are giving jets a try, ie. Harold Sattler and Cecil Graval. I too am a pylon

racer of 40+ years now. and former pylon committee Chair and interested in a new challenge in my RC endeavours.

"With my interest sparked by Harold and Cecil, I have purchased a 1.8 metre Aermachii MB-339 composite jet model. Being that I am a big fan of more power over less power, I installed a Kingtech 120 turbine engine.

"In Calgary we fly at 3,300 feet ASL and often from less than smooth and manicured grass. I want power to get off the ground and then comfortably throttle back in the air. My pylon racing aircraft often fly at 200 mph or more with no capability of idle. Racing is an adrenaline rush and lots of fun but I was looking for a new challenge where I could fly a bit slower -- or at least have the ability to throttle back and still get that adrenaline rush.

"In early October, I finished the assembly of my MB-339, turbine and radio installation. I installed the turbine and tested it a few times to get used to ground start procedures. All went very well. I am amazed at how easily it starts. It is all very automatic with the modern ECU controllers. I am running the turbine on kerosene.

"The biggest challenge for me in the workshop so far, compared to setting up a pylon racer, is the rather complex radio system set-up. In pylon racing, we rarely deal with more than four servos, a dual rate setting and exponential. With my

jet, I have ten servos to deal with aileron, elevator, rudder, nose wheel and flaps. Then I have electric retracts and brakes. Down the road, I will install a smoke pump.

"Added to this is a Cortex Pro gyro and JR XBUS receiver protocol. All of this was very foreign to me until I started my jet build. I quickly discovered that my standard pylon transmitter and receiver was not capable of handling all of the required channels and functionality. I purchased a JR XG14 transmitter with dual XBUS receivers running into a PowerBox power expander. It's all working just great now. I have also investigated flight modes and low/medium/high dual rate and expo settings.

"In mid-October, Jonathan Vogt test flew my MB-339 at the Red Deer CARFF model field. Take-off was effortless with all that power. Jonathan said it flew great with no bad habits and will be a great model for me to learn to fly jets.

"The landing on the maiden flight resulted in a bit of damage to one main landing gear mounting structure in the wing. This needs to be repaired before I can begin to fly the model myself now. All in all, it has been a very successful introduction to the new challenge of jet modelling.

"I am looking forward to flying my jet down in Arizona this winter and also at some of the jet events around Alberta next summer." ✈

Vol circulaire acrobatique

suite de la page 56

« Lors d'un Fly-In de Brodak, j'ai acheté une aile de mousse précouverte, ce qui a considérablement raccourci mon temps de construction. J'ai investi cette économie de temps à appliquer une finition d'enduit-verniss (dope) Brodak à l'aide de Silkspar et à renforcer le nez avec de la fibre de verre. J'ai aussi ajouté un gouvernail de direction Rabe.

« Je motorise ma nouvelle création à l'aide d'un Super Tigre .51 (à la sauce Tom Dixon) muni d'un système d'échappement spécial; l'hélice est une Rev Up de 12/6. L'avion pèse exactement 60 onces. À mon soulagement, j'ai procédé aux réglages et il vole aussi bien que mon Cardinal profil. »

Merci Len de ces détails au sujet de votre nouveau Cardinal .60. J'ai inséré quelques photos de l'appareil de Len que j'ai prises au Championnat sud-ontarien de vol circulaire.

Finalement, comme toujours, je vous invite à soumettre du matériel que je pourrais inclure dans cette chronique. ✈

Vol circulaire

suite de la page 55

mondial de 2020.

Personnellement, je suis en faveur. Le seul volet négatif, c'est que le fonds individuel de déplacements pour la compétition FAI pourrait être sensiblement diminué en raison d'une possible plus grande taille de l'équipe.

À l'heure actuelle, les épreuves de qualification d'Équipe Canada pour 2020 ont déjà été disputées et la sélection a eu lieu. Si quelqu'un veut profiter de cette nouvelle décision et que vous vouliez faire partie de l'équipe canadienne, communiquez avec le président de votre comité. Veuillez prendre note que si vous décidez de participer à un championnat mondial, c'est un important engagement financier. Tout membre ayant passé par là pourra vous le confirmer.

Alors, avons-nous quelques preneuses? Cette année sera très intéressante en FAI. ✈

CL Precision Aerobatics

from page 57

photos of Len's new Cardinal that I took at the Southern Ontario Control Line Championships.

Finally, as always, I invite you to submit material for use in a future Control Line Precision Aerobatics column. ✈

DES MODÉLISTES S'EN DONNENT À CŒUR À L'INTÉRIEUR

par Tom Patrick – Yukon News
(traduction littérale)

« Rob Veres, de Whitehorse, nourrit une véritable passion pour le vol mais il ne quitte jamais le sol lorsqu'il s'y adonne. Son enthousiasme, c'est pour les maquettes télécommandées. Il possède de nombreux avions électriques pour le vol intérieur et d'autres à carburant pour le vol extérieur.

« Son atelier pourrait passer pour un mini musée Smithsonian National Air and Space Museum puisqu'il recèle plus d'une demi-douzaine de maquettes télécommandées suspendues dans les montants.

« Veres espère que son enthousiasme pour le vol télécommandé est contagieux. Il fait de son mieux afin d'en intéresser d'autres à son passe-temps.

« Depuis le mois d'octobre, Veres et des amis modélistes se rencontrent au Canada Games Centre les vendredis afin de piloter

leurs avions et hélicoptères à l'intérieur du pavillon Fieldhouse. Apportez votre dispositif de télécommande ou rien du tout. Veres offre aux intéressés la chance d'essayer le pilotage sans devoir d'abord dépenser de l'argent.

'J'ai dit (aux responsables du Games Centre) que je montrerais aux personnes comment piloter, raconte Veres. Je peux seulement aider quelques personnes par séance. Mais je fournis mon propre avion de formation afin de les aider à franchir ce pas afin qu'elles fassent leur entrée au sein du passe-temps.'

'Plusieurs personnes viennent faire un tour, poursuit-il. La semaine dernière, j'ai accueilli un gars âgé d'environ 40 ans... Il a essayé ça pour ensuite me demander 'Combien? Je crois que c'est quelque chose que je veux faire.'

« Veres fait débiter les intéressés aux commandes d'une maquette Night Vapor, qui ressemble à une paire d'ailes en Saran Wrap munies d'un minuscule moteur. Cet appareil semble très lent... jusqu'à ce que vous le pilotiez.

« C'est un exercice mental. Tout va bien lorsque l'avion s'éloigne de vous – la gauche est sur la gauche et la droite, sur la droite. Mais lorsque l'avion fait demi-tour et qu'il revient vers vous, il est facile de se mêler. Les choses ne déraillent pas lentement. Un instant, votre vol est parfaitement rectiligne. L'instant d'après, votre maquette pique du nez.

« Veres utilise une paire d'émetteurs lorsqu'il offre de l'instruction aux nouveaux. Il fera décoller l'avion, vous offrira quelques conseils et vous transférera ensuite le pilotage. Il peut reprendre le contrôle de la maquette lorsqu'inévitablement, l'élève-pilote se retrouve en fâcheuse position. C'est un peu comme le scénario de l'instructeur de conduite qui possède sa propre pédale de frein de son côté du véhicule.

'J'ai un émetteur principal que je branche à celui pour l'instruction, explique monsieur Veres. De cette façon, je peux reprendre le contrôle de l'avion aussitôt que l'élève-pilote ne le maîtrise plus.' ✈

Acrobatie de précision RC

suite de la page 73

compter trois membres sénior, un membre junior et une femme. Les séniors sont limités à trois mais on pourrait aussi plutôt choisir des juniors ou des femmes.

Les renseignements d'inscription seront disponibles sous peu.

Je crois que j'ai reçu davantage de F3S dans ma dernière chronique que depuis un bon moment. On m'a aussi demandé la séquence de base F3S. Veuillez noter que celle-ci n'incorpore que les manœuvres centrales.

SÉQUENCE DE BASE, F3S SB-19 (NDLR : puisque les adeptes de la discipline se documentent souvent en anglais, nous laissons la terminologie en anglais) ✈

Alberta (A)

from page 9

to get rid of my last three radio/receiver sets which are non-2.4 GHz. I have used eBay in the past to get rid of older radios.

I am using Facebook's Market Place to get rid of the now empty transmitter cases. These cases can be used for many different items and in 24 hours, I sold two of them. Fewer radios equals fewer cases equals more space to add more stuff!

ANNUAL FLEET MAINTENANCE

Winter is also a great time to go over your fleet and to perform any maintenance and/or repairs necessary for the summer flying season. Batteries are the one item common to all model aircraft. Different battery types require different methods of storage be they NiMH, LiPo, Life, etc. Flight boxes sometimes get neglected and this would be a great time to go over yours. The list is endless as to what you can do during the winter months to better prepare yourself for the flying season. ✈

Saskatchewan (K)

from page 23

things going on behind the scenes, not only with the zone directors but the committees are also busy carry out their duties.

If you know someone who is volunteering his/her time, make sure to thank them for their work. It is important as volunteers generally don't get the recognition they deserve.

KEEPING BUSY

What have I been doing for fun?

I had a friend give me a early 90s Xcel 60 helicopter that I managed to get going. Then another friend had me get his working.

I brought a Tiger 60 airplane, sailplane, and an Ergo 60 helicopter with me down South. I have built five combat planes since arriving in Casa Grande, AZ. I have been getting out to the local field at least three times a week, so that is good. ✈

Saint-Laurent (J)

suite de la page 20

inchangée au sein de notre passe-temps. Comment nous nous rendons jusque-là, voilà ce qui est en train de changer.

Initialement, la construction artisanale (scratch building) nous gardait occupé et le pilotage suivait. Aujourd'hui, le pilotage domine grâce à la prolifération des maquettes presque prêtes à voler, les ARF. Les aptitudes de bricolage en paient la note puisqu'elles se perdent progressivement. Autre perte inévitable, d'après ce que je constate : la disparition des concours.

Si je devais déceler une lueur d'espoir, c'est l'émergence de la course de multirotors à l'aide du vol par immersion (FPV). Équipe Canada – que dirige Ryan Walker – s'est avantageusement placé lors de concours internationaux. De nouveaux clubs sont parrainés et ses membres se concentrent sur la compétition.

Le succès est redevable à l'équipement utilisé et aux habiletés de pilotage. À propos de l'équipement, je veux vous entretenir de la technologie de pointe en utilisation, y compris les circuits logiques de contrôle de vol, les émetteurs, les lunettes de FPV et ainsi de suite. C'est carrément un univers en soi et cela me porte à discuter de la plus récente version de l'émetteur « open source » T16 Pro.

A titre de directeur de la zone et de membre du conseil de direction du

MAAC, je dois déclarer qu'au meilleur de mes connaissances, les fabricants de l'émetteur Jumper T16 n'ont pas encore appliqué au Conseil consultatif canadien de la radio afin de faire certifier cet émetteur. S'en servir pourrait être légalement questionnable, ce qui pourrait avoir une incidence sur votre assurance du MAAC. Je base mes commentaires strictement sur ma propre recherche et sur mon opinion; cela ne devrait pas être interprété comme étant une approbation officielle du MAAC, pas plus que d'une quelconque agence gouvernementale.

Jumper T16 Pro Hall – un émetteur Multiprotocolaire à 16 voies

Cet émetteur m'impressionne beaucoup puisqu'il vous permet d'appairer (bind) les récepteurs de la plupart des marques (y compris les jouets peu dispendieux) sans devoir travailler un quelconque filage. On peut s'en servir sur les maquettes à voilure fixe, les multirotors, les hélicoptères... bref, sur presque n'importe quel dispositif télécommandé.

Comme l'a dit quelqu'un d'autre, ce sera le seul émetteur que vous devrez acheter. Il vous offre la télémetrie à l'aide de nombreux contrôleurs de vol. Encore plus important : il a recours à du logiciel TX « open source », ce qui signifie que vous pouvez utiliser de nombreuses applications qui sont du domaine public et

qui sont disponibles dans Internet.

Cet émetteur comprend des « gimbals » adaptées, un écran couleurs de 4,3 pouces, de nombreux commutateurs (switches) à trois positions et possède même un port à l'arrière qui vous permet d'utiliser le module RF Crossfire de longue portée.

La programmation vous permet d'instaurer de nombreuses options qui ne sont pas habituellement disponibles sur d'autres dispositifs. Pour de nombreux pilotes de multirotors, cet émetteur a carrément pris d'assaut le marché. Pour ce qui est du coût, on parle d'environ 250 \$CAN, ce qui représente environ le dixième du coût des émetteurs à 16 voies présentement sur le marché (aux caractéristiques et possibilités semblables).

Nous présenterons un atelier là-dessus pendant la réunion des présidents de club, le 1er mars.

En ce qui a trait à la certification ISED / FCC, j'ai lu l'énoncé suivant sur le fil de discussion RC Groups Canada, sous la rubrique « Is the Jumper Good Enough? » (le Jumper est-il suffisamment bon?) : D'après ce que je comprends, puisqu'aucun émetteur ne se trouve dans le système radio, nul besoin d'être conforme à la Partie 15! L'unité multiprotocolaire est la même que sur un émetteur plus ancien et est donc déjà certifié et approuvé selon la norme Partie 15 de la FCC. ✈

Alberta (A)

suite de la page 8

équipement en le vendant, en le donnant ou le jetant carrément. À l'heure actuelle, j'ai recours à eBay afin de me débarrasser de mes trois derniers émetteurs qui ne sont pas de technologie 2.4 Ghz. J'ai utilisé eBay par le passé et me suis ainsi débarrassé de vieux émetteurs.

J'utilise aussi la plateforme Market Place de Facebook afin de me départir de mes étuis (vides) d'émetteurs. On peut les utiliser à plusieurs saucés et j'en ai vendu deux en l'espace de 24 heures. Moins de valises à émetteur = plus d'espace et la possibilité d'ajouter de l'équipement!

ENTRETIEN ANNUEL DE LA FLOTTE

L'hiver, c'est aussi le moment propice afin de vérifier soigneusement votre flotte d'appareils et de procéder à tout entretien et/ou réparations requis en prévision de la prochaine saison de vol. Élément commun de toutes les maquettes télécommandées : les batteries. Les types varient et il en va de même des méthodes d'entreposage, qu'il s'agisse de batteries NiMH, de Li-Po, de Life, etc. On néglige parfois les boîtes de matériel de vol; voici venu le temps d'examiner la vôtre. La liste s'étire si vous entendez vous préparer en vue de la prochaine saison de vol. ✈

Sud Ouest de l'Ontario (M)

suite de la page 26

d'aéronefs à l'échelle réelle les ont interrompus mais les modélistes ne s'en indignaient pas; ils évoluaient à un aéroport, après tout.

« Le dimanche, Greg Hood et Peter Doupnik ont présenté un chèque de 1 000 \$ aux Cadets de l'air; cela correspondait aux recettes des trois jours.

« À l'instar de tout événement, rien de cela ne serait possible sans les bénévoles. Nous donnons une bonne tape dans le dos des personnes qui ont donné un coup de main à l'inscription, à la disposition du terrain, sur la ligne de vol, aux commentateurs au micro et aux pilotes qui ont offert des démonstrations au public. Vous êtes SENSATIONNELS! »

Merci Greg; c'est très agréable de se replonger dans les souvenirs de ces belles journées ensoleillées d'été, surtout à ce temps-ci de l'année. Au plaisir de vous revoir dans les aires de puits. ✈

Chronique de l'éditeur

suite de la page 6

travailler avec leur auteur respectif afin de peaufiner la rédaction et de rendre la lecture claire et lisible. Lorsque vous soumettez quelque chose, considérez-moi comme étant l'ami avec qui vous partagez une histoire. ✈



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Dry camping is available, please contact Bob at 250-376-5174 to reserve a spot or send an email to bob.scheer@telus.net

Free Swap Meet on Saturday. Contact Greg at gshneidr@gmail.com

Lunch concession available Friday and Saturday. Friday night hangar party, Saturday night dinner and Pancake breakfast Sunday.

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For more info on our club or the event, visit www.kmasrc.ca or our Facebook page.

Hope to see you there!



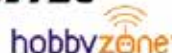
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FOR SALE: Custom Decals and Roundels for all scale Modelers. Lettering. Numbers and Art for all models. Call: 807-598-0564 or email: gwensgraphics@gmail.com (11/18)

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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: A windshield for a 72" Unionville Otter. Dave at admiral1@eastlink.ca 705-647-7485

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

cumulus@shaw.ca

FOR SALE: FREE – Model Airplane News, All issue from May 1997 until December 2018. Scale R/C All issues from December 1985 until July 1999 (last publication). All are in good condition, please contact me at dagami@telus.net

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: EFlite Aeronca Champ 60" x 37.6" with e flite 15 outrunner 15 (950 kv) motor; 40 amp E-Flite ESC; servos. "Platinum series" pristine with very few flights. Looks just like the original in scale colors. add battery and fly. \$275.00; 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 afull8moon@gmail.com (05/19)

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

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

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

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COMING EVENTS

ALBERTA - A

APRIL 04, 2020 - SATURDAY | Fun Fly | 1 Day | 6th Annual Indoor Fun Fly | ROCKY BARNSTORMERS R/C CLUB | West Central High School | April 4/Sat/1 day/ Sixth Annual Indoor Fun Fly/ Rocky Barnstormers R/C Club at West Central High Gym. 5505 - 50th St, Rocky Mountain House. Parking and entrance in the rear of Complex. From Hwy 22 take Hwy 11A west to second set of lights, turn right onto Will Sinclair Dr. past the arena, then first left and follow road to rear of Complex. \$15.00 Pilot Fee includes FREE LUNCH. This is a MAAC Sanctioned event and MAAC Rules apply. Contact Peter Dyck 403-845-6271 | 2020-839

MAY 02, 2020 - SATURDAY | Fun Fly | 1 Day | Spring Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Come out and enjoy a day of flying, fun and pizza with the club. Everyone welcome !! | 2020-1362 | <http://www.tabernighthawks.ca>

MAY 09, 2020 - SATURDAY | Fun Fly | 1 Day | Spring Crack-Up | WINDY WEST R.C. CLUB | Paskuski R/C Field | Time to bring out the winter builds and/or work out the winter kinks in the thumbs. All welcome. Always a fun time -- blow-out alternate is the Sunday | 2020-1337 | <http://windywest.weebly.com>

MAY 22, 2020 - FRIDAY | Competition | 3 Days | Spring Pylon Racing | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Spring Pylon Racing Event - Pylon racing at its finest. Come and enjoy 2 days of fast paced racing action! - Dry Camping Available - Breakfast/ Lunch available. | 2020-1368 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

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

MAY 23, 2020 - SATURDAY | Fun Fly | 2 Days | Rycroft Wings & Blades HeliFly | RYCROFT WINGS & BLADES | RYCROFT WINGS & BLADES | The Heli Hangar and Rycroft Wings & Blades Heli Funfly will be held the weekend of May 23-24th at the club field. The event is

open to all MAAC members. Dry RV camping is available on site. There will be lunch and supper barbecues daily with a donation bucket to help with costs. This is a fun relaxed event for the beginner to expert but we will be having a few fun and challenging events this year you can participate in. Please contact Paul or Dennis for any information you would like about the HeliFly or detailed directions to the site. We are approx 1 hr north of Grande Prairie AB on the south banks of the Peace River. All MAAC rules will apply to the event. 780 622 7253-Paul 780-864-8291 Dennis | 2020-1370

JUNE 13, 2020 - SATURDAY | Fun Fly | 1 Day | Float Fly | WINDY WEST R.C. CLUB | CPR Lake (N.E. Reservoir) | All planes MUST be certified as being "invasive species free" before they can be flown at this site at any time (or we risk forfeiture of all access); see Ghise DESROSIERS for info about the inspection process. Efforts continue to establish/prepare the best launch area at the site. | 2020-1336 | <http://windywest.weebly.com>

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

JUNE 19, 2020 - FRIDAY | Fun Fly | 3 Days | Spring Dust Off 2020 | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | SPRING DUST OFF 2020 Dust off your Planes, Choppers and Flying Cameras to celebrate the passion and art of Aviation! Enjoy our endless skies, sunshine and paved runways. If it flies, we wanna see it!! Pilot fee \$10, free dry camping available; Breakfast and Lunch available | 2020-1369 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

JUNE 27, 2020 - SATURDAY | Fun Fly | 2 Days | 2020 ALBERTA PROVINCIAL SCALE AIRPLANE FUN FLY | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | TOWN OF STONY PLAIN 53026 RANGE ROAD 280 STONY PLAIN | Come and join us for a two day Fun Scale Event. There is a \$10.00 per day pilots fee for participants which includes either a hotdog or hamburger and a beverage. There is dry camping available on site. It's a people's choice event by choosing one airplane that they prefer by voting. The four categories are -BEST

WW1 -BEST WW2 -BEST OVERALL MILITARY -BEST CIVILIAN | 2020-1371 | <http://www.meridianmodelflyers.com>

JULY 04, 2020 - SATURDAY | Fun Fly | 1 Day | Club Memorial Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | A Fun Fly to honor our clubs founders and previous members. Come out and enjoy a great day flying, reminiscing and bsing. | 2020-1363 | <http://www.tabernighthawks.ca>

JULY 04, 2020 - SATURDAY | Fun Fly | 2 Days | AIRSHOW 41 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTEST AIRPORT | AIRSHOW 41 CMA & ALA invite you to our field near Bawlf, AB for flying & fellowship of all model aviation. Fireworks Saturday Evening! Dry camping & aircraft charging/ storage available on site. Contact Reg @ 780-679-7342 Email: blackwellreg@gmail.com | 2020-1335 | <http://www.camrosemodellers.ca>

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

JULY 24, 2020 - FRIDAY | Fun Fly | 3 Days | Large Scale | WINDY WEST R.C. CLUB | Paskuski R/C Field | An annual event - further details to follow but mark your calendars now -- 700' grass strip; dry camping available on onsite; mid-day meals will be provided at nominal cost. | 2020-1333 | <http://windywest.weebly.com>

AUGUST 15, 2020 - SATURDAY | Fun Fly | 1 Day | ELECTRIC FUN FLY | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | TOWN OF STONY PLAIN 53026 RANGE ROAD 280 STONY PLAIN | Come on out with your electric airplanes and have a fun filled day of FLYING. There is a \$5.00 pilots fee for all participants. There will be a concession on site for food and refreshments. Contact Don Furminger for any questions. | 2020-1372 | <http://www.meridianmodelflyers.com>

AUGUST 15, 2020 - SATURDAY | Fun Fly | 2 Days | CORN ROAST 2020 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTEST AIRPORT | Camrose Modelers Assoc. invite you to our Annual Corn Roast. Celebrate the harvest at our field near Bawlf, AB. All types of aircraft welcome. Hay rides & special activities for family. No Concession/BQ's are available. Dry camping & aircraft charging/storage on site. Contact Reg @ 780-679-7342 Email:

blackwellreg@gmail.com | 2020-1334 | <http://www.camrosemodellers.ca>

AUGUST 21, 2020 - FRIDAY | Competition | 3 Days | Aces High | FT SASKATCHEWAN RC FLYING CLUB | FORT RC FLYING CLUB FIELD | Aces High is a brand new world class scale event coming to the Edmonton area in 2020! We have a fresh set of rules including subjective static judging criteria, and a judged freestyle airshow demonstration component. Slots are limited. For more information or to apply visit www.AcesHigh.ca | 2020-1356

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/Junctin. 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 MAC membership required. MAAC rules apply. Contact Peter 403-846-7522 | 2020-23

AUGUST 29, 2020 - SATURDAY | Fun Fly | 1 Day | Corn Fest Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | An excellent day of flying in August is on order. We invite everyone to come out to the field for a great day of warm weather flying. | 2020-1364 | <http://www.tabernighthawks.ca>

SEPTEMBER 05, 2020 - SATURDAY | Competition | 1 Day | Stampede City - IMAC | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SRCMC | Stampede City - IMAC is a 1 day event with all classes. Pilots meeting at 8:30 am with wheels up shortly after the meeting. IMAC members \$30, non-members \$40 and first time ever Basic and Novice are free. Morning coffee and donuts plus lunch will be provided. No Rain day. Novice Class will be offered for this contest; This class is specifically for pilots who would like to try IMAC in a stress free non-competitive environment. Aircraft DOES NOT need to be a scale aerobatic aircraft. Pilots will fly the 2020 Basic sequence along with the Basic class and will be judged and scored by IMAC certified judges. Pilot will receive tips, techniques and feedback; this is a fantastic way to be involve on what precision aerobatics is all about without the competition aspect of the contest. YOU WILL NOT BE DISAPPOINTED, (Disclaimer) there is no antidote for the IMAC bite. SIMPLY ART IN THE SKY! | 2020-18 | <http://www.srcmc.ca>

SEPTEMBER 26, 2020 - SATURDAY | Fun Fly | 1 Day | Frozen Fingers | WINDY WEST R.C. CLUB | Paskuski R/C Field | Wrap-up event as we start putting the field to bed. All welcome. Blow-out alternate is the Sunday. | 2020-1332 | <http://windywest.weebly.com>

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, 21 - 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.creditunionreccomplex.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/>

JULY 04, 2020 - SATURDAY | Fun Fly | 1 Day | Regis Landry Warbird over the Atlantic. | MINIATURE AIRCRAFT SOCIETY OF TRURO | TRURO | The annual Regis Landry Warbird over the Atlantic is again hosted by the Truro club at their excellent George Lacey Field on Saturday July 04, 2020, with rain date Sunday July 05, 2020. for direction and map please click on: view on a map The MAST Website is here; <http://mast-rc.ca> Start time is 0900. End time is 1600. There is no entry fee, food and drinks all provided by your Atlantic Zone. All aircraft that was involved one way or another in any of the wars before or after in the military scale or stand off is welcome, if you like to present another please contact the event coordinator, Static or flying. | 2020-1341 | <http://www.mast-rc.ca/>

JULY 11, 2020 - SATURDAY | Competition | 2 Days | Atlantic Scale Aerobatic Challenge | NORTHUMBERLAND R/C MODELERS | Lacey Field Truro, Nova Scotia. | This year we are going to try something new. Northumberland RC Modellers (New Glasgow), South Shore RC Flyers (Chester) and Miniature Aircraft Society of Truro are joining forces to put on a two day IMAC flying event at the Truro field on July 11 & 12th. We will be flying four classes, Basic, Sportsman, Intermediate, and Advanced. Entry fee of \$20. Pilots new to flying Scale Aerobatics are encouraged to come out and give it a try! Please contact Paul Sinnis with any questions at paul@sinnis.ca. | 2020-1297 | <http://www.sinnis.ca/nrcm/joomla>

JULY 25, 2020 - SATURDAY | Fun Fly | 1 Day | Avon RC Fun Fly | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | The Avon RC Flyers are again hosting their Annual Fun Fly on July 25/2020, rain date July 26/2020. Registration fee is \$10.00. There will be a BBQ. Bring whatever you have, and join the fun. We are located at 4499 Highway #14 on the Windsor Forks Road behind the Bent Ridge Winery. | 2020-1311 | <http://www.avonflyers.ns.ca>

SEPTEMBER 19, 2020 - SATURDAY | Fun Fly | 1 Day | Ches Lockhart Memorial Cup | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | AVON RC Fliers will be hosting the third annual "Ches Lockhart Memorial Cup" scale event on September 19/20, rain date the 20th. Any and all scale planes are welcome, no matter the size. Foam, balsa, composite, electric, glow, gas...if it represents an actual plane it is welcome. That includes IMAC planes, civilian cruisers, military hardware, any year from the Wright brothers to present. Landing fee of \$10.00 lets you fly all day, eat at the BBQ, and also gives you a ballot to vote on the "Pilots' Choice" award. Take the morning to cruise the pits and make your selection for the best plane there. | 2020-1312 | <http://www.avonflyers.ns.ca>

BRITISH COLUMBIA - C

MARCH 21, 2020 - SATURDAY | Display | 1 Day | Mall Show | PENTICTON MODEL AVIATION CLUB | Cherry Lane Mall | Penticton Model Aviation Club Annual Mall Display Saturday March 21, 2020 At Penticton Cherry Lane Shopping Centre. | 2020-1386 | <http://www.penmac.org>

APRIL 18, 2020 - SATURDAY | Swap Shop | 1 Day | VRCAS 4th Annual "Swap Meet" | VERNON R/C AEROMODELLERS | Vernon Recreational Center - "Dogwood Gym" | VRCAS 4th Annual, "Model Airplane Swap Meet" Date: Sat. April 18, 2020 Location: Vernon Recreational Center - "Dogwood" Gym - 3310 37th Ave., Vernon, B.C.. Time: 08:00 - 09:00 for Vendor set up only, 09:00 doors open for General Admission and closing at 13:00. Admission Price: \$10.00 per Table for Vendors, General Admission \$2.00 / children under 12 are Free. Contacts: Darren Muntak (250) 306-9697 dmuntak@telus.net : Rick Ashton (250) 558-3007

rmashton@shaw.ca Tables are Limited so e-mail the above to Reserve Yours!! | 2020-441 | <http://vrcas.org>

MAY 02, 2020 - SATURDAY | Air Show/Demo | 1 Day | Juvenile Diabetes Research Foundation - Meet a Machine | HIGH COUNTRY FLYERS | KAMLOOPS INDIAN BAND - POW WOW GROUNDS | The Juvenile Diabetes Research Foundation is hosting a 'Meet a Machine' event for kids on May 2. Location is at the Kamloops Indian Band Pow Wow grounds off Hwy #5 just north of Hwy #1. There will be a Static display and a 'Park Flyer' demonstration to promote the hobby and MAAC flying clubs in the area. MAAC members are welcome to come and fly their Park Flyers - 1kg - 2 pounds and under. Come and help promote the hobby with the public at the Meet a Machine event. | 2020-645 | <http://www.highcountryflyers.org>

MAY 02, 2020 - SATURDAY | Competition | 2 Days | Creston Valley RC IMAC Competition | CRESTON VALLEY R/C CLUB | CRESTON VALLEY RC CLUB | The Creston Valley RC Club is hosting and IMAC competition on May 2nd and 3rd at our field near Creston minutes from the Idaho border. There is lots of room for camping so come early and practice before the event. We are hoping that many of you will come to participate in the event or just come to watch very good pilots flying near perfect sequences. If you have never flown in an IMAC event before you try entering the Novice class and have an experienced pilot help you with your flight. See you there. | 2020-838

MAY 02, 2020 - SATURDAY | Fun Fly | 1 Day | Spring Season Kick-off - 2020 | KELOWNA OGOPOGO RADIO CONTROLLERS | KORC MAIN FIELD - 10410 LODGE RD KELOWNA | KORC's flying season kick-off event - May 2 (if rain - alternate day May 3). A fun-filled day of flying, eating, more flying & great socializing. Re-ignite with old friends, and maybe meet some new ones. Bring along your winter project & show it off. Hamburgers & hot dogs available for lunch. Event starts at 9:00 AM. There will be a \$10 landing fee for all this fun. So start the season off right and come on down. The festivities are open to everyone, but you must have your current MAAC if you wish to fly. Please note that unfortunately we are not allowed to have any camping at the field, but campgrounds are nearby. | 2020-1294 | <http://www.korc.ca>

MAY 08, 2020 - FRIDAY | Display | 3 Days | KMAS Mall Show | KAMLOOPS MODEL AIRPLANE SOCIETY | Aberdeen Mall, Kamloops | Come to view KMAS Members planes and get all sorts of information. | 2020-1348 | <http://www.kmasrc.ca/>

MAY 21, 2020 - THURSDAY | Fun Fly | 5 Days | PGAeromodelers Fun Fly | PRINCE GEORGE AEROMODELERS | Giesbrecht Field | PGAM Fun Fly May 21-25 at Giesbrecht Field. Entrance at 15960 Blackwater Rd, 1km east then 700 meters north to field. Limited dry camping, Weekend

burgers/dogs/salads/beverages. | 2020-1310 | <http://www.pgam.club>

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.gshneider@gmail.com | Sep-20 | <http://www.kmasrc.ca/>

MAY 27, 2020 - WEDNESDAY | Fun Fly | 5 Days | Princeton Jets - Spring Warm Up | PRINCETON R/C JET FLIERS | FIELD - 153 AIRPORT RD. PRINCETON | Open Jet Flying for Turbine Powered and High Power EDF models. Spectators welcome at the field - bring MAAC card for Pitts access. Dry Camping also welcome for sign up fee. Pilots dinner included with fee. Other models may be flown during "dead" times | 2020-1359 | <https://www.facebook.com/groups/Princetonjets/>

JUNE 01, 2020 - MONDAY | Fun Fly | 7 Days | SPRING FLOAT FLY | GRINDROD AIR FORCE | SANDY POINT CAMPGROUND | June 1st to June 7th. 7 Days of FLOAT FLYING on BC's SHUSWAP LAKE. This is the 44th year for this event, so don't miss it. 7 days of flying on the water and lots of old friends to talk with around the Campfires at night. The retrieval boat 'Rescue one' will be on-site for those that need it. Raffle and 50/50 tickets will be available, and a pilot fee of \$10 will apply. Lots of full hook-ups available in the campground, so contact the campground direct at 250-832-3793. AFTER APRIL 30TH. Grindrod contacts are: Trevor---norsworthy@telus.net Jack----jbflyer@gmail.com DON'T FORGET YOUR "MAAC or AMA" CARD REMEMBER, the campground does not allow DOGS "SORRY" , | 2020-1375

JUNE 05, 2020 - FRIDAY | Fun Fly | 3 Days | B.C. Scale - Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | 2020 B.C. Scale Fun Fly June 5 - 7th, 2019. Bring your 'Fun Scale' or 'fully' Scale Airplane to enjoy our new 'Event' Flying site to show off your Scale Planes find out more about RC Scale and practice/share ideas. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km north of Kamloops. 5375 Yellowhead Highway. GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 - Dry Camping Available - day early o.k. - City

of Kamloops RV parking fee; \$16.50 for the event - \$10.00 'Landing Fee' waived for High Country Flyers members. Details: <http://www.highcountryflyers.org/Activities.html> Just come and have fun and socialize. Judges and Flyers are welcome to practice share their knowledge and learn. Contacts: Roly (250) 374-4405 or Mike (250) 558-0758 | 2020-843 | <http://www.highcountryflyers.org>

JUNE 16, 2020 - TUESDAY | Fun Fly | 6 Days | Burns Lake | BULKLEY VALLEY R/C FLYERS | Burns Lake Airport | Fathers day Fun Fly at the Burns Lake airport. Six days of fun, Saturday night dinner and Sunday breakfast included. See you there. | 2020-1349

JUNE 20, 2020 - SATURDAY | Fun Fly | 1 Day | Family & Friends Fun Fly - 2020 | KELOWNA OGOPOGO RADIO CONTROLLERS | KORC MAIN FIELD - 10410 LODGE RD KELOWNA | Kelowna Ogoopogo Radio Controllers (KORC) would like to invite everyone to this one day together event (if rain, no alternate day). Event starts at 9:00 am and runs to 3:00 pm. So come out to do some flying, meet some friends, and enjoy an awesome day. This is a Fun Day so there will be no pilot's fees. Bring your best planes and put on a show. Concession will be opened around 11:30 am and we will have Hamburgers & Hot Dogs as well as chips, water and soft drinks. Hope to see you all there - Thanks for participating. (Please note that unfortunately we are not allowed to have any camping at the field, but campgrounds are nearby.) | 2020-1295 | <http://www.korc.ca>

JUNE 26, 2020 - FRIDAY | Competition | 3 Days | 2020 Kamloops Pattern Challenge | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | 2020 Kamloops Pattern Challenge Mark your calendars for June 26th to June 28th for the return of the Kamloops Pattern Challenge. The contest will again be held at the Kamloops Tournament grounds north of Kamloops (5375 Yellowhead Highway, Kamloops, BC). More information, including a video of the flight area, is available at <http://highcountryflyers.homestead.com/index.html>. There is a \$16.00 fee to camp at the grounds for the weekend, payable to the City at the entrance pay station. The \$35.00 contest entry fee includes your flying, trophies, coffee and muffins in the morning and lunch. First time pilots fly free so I hope to see a lot of first-time pilots. Where else can you go for a good time for free. Pilots will be able to arrive on Thursday night and practice Friday. Pilots' meeting will be 9:00 am on both Saturday and Sunday morning. Campers can stay until Monday morning. We will be flying the new MAAC Precision Aerobatics schedules found here, <http://f3acanada.org/canadian-precision-aerobatics-schedules/> FAI pilots will decide at the pilots meeting if they will only fly P or both P and F. If you have any questions, please e-mail or call Darren darren@valley.bc.ca - 604-556-6146 or call Roly Worsfold at 250-374-4405. | 2020-902

| <http://www.highcountryflyers.org>

JULY 03, 2020 - FRIDAY | Fun Fly | 3 Days
| MAAC - Zone-C Summer Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | MAAC-Zone-C Summer Fun Fly - July 3,4, & 5, 2020. Enjoy a fun time of flying, All Birds welcome, lots of room for Helicopters and Drones on adjacent fields. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km North of Kamloops. 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 Dry Camping Available - day early o.k. - City of Kamloops \$16.50 for the event. Time: 08:00 AM to 05:00 PM \$10.00 'Landing Fee' waived for High Country Flyers members. Contact Person: Roly Worsfold Contact Number: 250-374-4405 Contact Email: rolydd@telus.net Event Website: <http://highcountryflyers.homestead.com> | 2020-844 | <http://www.highcountryflyers.org>

JULY 10, 2020 - FRIDAY | Competition | 3 Days | 2020 BC Scale Classic | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A CROSS RD VERNON BC | 2020 - 16th. Annual British Columbia Scale Classic - Vernon R/C Aeromodellers Society. The event will be held July 10th., 11th. & 12th., 2020. Friday night pizza "Hangar Party" and Saturday "Pot Luck" Supper" with provided Beef Dip on a bun - both included in registration fees for contestants; costs for guests T.B.A. Dry camping at the VRCAS field 10kms north of Vernon on L&A Cross Road off Hwy. 97 or 97A (North of Swan Lake). You can't miss it! GPS +50° 20' 47.08", -119° 15' 8.07" This event is low key fun for beginners through to expert. Static Judging and Safety Inspections start Friday 12:30pm to 5:30pm. Saturday and Sunday Pilots meetings - 8:30am with gear up at 9:00am. 4 - 6 rounds of flying planned. \$40.00 CDN entry fee per model; \$10.00 off for NorthWest Scale Aero-Modellers or US Scale Masters Association Membership. Pre-registration encouraged to aid food planning and camping requirements! USSMA Rules format - The Categories/Classes are: Pro/Am-Sportsman (Fun Scale/Novice), Pro/Am-Pro (Experienced), Pro/AM Unlimited (Expert Flyers), Advanced (ARF's allowed in the first 3 classes), Team and Expert. Five mandatory maneuvers; Take-Off, Straight Flight Through, Figure Eight, Landing & Realism of Flight - plus 5 optional maneuvers which YOU pick that would be typical of the full size version of your model. Awards for the top 3 places in each category, plus Highest Static & Flight Scores. As well, scores count toward "Canadian World Championship Team Selection," North West Scale Championships and US Scale Masters qualification. Pilot's Choice Award, raffle & daily 50/50 draws. Note: A No Smoking field. Information contacts: Roly Worsfold Ph: 250-374-4405 or e-mail: rolydd@telus.net or Mike Allman

Ph: 250-558-0758 or e-mail: mike.rc.allman@gmail.com Website: <http://www.vrcas.org> For rules information: www.uscscmasters.org | 2020-22 | <http://vrcas.org>

JULY 17, 2020 - FRIDAY | Fun Fly | 3 Days | 2nd Annual - Logan Lake Fly-In | HIGH COUNTRY FLYERS | LOGAN LAKE FLYING FIELD | 2nd Annual - Logan Lake Fly-In July 17,18,19,2020 Logan Lake, British Columbia Flying Dawn to Dusk Engine size limited to 1.20 Glow or 26cc Gas \$10.00 'landing fee' waived for High Country Flyers members. Dry Camping Available - Logan Lake Accommodations link on website poster. Come and enjoy some 'High Country' hospitality away from the heat of the valley. Pot Luck BBQ Saturday Night - bring your own meat, BBQ provided Directions to Logan Lake Field - GPS: 50.488659 -120.828847 Take Hwy 970 west out of town and turn left .5km before the turn towards Merritt. Take road to ball diamond - field is on the right. Contact Glenn Piper - mgpiper@telus.net or 250-640- 8441 | 2020-1289 | <http://www.highcountryflyers.org>

JULY 24, 2020 - FRIDAY | Fun Fly | 3 Days | 100 Mile Model Flyers Summer Fun Fly | 100 MILE MODEL FLYERS | 100 Mile Airport | 100 Mile Model Flyers Invites you to attend our annual summer fun fly. JULY 24th 25th & 26th 2020. All types of aircraft welcome. \$10 landing fees per pilot. Flying from gam to dusk electrics after hours. Pilots must have M.A.A.C. Event at 100 Mile House Airport. Paved runway, dry camping available on site. Check in Friday \$10 for weekend We will see you at the 100 Mile Model Flyers Summer fun fly. Centrally located in Zone C. Dry camping at ball diamonds next to runway. 150 feet from camping to flight line. Hotels, Motels, and other amenities 5 min away Please let us know if planning to attend. Early bird .camping and flying is available, at our home field. Contact: Bill Hood 250-397-2575 billnlinda@bcinternet.net John Code 250-395-1219 thecodejcg@gmail.com Denis Doucette 250-397-2125 drsmdoucette@gmail.com | 2020-1320

JULY 31, 2020 - FRIDAY | Fun Fly | 4 Days | Wester Canada Heli Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | Event will be held at the Tournament Capital Ranch 15 min north of Kamloops BC. City of Kamloops camping \$16.50 for the event. Contact Barry Forsyth for more info E-Mail bares@telus.net 250-376-4603. Helis only no airplanes please. Pilot prizes. Hot food on site. Hotels 15 min away. Should be a big event this year. Huge flying field. Night flying. | 2020-456 | <http://www.highcountryflyers.org>

AUGUST 14, 2020 - FRIDAY | Fun Fly | 3 Days | Western Canada Large Model Fly-In | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | Western Canada Large Model Fly-In Hosted by: High Country Flyers & Fraser Valley Big Birds - British Columbia August 14th, 15th and 16th 2020 - Wed. Early

Flyers Welcome Warbird - Classic - Sport MAAC Large Model Rules 80 inches+ Wing Span or ¼ Scale - Bi-Planes 60 inch Come and enjoy a relaxing FUN weekend. Location: The Kamloops Tournament Capital - Ranch 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 or: Latitude - 50° 27' 37.9583" - Longitude -120° 36' 24.3036" - \$10.00 'Landing Fee' waived for High Country Flyers members. - Dry Camping city of Kamloops: \$16.50 for event, Concession Available Fri. Social - Sat. night Pot Luck Barbecue - Beef on the Bun & extras provided Open Flying Area - No 3-D Flying (after 4PM o.k.) Contact Roly-Ph.250-374-4405-rolydd@telus.net or Chris sparkyjones@shaw.ca - Ph: 604-597-4111 Website: www.highcountryflyers.homestead.com | 2020-845 | <http://www.highcountryflyers.org>

AUGUST 26, 2020 - WEDNESDAY | Fun Fly | 5 Days | Princeton Jets | PRINCETON R/C JET FLIERS | FIELD - 153 AIRPORT RD. PRINCETON | Open Jet Flying for Turbine Powered and High Power EDF models. Spectators welcome at the field - bring MAAC card for Pitts access. Dry Camping also welcome for sign up fee. Pilots dinner included with fee. Other models may be flow during "dead" times | 2020-1358 | <https://www.facebook.com/groups/PrincetonJets/>

SEPTEMBER 04, 2020 - FRIDAY | Fun Fly | 4 Days | Larry Christensen Memorial Fun Fly | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A CROSS RD VERNON BC | The 25th. Annual Larry Christensen Memorial Fun Fly will be held at the Vernon R/C Aeromodellers field north of Swan Lake starting Friday September 4th., 2020; 9:00am until Labour Day Monday afternoon. No landing fee, free parking/dry camping available for RVs beginning Tuesday, August 27th. after lunch (first come, first serve); this is a non-smoking site. Daily 50/50 draws, on site concession. See website www.vrcas.org for info & location map. Contact Conrad LaPointe at: chevrolettrucks41@gmail.com, 250-503-8543 (text only) or Greg Milne at: gdm-milne@shaw.ca | 2020-687 | <http://vrcas.org>

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>

SEPTEMBER 11, 2020 - FRIDAY | Fun Fly | 3 Days | Western Canada - Kamloops - Glider Gathering | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | Come and join us for the 2020 Western Canada-Kamloops - Glider Gathering, September 11-13. This will be a multi-disciplinary fun fly as we have a great field and lots of wide open spaces, so electric sailplanes/winch/high-start/DLG will all be welcome. This will be a great opportunity for all brands of the sailplane hobby to get together and share fun and experiences. - Dry Camping available \$16.50 for the event. - \$10.00 'Landing Fee' waived for High Country Flyers members. - Power for Charging available. | 2020-1008 | <http://www.highcountryflyers.org>

OCTOBER 02, 2020 - FRIDAY | Fun Fly | 3 Days | End of Summer Fall Fun Fly | HIGH COUNTRY FLYERS | Kamloops Tournament Capital - Ranch EVENT Field | End of Summer Fall Fun Fly at the Tournament Capital Ranch for a big finish to the summer for October 2 to 4th, 2020. \$10.00 'Landing Fee' waived for High Country Flyers members. An ALL BIRD Fly-In for everyone to enjoy ...planes big or small, helicopters, gliders, even Drones. A course will be setup to have some fun. Dry Camping allowed - city of Kamloops fee \$16.50 for the weekend. So come enjoy the day or even a camping night should be lots of fun. Even get in some night flying ...gliders...or helicopters. We will have use of the lights for night flying too. Just a fun weekend ...with friends. Contact Barry or Judy bares@telus.net 250-376-4603 Check out website: <http://www.highcountryflyers.org/> | 2020-847 | <http://www.highcountryflyers.org>

OCTOBER 18, 2020 - SUNDAY | Swap Shop | 1 Day | Kamloops RC Airplane Swap Shop | HIGH COUNTRY FLYERS | KAMLOOPS INDIAN BAND - POW WOW GROUNDS | Judy | 250-320-3140 | five.grama@gmail.com | Kamloops - RC Airplane Swap Shop October 18, 2020. Come join your fellow builders, flyers, and collectors in swapping, selling, and trading your best kept treasures for those of others. Some of the best deals ever are concocted at the Swap Shop. Even if you just want to come and catch up with your long lost flying buddies and swap stories, there will be lots of treasures. Tables are \$12 each; entry fee for all others is \$3. Open to Sellers at 7:30 am, doors open to buyers at 9 am. Usually goes till 1 pm but the best deals happen before noon. Sellers: \$12.00 per table - Vendor Unloading: 07:30 - 9:00 Absolutely No Selling before 9AM Buyers: Entry Fee: \$3.00 Time: 09:00 AM Location: Kamloops Indian Band - Moccasin Gym 200-330 Chief Alex Thomas Way, Kamloops, BC Go North from Hwy #1 on Hwy #5 take a right at the first light then the 1st Right past the Petro-Can turn off & go straight down to the hall on the left. - Coffee & Cookies available. *No Selling before 09:00 1PM - 3:30PM Indoor Flying available after the tables are

cleared off the floor. | 2020-846 | <http://www.highcountryflyers.org>

MANITOBA - D

FEBRUARY 22, 2020 - SATURDAY | Indoor Flying | 1 Day | Indoor Fun Fly | PATRICIA REGION AEROMODELERS INC | DRYDEN HIGH SCHOOL - BIG GYM | Hello all, Once again Pram will be hosting our indoor fun fly at the big gym in Dryden High School. it will be held on sat Feb 22/2020 at 12 noon until 4 pm. entry fee is free. donations accepted for lunch. bring out your indoor foamies and come out for some flying fun and Chili. we might even have time for a little chatting. all are welcome, look forward to seeing everyone | 2020-1350

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 14, 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. | 2020-837 | <http://www.diamondacesrc.ca>

JUNE 20, 2020 - SATURDAY | Fun Fly | 2 Days | Rugby Lake Float fly | PATRICIA REGION AEROMODELERS INC | Rugby Lake Lodge | Jacqui and Dave have graciously agreed to host our float fly again this year. book early for a campsite at: <https://www.rugbylakelodge.com/ontariodrivetohousekeepingfishinglodge.htm>. This is our annual float fly event. We will have bbq burgers and smokeys for a nominal fee, for lunch and possibly another Saturday dinner hosted by the ladies at the Oxdrift hall, for a fee. Come out for a great weekend of camping and flying or come out and visit for the day. See you all there!! | 2020-1302

JULY 11, 2020 - SATURDAY | Fun Fly | 2 Days | PRAM Fun Fly | PATRICIA REGION AEROMODELERS INC | PATRICIA REGION AERO MODELLERS | The Patricia Region Aero Modelers invites you to come fly with us at our field on Johnston Rd just west of Dryden. There is lots of room for (unserviced) camping on site, long smooth runways and lots of sky to fill with planes! Come and join the fun, to watch or participate. There will be burgers and drinks available, and plenty of parking, so grab some planes, your MAAC card and come fly with us! | 2020-1301

AUGUST 01, 2020 - SATURDAY | Fun Fly | 1 Day | Winkler Wings Fun Fly | WINKLER

WINGS - R/C FLYING CLUB | Winkler Wings - R/C Flying Club | Join us for our Fun Fly Aug 1, 2020 from 1:00 pm to 8:00 pm. Spectators and pilots welcome. Pilots must be MAAC or AMA members to fly. Possibly have an Air Combat with ribbons, depending on pilots and weather. Prize draw for pilots. If we don't have food available at the event, there are various restaurants in Winkler to choose from. See you at the Fun Fly. | 2020-1326 | <https://www.winklerwings.com/>

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

MARCH 28, 2020 - SATURDAY | Display | 1 Day | Pen Centre Mall Show | NIAGARA REGION MODEL FLYING CLUB | Pen Centre Mall in St. Catharines | Anyone with an interest in Remote Control Model aircraft, is welcome to drop by the display at the Pen Center in St Catharines and bring your camera and your questions along with you. Seasoned members with a passion for the sport, and loads of experience will be on hand to answer all your questions, and to display their talents with some indoor flying demonstrations. The point of this event is to raise awareness of the sport, and to encourage new memberships. A Flight simulator will also be setup to offer some "hands on" experience. So if you, or someone you know, have an interest in learning something new about R/C Model flying, feel free to drop by our display at the Pen Center between 6am and 6pm Saturday March 28th. Hope to see you all there. | 2020-1378 | <http://www.nrmfc.ca>

JUNE 13, 2020 - SATURDAY | Fun Fly | 1 Day | Cub Day | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | Our third annual Cub Day fun fly where we encourage all types of Piper Cubs or any Piper aircraft model to be brought along and maybe have a large Piper Cub mass fly by?!. If you don't have a PIPER (who doesn't) don't worry, bring any type of aircraft (no turbo jets please). Bring a chair and your family and show some yellow... | 2020-840 | <http://www.rosecitymodelflyers.com>

JULY 11, 2020 - SATURDAY | Fun Fly | 1 Day | NRMFC 14th Annual Summer Fun Fly | NIAGARA REGION MODEL FLYING CLUB | WALKER FIELD | This event will include all you expect from a Fun Fly. Mid Day Demo show, open flying, prizes. Food will be available too; BBQ burgers,

Hot Dogs, and fresh cut fries, and beverages. All this in support of The Boys & Girls Club of Niagara, and the Niagara Region Model Flying Club Inc a Canadian Not for profit Club. All this plus an opportunity to make new friends and memories and good will. In the event of inclement weather the Fun Fly will take place the next Day. | 2020-1357 | <http://www.nrmfc.ca>

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.rosecitymodellflyers.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>

JULY 25, 2020 - SATURDAY | Fun Fly | 1 Day | Invitational fun fly | TEMISKAMING & REGION MINIATURE AIRCRAFT CLUB | HWY 569 | Come to our field in Tomstown for a day of fun in the sun? and renew old friendships. No stress, just a good time. Overnight camping, no hook ups. Privys on site. Lunch for a small donation. Maybe buy, sell or trade something? | 2020-1303 | http://tarmac_2.tripod.com

AUGUST 01, 2020 - SATURDAY | Fun Fly | 1 Day | Float Fly & Bar B Que | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | Annual Float Fly on the beautiful St Mary's River at the Club's field. Mo entry fee, donations towards the food gratefully accepted. | <http://soomodellers.ca/index.php>

AUGUST 15, 2020 - SATURDAY | Air Show/ Demo | 1 Day | Annual Fun Fly | NIPISSING MINIATURE AIRCRAFT CLUB | CRANBERRY FIELD | Saturday, August 15, 2020 - NIPMAC, North Bay Annual Fun Fly on. At the Cranberry Flying Field. Fee: To be determined. <http://www.nipmac.ca> Contact: Foley Soroye, Soroye@start.ca | <http://www.nipmac.ca>

OTTAWA VALLEY - G

FEBRUARY 22, 2020 - SATURDAY | Fun Fly | 1 Day | Chili Fun Fly | OTTAWA R/C CLUB | FIELD - 4550 CAMBRIAN ROAD | Fly for free (current MAAC membership required). Chili and hotdog lunch offered for \$10. | 2020-1360 | <http://www.ottawarclub.ca/>

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 09, 2020 - SATURDAY | Fun Fly | 1 Day | BMAC Open House | BROCKVILLE MODEL AERO CLUB | 1 Melbourne Lane | Brockville Model Aeronautics Club Open House at the Maitland field Come and see our new longer runway | 2020-1354 | <http://www.bmacclub.ca>

MAY 16, 2020 - SATURDAY | Fun Fly | 1 Day | Phelan RC Open House | PHELAN RC FLYING CLUB | FIELD - 1675 PHELAN RD. OTTAWA | The Phelan RC Flying Club is open to all model aircraft flyers for a no-pressure casual fly-in on the long weekend. If it flies, it's welcome and there's no pilot entry fee. Spectators are always welcome and can expect to see a wide range of aircraft types, just bring a comfy chair and some sun block. Check out our field with its 370 ft long asphalt runway surrounded by a 600 x 60 ft grass field. Have some BBQ with us for lunch and enjoy the day with fellow flyers. See www.phelanflyers.com for flying field directions and other information. | 2020-831 | <http://www.phelanflyers.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 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/>

MAY 23, 2020 - SATURDAY | Fun Fly | 1 Day | Spring Float Fly and Swap Meet | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | First event of the year on Deseronto's incredible waterfront with it's close location to many amenities and a scenic site! Swap meet, so bring your unwanted aircraft and accessories, especially if suited for water. BBQ and refreshments available plus 50 -50 draw. | 2020-842 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

MAY 30, 2020 - SATURDAY | Fun Fly | 1 Day | 13th annual Ottawa Valley Giant Scale Warm-up | ARNPRIOR RADIO CONTROL CLUB | FIELD - 5556 LOGGER WAY ARNPRIOR, ON | Time to limber up the thumbs and get ready for another great year of Giant Scale RC modelling. Come on out to the Arnprior RC Club for a relaxed day of flying your new or tried-and-true Giant Scale plane. Our 800 foot grass strip field with the sun at your back and sheltered pilot area is the best way to tune up your flying skills or maybe share some helpful tips with others for their first flights. This is a great way for new GS pilots to get started with plenty of helpful veterans on hand. As always, there will be a BBQ lunch available as well as a few prizes at the end of the day. Spectators are always welcome. (No admission fee for non-pilots) A Giant Scale Model Aircraft as defined by MAAC as a model aircraft with a total flying weight not-to-exceed 35 Kg (77 lbs) and with: 1. minimum wingspan of 2.0 metres (78") for monoplanes; 2. minimum wingspan of 1.5 metres (59") for Biplanes/Multi-wings; 3. 3.5 metres (138") total length plus wingspan for jets; and, 4. all true scale models of 25% scale or larger. Also check out www.GiantScaleCanada.org for more information. | 2020-832 | <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 13, 2020 - SATURDAY | Fun Fly | 1 Day | Spring Float Fly | CORNWALL AEROMODELLERS | GUINDON PARK TRILLIUM DRIVE | The Cornwall Aero Modellers club is hosting its annual spring float fly on June 13, 2020. The event will take place at Guindon Park, Trillium entrance. Flying starts at 9am. Canteen will be open for lunch. \$10 landing fee at registration. Directions on club website www.cornwallaeromodellers.ca | 2020-834 | <http://www.cornwallaeromodellers.ca>

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>

JUNE 26, 2020 - FRIDAY | Fun Fly | 3 Days | Weekend Camping and Water Flying | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Welcome to our first weekend camping event featuring RC aircraft that can launch from water or VTOL from our waterfront location in the heart of Deseronto on the Bay of Quinte! Enjoy a weekend of waterfront RC activities including draws/raffles for prizes! Besides flying, there is great fishing plus cheap gas and 'other products' available on the Tyendinaga Mohawk Territory located right beside Deseronto. Prince Edward County with its wine tour route is just across the bridge. Dry camping is available on our large sprawling waterfront location with acres of camping. Dumping located at the Flying J in Napanee. All amenities are located within 5 minute walk including grocery store, LCBO and variety of restaurants including local delivery. As special promotion, the Dockside Tavern will offer their wings and/or ribs plus draft beer to registrants at their special night prices! Their wings and ribs are awesome as local RC members know! We also welcome RC enthusiasts who have RC watercraft or vehicles as there are great local venues to explore. | 2020-1355 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

JULY 01, 2020 - WEDNESDAY | Display | 1 Day | Canada Day @ Canadian Aviation Museum | STETSON FLYERS | Canadian Aviation Museum, Rockliffe 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>

JULY 18, 2020 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Bring your aircraft, chairs and camaraderie to our waterfront float fly on Deseronto's waterfront site on the Bay of Quinte. Enjoy the challenge of water takeoff and landings with contrasting winds and waves in the later part of day. BBQ/refreshments available along with 50-50 draw. | 2020-843 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

JULY 22, 2020 - WEDNESDAY | Fun Fly | 1 Day | Senators Fun Fly | CORNWALL AEROMODELLERS | LEGER LANDING | This is an event for all retirees to enjoy a casual mid-week fun fly, and meet old friends in a relaxed atmosphere. BBQ at noon. | 2020-835 | <http://www.cornwallaeromodellers.ca>

AUGUST 08, 2020 - SATURDAY | Competition | 2 Days | Stetsons IMAC Weekend | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetson IMAC Weekend! Come participate, assist, and spectate at the IMAC Precision Scale Aerobatics event this year. See and be a part of some of the very best precision flying you will ever encounter, as IMAC pilots from across Ontario and Quebec fly their very best and compete for 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 08, 2020 - SATURDAY | Fun Fly | 1 Day | Annual Fun Fly | CORNWALL AEROMODELLERS | LEGER LANDING | The Cornwall Aeromodellers club is hosting its annual fun fly on August 8, 2020. Event will take place at the club field. Flying starts at 9am. Canteen open for lunch. Registration is \$10. Directions

at club website. | 2020-836 | <http://www.cornwallaeromodellers.ca>

AUGUST 15, 2020 - SATURDAY | Fun Fly | 2 Days | 33rd Annual Ottawa Valley Giant Scale Rally in Kingston | OTTAWA VALLEY GIANT SCALE | Kingston RC Modelers | Giant scale pilots and fans, join us for the 33rd annual Ottawa Valley Giant Scale Rally at the Kingston Radio Control Modellers club. This is the largest Giant Scale event in Canada and one of the largest in North America, drawing pilots from Ontario, Quebec and the Northern United States. See radio-controlled models of all types no smaller than 2 metres wingspan. Expect to see over 100 different aircraft in flight. Food and drink are sold on site and a supper feast is provided (for a fee). All visitors welcome at no admission charge. Bring a comfy lawn chair, sunscreen and enjoy the day with us. NOTE: No gas turbine-powered aircraft can fly at this event. Also check out www.GiantScaleCanada.org for more information. | 2020-833 | <http://www.GiantScaleCanada.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 or call: Gerry Nadon 1-613-204-9100 Website: www.stetsonflyers.com | 2020-824 | <http://www.stetsonflyers.com>

SEPTEMBER 19, 2020 - SATURDAY | Fun Fly | 1 Day | Fall Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fantastic time to come fly at our waterfront site! Temperatures are just right and water can be extremely calm in the morning or can be gusty. Regardless, excellent time to test your skills on the water! BBQ plus 50-50 draw is your only cost! | 2020-844 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

BC COASTAL - H

MAY 16, 2020 - SATURDAY | Competition | 2 Days | Pattern in the City | RADIO CONTROL FLYING CLUB OF B.C. | Spectrum Flyers Field | May 16/17 2020. Competition, "Pattern in the City". Spectrum Flyers Field-4868 168 Street, Surrey B.C. Come out and enjoy 2 days of fun and friendly precision aerobatic competition. Field will be open Friday for practice. All classes will be flown and trophies to 3rd place. First time pilots fly for free, all others pay a \$30 entry fee which

includes morning coffee and donuts and pizza lunch both days. Lots of room for camping and RV's. We may hold a short judging seminar Friday evening to go over the new 2020 schedules. Pilots meeting gam. For more info contact Henry Piorun at Piorun@uniserve.com or call me at 604-820-9324. | 2020-1351 | <http://www.rcfbc.com>

JUNE 07, 2020 - SUNDAY | Fun Fly | 1 Day | BLF Spring Fly-In | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2020 SPRING FUN-FLY, Sunday June 7th, 2020 Open to all currently registered MAAC and AMA pilots of all electric aircraft Admission: \$5.00, which includes raffle ticket (additional raffle tickets available for purchase throughout the event) Overall field hours 08:00am-18:00pm Registration opens- 9:30am Pilot briefing- 10:00am Fun competitions throughout the day with open flying before and after competitions Raffle draws- Mid afternoon Pizza, pop and water supplied free to all registered pilots We are also accepting non-perishable food donations for our local community food banks So dust off your planes from last year and/or bring out your winter projects for a fun filled day of RC flying Please monitor this forum thread: Spring Fun-Fly for additional updates | 2020-1313 | <http://www.hoods-up.net>

JULY 05, 2020 - SUNDAY | Fun Fly | 1 Day | Fun Scale Fly-In | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2020 FUN SCALE FLY-IN, Sunday July 5th, 2020 Open to all currently registered MAAC and AMA pilots of all electric aircraft Admission: \$5.00 which includes a raffle ticket (additional raffle tickets available for purchase throughout the event) Overall field hours: 08:00am- 18:00pm Registration opens: 9:30am Pilot briefing: 10:00am There will open flying for anyone before and after the scale judging event This year we will also limit the scale judging (static and in flight) to planes which are either scratch-built or kit built Fun scale judging and scale judging will be picked by the entrants using anonymous ballots There will also be trophies for all other aircraft classes Judging won't begin till at least 11:00am and probably extend into the afternoon Raffle draws: Mid afternoon for some great prizes Free pizza, pop and water for all registered pilots So bring out your old Warbirds, Transports, Cubs and everything in between for a day of flying by some very skilled RC pilots Please monitor this forum, SCALE EVENT for additional updates | 2020-1314 | <http://www.hoods-up.net>

JULY 12, 2020 - SUNDAY | Fun Fly | 1 Day | NS with BS & Combat | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | Mission Wings Model Flying Club The famousness "NS with BS" control line and combat fun-fly is back for the 7th time. The world famous, NS with BS control line fun-fly is back yet again. It will be held on the 12th of July 2020 at the Mission Wings Flying Club located

at 10259 Farms Rd. Mission. Pilots meeting at 9:30am. Flying A.S.A.P. and continues till finished. All the usual silly antics can be expected. Such as balloon bust, bladder bust, longest flight, and Vintage combat Greg Davis will be in charge of the vintage combat events. Contact Greg at...250 833 1993 There could be scale planes. There could be a swap meet, even a buy and sell. Your junk is someone else's treasure. There is no entry fee. All control liners most welcome. Light lunch and liquid refreshments at no charge. Contest director is Paul Bedford. kiwipaul@telus.net | 2020-1318 | <http://www.missionwings.ca>

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. Electricians welcome to join in but true sailplanes and aerotow will take preference. Come and fly, or just hang out to experience this great aspect of our hobby! | Jul-20

AUGUST 01, 2020 - SATURDAY | Competition | 2 Days | Western Canadian Stunt Championships | VANCOUVER GAS MODEL CLUB | RICE MILL ROAD | August 1 - Classic and Profile Stunt Saturday evening BBQ and Fun-Fly/Practise August 2 - Beginner, Intermediate, Advanced and Expert (PAMPA rules) | 2020-1361

AUGUST 09, 2020 - SUNDAY | Fun Fly | 1 Day | Mission Wings Annual Fun Fly | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | The annual Mission Wings Members and guest's fun fly August 9th 2020 Members are invited to the annual Mission Wings fun fly. Members may bring a guest. It will be held on Sunday August 9th, 2020. Pilots meeting 9.30am. Flying starts 10am All pilots will be required to sign in. Must have MAAC card. There is no entry fee. Come and enjoy a day's flying with the other members of your club. Members may bring a guest. There will be lots of food and drink available all day for your enjoyment. The club house will be open with gourmet coffee. If you have anything to sell, swap or give away, bring your stuff / junk to the fun-fly. Your stuff / junk are someone else's treasure. Paul Bedford, friendly, effervescent, event director. Don't contact me, be there | 2020-1319 | <http://www.missionwings.ca>

AUGUST 30, 2020 - SUNDAY | Fun Fly | 1 Day | JACQUES HEYRMAN MEMORIAL FLY-IN | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | JACQUES HEYRMAN MEMORIAL FLY-IN, Sunday August 30th, 2020 Open to all currently registered MAAC and AMA pilots of electric

aircraft Admission: \$5.00, which includes raffle ticket (additional raffle tickets available for purchase throughout the event) Overall field hours: 08:00am- 18:00pm Registration opens- 09:30am Pilots briefing- 10:00am Open flying before and after competitions, we may limit the competitions to one in the morning and one in the afternoon Raffle and competition prize draws will be held mid-afternoon Free pizza, pop and water for all registered pilots Come on out and spend a Sunday with some old friends and maybe some new friends, who all enjoy the sport of RC flying Please monitor this thread JACQUES HEYRMAN MEMORIAL for additional updates | 2020-1315 | <http://www.hoods-up.net>

SEPTEMBER 25, 2020 - FRIDAY | Fun Fly | 3 Days | Fraser Valley Heli Smack Down 2020 | SPECTRUM FLYERS | FIELD - 4868 168 STREET SURREY | Fraser Valley Heli Smack Down 2020 @ Spectrum Flyers in Surrey BC, 4868 168th st, only access to field is west on 48th Ave off 176th st. Sept 25th / 27th 3 day event. 25\$ registration fee with free overnight RV, tent camping, no hookup. Food will be served Saturday and Sunday, Pilot Prizes, raffles, and much more. Please visit our Facebook page "FRASER VALLEY HELI SMACKDOWN" for more information Contact Harvey Dhiman - Harvdhiman_14@hotmail.com for more info | 2020-1377

QUEBEC - I

FEBRUARY 22, 2020 - SATURDAY | Display | 2 Days | Expo Avions télécommandés | CLUB AVION RADIO CONTRÔLE TROIS-RIVIÈRES | Centre commercial Les Rivières | Le CARC Trois-Rivières organise une exposition d'avions télécommandés au Centre commercial Les Rivières, 4225, boulevard des Forges, Trois-Rivières le samedi 22 février 2020 de 9h à 17h et dimanche 23 février de 10h à 17h. Bienvenue à tous et au plaisir de vous y rencontrer. | 2020-1339 | <http://www.carctr.net>

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 Coriveau | Mar-20 | <http://www.clubairmodeliste.com>

JUNE 20, 2020 - SATURDAY | Competition | 2 Days | Imac Québec 2020 | CLUB AIR MODELISTE | RUE PETIT ST-JEAN, ST-ETIENNE(Lévis) | Le club air modéliste est heureux de vous accueillir pour sa 10 ième édition de la compétition Imac 2020. La compétition se déroulera sur deux jours, soit le 20 et 21 juin 2020. Le terrain sera accessible pour les campeurs et la pratique, à partir du vendredi. La rencontre des pilotes se tiendra à 8:30 afin de pouvoir débiter la compétition à 9h00. Le coût de l'inscription est de 20\$ pour la catégorie basic et 40\$ pour les autres catégories. Afin de souligner notre

10ieme anniversaire, tous les pilotes inscrits sur le site imac et présents auront droit à une petite surprise. Pour ceux qui n'utiliseront pas notre site de camping sans service, voici quelques suggestions d'hébergement à proximité. Hôtel et suite Normandin 535 rue Bernière St-Nicolas 418 831-3119 9 minutes de la piste en direction est Comfort Inn & suites 1394 route des rivières St-Nicolas 418 836-3336 12 minutes de la piste direction est Day Inn by Wyndham Levis 1710 route des rivières St-Nicolas 418 831-1331 11 minutes de la piste direction est Coordonnées géographiques de la piste: 46°40'16.7"N 71°18'30.1"W Au plaisir de vous accueillir en grand nombre pour célébrer avec nous. Stéphane C.D. Chantal co C.D. | 2020-1366 | <http://www.clubairmodeliste.com>

JULY 04, 2020 - SATURDAY | Competition | 2 Days | Compétition imac - Beauce 2020 | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | CLUB D'AEROMODELISME LES PHOENIX | Bonjour à tous, Pour le début de cette nouvelle décennie, le club Phoenix est fier d'organiser l'Imac Beauce 2020. Comme dans le passé, il y aura 5 catégories, Basic, Sportman, Intermédiaire, Avanced et Unlimited. Le coût de base sera de 20 \$ pour initier les nouveaux pilotes à venir découvrir cette discipline avec leurs modèles de base et de 40 \$ pour les autres catégories. Il sera possible pour vous d'arriver dès le vendredi pour passer une superbe fin de semaine avec des passionnés. Les Phoenix offrent un terrain de camping sans service. Les inscriptions débuteront à partir de 8h00 le samedi matin, la rencontre des pilotes à 8h30 et la compétition aura lieu à 9h00. Venez donc tenter votre chance et rencontrer une équipe géniale les 4 et 5 juillet 2020. Si vous voulez venir et que vous ne voulez pas vous inscrire sur le site mini-iac, fait moi le savoir pour que je puisse avoir une petite idée du nombre de participant. Voici les coordonnées GPS pour vous rendre sont: 46.032928, -70.705304 Pour ceux qui désirent aller au motel, voici quelques endroits suggérés: -Le Georgeville: 300 118e Rue, Saint-Georges, QC G5Y 3E3 (418) 227-3000 -Motel le Voyageur: 10500 Boulevard Lacroix, Saint-Georges, QC G5Y 6X9 (418) 228-3233 -Confort Inn: 16525 Boulevard Lacroix, Saint-Georges, QC G5Y 2G2 (418) 227-1227 Tous ces motels sont à environ 15min du terrain. Au plaisir de vous voir en grand nombre. Daniel Laliberté 418-957-8323 | 2020-1382 | <http://www.clubphoenixbeauce.weebly.com>

JULY 11, 2020 - SATURDAY | Competition | 2 Days | compétition IMAC IV saguenay | CLUB AEROMODELISME SAGUENAY INC. | VILLE DE SAGUENAY | C'est avec fierté et enthousiasme que Le Club Aéromodélisme Saguenay présentera sa quatrième édition de compétition Imac les 11 et 12 juillet 2020. Nous vous invitons cordialement à vous joindre à nous, que ce soit en tant que participant ou visiteur, vous aurez du plaisir garanti! | 2020-1383 | <http://www.aeromodelismesaguenay.com>

JULY 11, 2020 - SATURDAY | Fun Fly | 1 Day

| 50 ieme anniversaire | CLUB MODELISTES SOL AIR BOIS FRANCS | CLUB SOL-AIR | Nous soulignons le 50 ieme du club sol air . Prenez note que le site ne peut accueillir les winnebago car le champs de stationnement est mou ,camping sauvage , possibilité de vol de nuit et feu de camp . Venez vous amuser ! | 2020-1373 | <http://www.clubsolair.com>

AUGUST 08, 2020 - SATURDAY | Fun Fly | 2 Days | Fun Fly | CLUB AEROMODELES ASBESTOS | TERRAIN DE VOL - 201 CH. ST-CLAUDE DANVILLE | Le Club Aéromodèles Asbestos organise un "Fun Fly" les 8 et 9 août. Un service de restauration sera sur place durant la journée. Vous pouvez camper sur place mais sans service. Il est possible d'arriver le vendredi. Très belle piste gazonnée, dans un environnement paisible. L'entrée est gratuite. Bienvenue à tous les pilotes (jets, avions, hélicoptères, drones). N'oubliez pas d'apporter vos avions de combats électriques ainsi que vos avions illuminés, car il y aura des vols de nuit. Pour indications routières, consulter notre site internet: www.clubaeromodelesasbestos.com. Pour plus d'informations s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2020-1340 | <http://www.clubaeromodelesasbestos.com>

ST LAWRENCE - J

MARCH 01, 2020 - SUNDAY | Display | 1 Day | Library Show | ST LAWRENCE ZONE | Cote St Luc Elanor London Public Library | Cote St Luc Library Show and static model display open to the public 12L:00 to 3:30 PM | 2020-1323

AUGUST 01, 2020 - SATURDAY | Fun Fly | 2 Days | Air Extreme | CLUB AVION MODELE GRANBY INC | MUNICIPALITE DE GRANBY - 1200 BOUL. INDUSTRIEL | AIR EXTRÊME 2020 Le club avion modèle de Granby situé au 1200 blv Industriel souligne son 40ième anniversaire. Nous vous offrons un week-end hors de l'ordinaire. Il y aura méchoui sous un chapiteau, vol de nuit sous 16000 watts d'éclairage,, feu de camp avec chansonnier. Le camping sauvage est offert aux pilotes inscrits et cela à partir du 31 juillet. Nous sommes situés à proximité d'une piste cyclable, zoo, restaurants, motels et centre d'achat. Le tout est gratuit.. Bienvenue | 2020-1365

SASKATCHEAWN - K

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.reginawindflyers.ca>

JUNE 20, 2020 - SATURDAY | Fun Fly | 2 Days | Provincial Fun Fly & Combat! | HUB CITY R/C CLUB | Richardt Field | The Hub City Radio Control Club of Saskatoon is proud to host the Provincial Fun Fly & Combat for 2020. Agenda:

Saturday June 20, 2020 8:00 am. Coffee & Donuts 9:00 am. Registration Begins. MAAC is mandatory! There is a \$10.00 landing fee which is good for Saturday and/or Sunday. 10:00 am - 12:00 noon. 10am Official Kick Off. Open flying begins. There will be some specialty flights during the day as well as some mini events or contests. 12:00 pm - 1:00 pm. Lunch break. We will be running a concession on site. Something delicious will be cooking. 1:00 pm - 4:00 pm. Flying continues. Have fun! Enter a mini-event. 4:00 pm. The Fun Fly portion officially ends. We have nothing else planned the rest of this day. You are welcome to stay and fly till the sun goes down. Sunday June 21, 2020 10:00 am Pancake Breakfast! 11:00 am - 12:00 noon Combat! 12:00 pm - 1:00 pm Lunch break. 1:00 pm - 3:00pm More Combat! The gates to the field will be open on Friday evening for those who arrive early and will be camping on site. For those camping overnight and using electrical power, we would appreciate a \$10.00 donation for the electricity. Electrical hook ups will be sparse and will not be available during the day as we will need the electricity for battery charging. We have a toilet on site. We have no running water or other amenities. Park in designated areas. | 2020-1338 | <http://www.hrcrc.org>

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 29, 2020 - SATURDAY | Competition | 1 Day | 5th Annual F3P Contest and Team Trials | NORTHUMBERLAND ELECTRIC AVIATORS | COBOURG COMMUNITY CENTRE | 5th Annual NEA F3P Contest and 2021 F3P Team Trials Saturday February 29, 2020 Cobourg Community Center 750 D'Arcy St, Cobourg, ON K9A 4B4 FEE: \$35.00, Junior \$20.00 Free for Spectators PRE REGISTRATION IS GREATLY APPRECIATED - No fee till day of contest Registration: 9:00 am to 11:45 am Open for practice from 9:00 am Contest : 12:00pm to 6:00pm All 3 F3P classes will be flown, AP-21,

AA-21 and Intermediate. Plus the Sportsman class for planes of minimum 100 grams and only one propeller. We are aiming for 6 rounds for all classes For information on F3P and schedules please refer to <http://xavier.mouraux.com/indoor/sequences.html> <http://f3acanada.org/canadian-precision-aerobatics-schedules/> For more information contact Harry Ells harryells@gmail.com | 2020-1321

MARCH 01, 2020 - SUNDAY | Swap Shop | 1 Day | Whitby Aeromodellers Swap Meet | WHITBY AEROMODELLERS | Heydenshore Pavilion | Whitby Aeromodellers RC Airplane Swap Meet. Heydenshore Pavilion 589 Water St. Whitby, Ontario March 1, 2020 9:00 AM RC Airplanes and accessories for sale. Vendor set-up starts at 7:30 am. | 2020-1290 | <http://www.whitbyaeromodellers.com>

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>

JUNE 20, 2020 - SATURDAY | Fun Fly | 1 Day | 62Anniversary(First this decade)FunFly | PETERBOROUGH R/C CLUB INC. | 596 COUNTY RD 8, DOURO DUMMER | "OUR 62th ANNIVERSARY--First F/F in this Decade" by Peterborough Radio Control Model Flying Club will be held at Brown's Field Saturday 0930 June 20/2020, rain date Sun 21. This will be informal flying event featuring historic and late model airplanes, with some competitive challenges staged during the day on a sign in basis. All types of aircraft welcome (no turbines). Lunch will be available. Contact Mel Johnson (mel169@mac.com), or Walter Gebhart (waltergebhart@outlook.ca). See MAAC website or (www.prcmfc.com) for directions to our club field, 5 km East of Douro, Ont." | 2020-1385 | <http://www.prcmfc.com>

JUNE 21, 2020 - SUNDAY | Air Show/Demo | 1 Day | OMFC Annual Air Show | OAKVILLE MFC INC. | DRUMQUIN PARK | The Oakville/Milton Flying Club will be having its Annual Airshow in support of the Fareshare Food Bank on Father's Day June 21st, 2020. Donations to the Fareshare Food Bank in the form of non-

perishable foodstuffs or cash are requested in lieu of an admission fee. Make this year's Father's Day a special one filled with beautiful scale models and flying action! The show will be held between the hours of 12:30pm to 3:00pm at the club's flying field located at Drumquin Park in Milton. Food and drinks will be available courtesy of the Kinsman Club. There will be a variety of models performing including war birds, aerobatic planes, gliders and some special surprises. After the show, weather permitting, visitors are invited to fly some of our training planes that will be made available for use under the direction and supervision of club instructors. To get to the flying field from the South take Trafalgar Rd north to Britannia Rb and turn Left at the lights. Proceed West approximately 200 yards to the Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. From the North take Trafalgar Rd South to Britannia Rd and turn right at the lights. Proceed West approximately 200 yards to Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. The public is asked to make a donation of food or cash for the Fareshare Food Bank by way of admission. Hope to see you there! Contact: Terry Sears at 905-844-4048 or e-mail: searst7281@gmail.com | 2020-1305 | <http://www.omfc.org>

JULY 11, 2020 - SATURDAY | Fun Fly | 1 Day | KAWARTHA LAKES RC FLYERS ANNUAL FUN FLY | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | DIANNE & BARRY TRAYNOR | Kawartha Lakes Summer Fun Fly, July 11, 2020 The Kawartha Lakes RC Flyers invite you to our annual Fun Fly for a day of relaxing flying on our three well-groomed runways located at 571 Pigeon Lake Rd, just east of Lindsay. The event will be held from 10 am Saturday with Sunday July 12 as a rain date. Food and refreshments will be available as will several draw prizes. Please bring your MAAC membership. All RC aircraft and helis are welcomed. Come out and enjoy the social interaction and flying at our field. Visit www.kawarthaflyers.com | 2020-1343 | <http://www.kawarthaflyers.com>

JULY 25, 2020 - SATURDAY | Competition | 2 Days | The Jim Eichenberg Memorial Precision Aerobatics Contest | OAKVILLE MFC INC. | DRUMQUIN PARK | Event Address/Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Parking is located at our club flying field. Event details: The Jim Eichenberg Memorial Precision Aerobatics Contest Hosted by the Oakville Milton Flying Club July 25th and 26th 2020. MAAC Sanctioned event involving all Pattern Classes: Sportsman, Intermediate, Advanced, Masters and F.A.I. Pre-registration by mail, phone or email to the C.D. \$30.00 with a letter of intent or \$45.00 on the day of the contest. Send no money. Pay at the contest. Start time 0900 H Saturday. Registration 0700 to 0830 H Saturday. C.D. Paul

Brine (519) 787-5144 email: pbrine@uoguelph.ca | 2020-1308 | <http://www.omfc.org>

AUGUST 08, 2020 - SATURDAY | Fun Fly | 1 Day | KAWARTHA LAKES RC FLYERS ANNUAL CHARITY FUN FLY | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | DIANNE & BARRY TRAYNOR | The Kawartha Lakes RC Flyers will hold their Charity Fun Fly event again in support of Big Brothers and Sisters. This event will be held at our club field located at 571 Pigeon Lake Rd just east of Lindsay on Saturday August 08, with Sunday August 09 as a rain date. Entry fee of a \$10 donation and proof of MAAC will provide a ticket for a draw prize. Raffle draws and a 50/50 draw will be available with all proceeds going to Big Brothers and Sisters Kawartha Lakes-Haliburton. Flying will be from 10 am to 4 pm. Food and refreshments will be available. Flying will be open to all RC aircraft and helicopters. Spectators are welcome. Come out and enjoy a relaxing day of non-competitive flying from our three well-groomed runways and help us support a great cause. Visit www.kawarthaflyers.com | 2020-1344 | <http://www.kawarthaflyers.com>

AUGUST 15, 2020 - SATURDAY | Fun Fly | 1 Day | OMFC Electric Fun Fly | OAKVILLE MFC INC. | DRUMQUIN PARK | Location: Drumquin Park (GPS Location: 43-533540, -79-786593) Landing Fee: \$10 (Includes lunch and entry into prize draws) MAAC or AMA membership required to fly. Registration required. Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Parking is located at our flying field. Event details: The Oakville Milton Flying Club is once again holding its annual Electric Fun Fly now later this flying season on Saturday August 15th, 2020 for improved field conditions. No rain date is planned for this year's event. Dust off your favorite electric flying contraptions, charge up some batteries and come on out and join us. Pylon and drone racing also planned if sufficient entries. Food and drink included for registrants. Prizes go to lucky pilots. All MAAC/AMA members in good standing are welcome to fly with us. Guests are welcome as spectators. Hope to see you there! Contact: Denis Loo E-mail: denis.loo@omfc.org Cell/Text: (416) 206-4152 | 2020-1307 | <http://www.omfc.org>

AUGUST 29, 2020 - SATURDAY | Fun Fly | 1 Day | OMFC Family Fun Fly | OAKVILLE MFC INC. | DRUMQUIN PARK | All Oakville Milton Flying Club members and family are invited to come out to this annual event. When: Saturday August 29th, 2020 (Rain Day Sunday August 30th, 2020) Where: OMFC Field - Drumquin Park From: 9:30am to 3:00pm This is your exclusive event, weather permitting, so come on out and support your club. Bring your favorite aircraft. All types of models are welcome. Enjoy a great day of flying and fun with your friends, family and fellow club members. Food and Drinks will be available. Draw prizes for lucky fliers. See you there. Field Directions: Turn West off Trafalgar

Road onto Britannia Road. Turn right into Drumquinn Park, just across the road from Terra Garden Center. Contact: Terry Sears Phone: (905) 844-4048 E-Mail: searst7281@gmail.com | 2020-1306 | <http://www.omfc.org>

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-competitive flying on our weel 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

APRIL 18, 20 - SATURDAY | Display | 1 Day | White Oaks Mall Show | FOREST CITY FLYERS INC. | WHITE OAKS MALL 1105 WELLINGTON RD LONDON | The Forest City Flyers are hosting their annual mall show, located at the White Oaks Mall in London, on Wellington Street. The date is April the 18th. Several local clubs will be present with their displays, they are the Strathroy Flying Farmers, the London Model Aircraft Club, the Woodstock Radio Control Flying Club, the Elgin Flyers, Forest City Flyers and London Indoor RC. There will be a display of radio control equipment, electric and internal combustion models of all types. A flight simulator and resource materials will be available. Set up time is 8:00 am and the show goes to 4:00 pm. The display will be in the central mall area. Use the Jalna North entrance with the big doors. See you there! | 2020-1345 | www.forestcityflyers.com/

MAY 22, 20 - FRIDAY | Fun Fly | 3 Days | Jet Frost | SKY HARBOUR MODELERS | Goderich Municipal Airport | Jet Frost, Hosted by the Sky Harbor Modelers. come on out and Test and tune your new, old Turbine, EDF Jets, for the up coming season. The event is held at the Goderich airport. We have overnight camping (no hookups) We do have hanger storage available. More details on RC Canada Jet forum. | 2020-1329 | [facebook.com/skyharbourrc](https://www.facebook.com/skyharbourrc)

MAY 23, 20 - SATURDAY | Fun Fly | 1 Day | Annual Fun Fly | FOREST LAKESIDE FLYERS | Club Field 5801 PROOF LINE LAMBTON SHORES, ON | Saturday May 23, 2020- Forest Lakeside Flyers Annual Fun Fly at their Proof Line Road club field, west off Hwy #21, approx 4

Km north of Forest Ontario. Refreshments and hot dogs available, no events, no entry fee, great flying site. 450 ft x 400 ft grass field. Flying 9 am til 4 pm. no rain date. Contact: Stuart Schroeder 226-402-4527 | 2020-39 | www.forest-lakeside-flyers.com

JUNE 05, 20 - FRIDAY | Fun Fly | 3 Days | Forest Jets | FOREST LAKESIDE FLYERS | Club Field 5801 PROOF LINE LAMBTON SHORES, ON | Friday June 5, Saturday June 6 and Sunday June 7, 2020- Forest Lakeside Flyers "Forest Jets" event at their club field, west off Hwy #21, on Proof Line Road, approx 4 Km north of Forest Ontario. Flying 9am til 5 pm each day. 450ft x 400ft grass flying field with no set runways. (take off into the wind) Landing Fee: \$25.00 per pilot Food booth on Friday, Saturday and Sunday. For more info contact: Brad "Maddog" Metcalf home phone 519-337-7010 cell 905-520-8303 | 2020-40 | www.forest-lakeside-flyers.com

JUNE 20, 20 - SATURDAY | Fun Fly | 1 Day | SAUGEEN R/C FLYERS FUN FLY | SAUGEEN R/C FLYERS | FIELD - 1164 SIDEROAD #30 SOUTH BRUCE | JUNE 20, 2020 - SATURDAY | Fun Fly | 1 Day SAUGEEN R/C FLYERS FUN FLY | SAUGEEN R/C FLYERS | FIELD - 1164 SIDEROAD #30 SOUTH BRUCE | The SAUGEEN R/C FLYERS are having a FUN FLY at their field on Saturday June 20 2020 at 9.00 am. Refreshments will be provided. Ample free parking. No landing fees. Come fly at our beautifully manicured field. See our Facebook page for directions and further information. See you there. <https://www.facebook.com/groups/2020425214941215/> WEBSITE www.saugeenrc.ca/ | 2020-1327 | www.saugeenrc.ca/

JULY 04, 20 - SATURDAY | Fun Fly | 1 Day | Annual Scale Rally | FOREST LAKESIDE FLYERS | Club Field 5801 PROOF LINE LAMBTON SHORES, ON | Saturday July 4, 2020- Forest Lakeside Flyers Annual Scale Rally at their club field, west off Hwy #21, on the Proof Line Road, approx 4 Km north of Forest Ontario. Refreshments and hot dogs available. Great Flying site, no entry fees, lots of visitors. 450ft x 400ft grass flying site. Flying 9 am til 4 pm. No rain date. Contact: Stuart Schroeder 226-402-4527 | 2020-41 | www.forest-lakeside-flyers.com

JULY 22, 20 - WEDNESDAY | Fun Fly | 5 Days | Wingham Jet rally | WINGHAM JET CLUB | RICHARD W. LEVAN AIPORT 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 |

AUGUST 08, 20 - SATURDAY | Fun Fly | 1 Day | Forest City Flyers Annual Fun Fly | FOREST CITY FLYERS INC. | FORD TRI-MOTOR FIELD | 3rd Annual Forest City Flyers fun fly August 8th. Limited onsite camping starting Friday though the weekend. Food and beverages available. Fun event no contests just a great day of flying with fellow enthusiasts. We look forward to seeing everyone in August. | 2020-1353 | www.forestcityflyers.com/

AUGUST 13, 20 - THURSDAY | Air Show/ Demo | 4 Days | SW Zone Camp & Fly | SKY HARBOUR MODELERS | Goderich Municipal Airport | Annual South West Zone Camp & Fly hosted by Sky Harbour Modelers. A fun filled event of camaraderie and flying for all. Cost is \$35.00 for all four days, \$25.00 for two days or \$15.00 for one day. Noon show, Kids Candy Drop, Fly through The Outhouse (cash prize\$\$\$!) one hour pit walk through. Saturday and Sunday food vendor. All Jets, EDF, Props, Helicopters welcome! Dry Camping available. 3000' paved runway. Hanger overnight plane storage available. Clubhouse with full cooking facilities available for all pilots! Bring your family and friends for a fun filled Annual Event! Additional events may be announced at a future date! | 2020-1352 | [facebook.com/skyharbourrc](https://www.facebook.com/skyharbourrc)

AUGUST 29, 20 - SATURDAY | Competition | 2 Days | 7th Annual WRCFC IMAC contest | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | August 29-30, 2020. This will be a two day contest. Open to all classes. Novice class will be flown. Registration opens at 08:00. Pilots meeting at 08:45 and wheels up at 09:00 sharp. Contest fee \$35 covers entrance fee. Lunch will be available on site both days. MAAC or AMA Required. Field will be open on Friday for practice. There is no camping on site as the conservation authority we rent from owns the campground 5 minutes down the road. Please contact CD for more information about camping or hotel recommendations. CD Steve Ruxton 519-532-3009 stevruxton@gmail.com | 2020-1293 | [woodstockrc.club](http://www.woodstockrc.club)

SEPTEMBER 23, 20 - WEDNESDAY | Fun Fly | 5 Days | Thunder Thrust Over Chatham Kent Airport | SOUTH WEST ONTARIO ZONE | C-K MUNICIPAL AIRPORT 8528 FOURTEENTH LINE RR2 MERLIN | Jet Rally at Chatham Kent Municipal Airport Five days of pure fun. Noon Time show on Saturday and Sunday Turbines and EDF models only. For more info call Peter Doupnik at (519) 791-5328 Thanks | 2020-1328

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- For 6S batteries from 3200-7000+mAh
- 100A Spektrum Avian Smart ESC
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Wingspan: 59in · Length: 52in · Weight: 8lbs
EFL01250 — BNF Basic w/SMART
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Twin Otter

- For 3S 11.1V 2200–3200mAh LiPo
- Two 20A ESCs, twin motors included (installed)
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Wingspan: 58in · Wing Area: 264sq in · Length: 36.75in
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UMX Ultrix BNF

- Innovative and unique design capable of smooth sport, aerobatic AND 3D flying
- Powerful twin brushless motors deliver the power to hover and climb out vertically

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EFLU6450 — UMX Ultrix BNF Basic



Skyraider Kit

- Balsa construction
- For RC or rubber free flight



Wingspan: 30in · Wing Area: 165sq-in · Length: 24.6in
DAR561 — Skyraider AD-1 Kit



Beaver V2 PNP

- 17g Metal Digital Servos included
- Brushless 4258-KV550
- 70A ESC included
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Wingspan: 78.7in · Length: 51.3in · Weight: 8.4lbs
FMS090P1 — Beaver V2 PNP



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- Excellent sport scale appearance
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Wingspan: 79.9in · Wing Area: 1165sq in · Fuselage Length: 64.5in
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