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Konstatin Bajaikine's KB 3333 in the air. Read more about this accomplished Control Line Precision Aerobatics Pilot on page 53. / Le KB 3333 de Konstantine Bajaikine en l'air. Pour en savoir plus long sur ce pilote accompli en vol circulaire acrobatique, rendez-vous à la page 52.

CHRONIQUE DU PRÉSIDENT



Peter Schaffer - 44429

Président

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Il n'est pas rare (et même commun) que les personnes et les organismes se tournent vers ce qu'ils ont connu et qu'ils fabulent sur ce qui s'en vient. Songeons un instant à ce qu'est la 'tradition'. Celle-ci est composée d'une chaîne d'innovations. Chacune est un changement par rapport à ce qui se faisait auparavant. Les innovations représentent davantage qu'un changement technologique. Les innovations techniques constituent la première étape de nombreux/ de la plupart des changements sociaux.

Un vieil adage est pertinent à cette discussion. À titre de personnes, nous sommes «la somme» de nos blessures. À l'inverse, nous les personnes sommes «la somme» des choses positives qui se sont produites tout au long de notre vie.

À l'opposé de plusieurs passe-temps, le nôtre est très varié et comprend une multitude d'intérêts. Certains modélistes aiment concevoir et construire des machines volantes de façon artisanale. D'autres préfèrent entamer la construction depuis un kit découpé au laser; d'autres préfèrent ne pas construire et sont très heureux de piloter des maquettes presque prêtes ou prêtes à voler. Plusieurs prennent plaisir au vol silencieux tandis que d'autres carburent aux vibrations et au son de turbines et de moteurs à essence ou conventionnels de maquettes (glow).

Peu importe ce que nous aimons faire, nous partageons tous cette passion de l'aviation. Nous nous rassemblons malgré la différence d'âge et notre provenance sociale ou professionnelle à titre de communauté. Ce faisant, nous forçons des amitiés qui s'étendent au-delà de notre club, de nos

frontières et des frontières nationales.

Les priorités des gens changent au fil du temps, parfois rapidement, parfois plus lentement. Je rédige cette chronique au cours de la première semaine d'avril 2020. Ce qui occupe l'esprit des gens en ce moment, c'est le virus de la COVID-19... et où ils peuvent acheter du papier hygiénique. Je crois que cette ruée vers le papier de toilette sera l'objet d'une thèse de doctorat chez les futurs bonzes de la psychologie et d'économie.

Les futuristes sont déjà en train de spéculer sur ce qui constituera la nouvelle norme. Le reste de la population aussi. La priorité de plusieurs : la santé de leur famille et la leur, le système de santé et ceux et celles qui y œuvrent, l'économie, leurs finances personnelles ainsi que l'éducation des membres de leur famille. Ces besoins et exigences -- qu'explique la théorie de Maslow sur la hiérarchie des besoins -- doivent être satisfaits avant que quiconque ne songe à s'adonner à notre passe-temps.

L'équipe des dirigeants du MAAC songe aussi à ce qui s'en vient et comment cela affectera notre organisme en 2020, 2021 et au-delà. Tout le monde veut prendre les meilleures décisions et procéder aux ajustements selon les meilleurs renseignements disponibles.

Le recours du MAAC à l'univers numérique s'est effectué à point nommé. Ce geste a contribué à réduire les coûts opérationnels et à augmenter l'échange d'information. Ce faisant, nous pouvons continuer à livrer les services aux membres en cette ère unique de notre histoire.

Il est intéressant de noter que seuls 336 membres n'ont pas offert d'adresse de courriel au MAAC et que ce nombre est en baisse.

Nous sommes éloignés en distance des

autres mais pas socialement puisque nous pouvons utiliser la technologie numérique, dorénavant 'traditionnelle' et non plus une innovation. Nous pouvons prendre et envoyer des photos et vidéos en temps réel. Si nous le souhaitons, nous pourrions demander l'opinion et les idées des autres modélistes et nous pouvons participer à des discussions intellectuelles entre les membres de notre famille ainsi qu'avec nos amis. À l'heure actuelle, c'est la nouvelle norme.

Pour le MAAC, ce n'est pas 'business as usual'. Notre siège a fermé parce qu'il faisait partie de la gamme des services non essentiels. Les membres peuvent utiliser les services en ligne afin de renouveler leur adhésion. Les clubs peuvent utiliser ces mêmes services en ligne afin de renouveler et d'afficher des événements à venir. Mais le courriel traditionnel envoyé au bureau demeurera au bureau de poste jusqu'à ce que notre bureau ouvre de nouveau. Les membres et clubs qui ont renouvelé en ligne ont reçu un message automatisé attestant de la validité de leur adhésion. Les messages de boîte vocale seront récupérés et les cartes d'adhésion seront envoyées une fois le personnel de retour au bureau.

Le virus de la COVID-19 et la façon dont nous y avons réagi a bousculé les procédures de tous les organismes, entreprises et domiciles. Tout le monde travaille fort à s'adapter aux nouvelles réalités. Cela comprend les fournisseurs de biens et services, comme nos comptables qui voient à nos rapports financiers, Bell pour l'appui aux communications et les autres qui s'affairent à l'appui technique (TI).

Le conseil de direction travaillait très fort à l'organisation de l'Assemblée générale annuelle (A.G.A.) en avril. Cette réunion

suite à la page 20



Le MAAC affiche des progrès depuis qu'il utilise les outils numériques à sa disposition afin de communiquer avec les membres et vice-versa. Les avantages : les communications sont immédiates tandis que les coûts postaux, de papier et d'insérer des documents dans des enveloppes sont éliminés. Ces économies s'appliquent aux envois directs ainsi qu'aux opérations afférentes à la revue.

L'objectif de ce message en papier, c'est de vous demander de nous confirmer que les renseignements de votre profil de membre sont corrects et complets. Voici comment

vous pouvez votre information. Rendez-vous au site Web du MAAC, ouvrez une session, cliquez sur « Mon compte » dans le coin supérieur droit de la page, vérifiez votre adresse courriel et corrigez au besoin. Si vous devez mettre à jour certains renseignements, cliquez sur « XXX mon compte » et effectuez les modifications. Ensuite, cliquez sur le bouton « Sauvegardez » en bas de la page. C'est fait. Vous pouvez retourner à votre atelier pour travailler sur du balsa!

Peter Schaffer,
président du MAAC et président du Comité du site Web

PRESIDENT'S MESSAGE



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It is not unusual, quite common actually, that individuals and organizations cast their thoughts to past and reminisce of what once was, as well as speculate about what will be. Let's think about "tradition" for a moment. Tradition is made up of a chain of innovations. Each innovation is a change to how something was done before. Innovations are more than just a technical change. Technical innovations are the first step in many/most social changes.

There is a saying that is relevant to this discussion. As individuals, we are the sum of our wounds. Conversely, as individuals, we are the sum of the positive things that have happened to us throughout our life.

Unlike many hobbies, ours is extremely diverse, encompassing many interests. Some folks like to design and build flying machines from scratch. Others prefer to start from a laser-cut kit, and some prefer not to build, and are very happy flying ARFs and RTFs. Many enjoy silent flight, while others revel in the reverberations of turbine, gas and glow motors.

Whatever we enjoy doing, we all share the passion for aviation. We come together from all age groups and backgrounds, as a community, forging lifelong friendships that extend beyond our home club, our provincial borders and national borders.

People's priorities change over time, sometimes quickly, other times incrementally. This article is being written during the first week of April 2020. The major thing on folks' minds at the moment is the COVID-19 virus and for many, where can they purchase toilet paper. I think that

the hoarding of the toilet paper will be a PHD thesis for a number of psychology and economic majors.

Futurists are speculating on what the new normal will look like. So is the remainder of the population. The priority items on everyone's mind is their personal and family's health, the health care system and those working in it, the economy, their personal finances, and the education of their family members. Those needs/requirements, as expressed by Maslow's hierarchy of needs theory, must be satisfied before one can think about participating in a hobby.

The MAAC Leadership team is also thinking about what might come next and how it might affect our organization in 2020, 2021 and beyond. Everyone is making the best decisions/adjustments, with the best current information that is available to them.

It is extremely fortunate that MAAC embraced the digital world when it did. That move really contributed to operational cost reduction and increased information exchange. It has made it possible to continue the delivery of member services in this unique period of history.

It is interesting to note that only 336 members have not provided an e-mail address to MAAC, and that number continues to decline.

We may be physically distanced from others, but we are not socially distanced, because we can use the digital technology, that is now "traditional" and not a new innovation anymore. We can capture and send pictures and videos of our projects in real time. We could ask for opinions or thoughts of others in the hobby and we can participate in the traditional intellectual discussions between family and friends. This is the new normal, at the moment.

For MAAC, it is not business as usual. Our office was closed because it fell into the non-essential service class. The members are able to use the online services to renew. Clubs are able to use the online services to renew and post events. But the mail that was sent to the office will stay in the postbox until the office re-opens. Members and clubs who renewed online received an automated message that their membership is valid. Voice mail messages will be answered and membership cards will be mailed out, after the staff returns to the office.

The COVID-19 virus and our response to it has been extremely disruptive to all organizations, business, and households. Everyone is working hard to adapt to the new realities. That includes suppliers who provide goods and services such our accountants who do our annual financial reports, Bell for communication support, and others for IT support.

The Board of Directors (BOD) was working hard to be ready for the April, Annual General Meeting (AGM). The meeting has been postponed until later in the year, virus permitting. The BOD had taken a short break in mid-March from its weekly online meetings. The pressure was off because of the AGM postponement. Some of the administrative work is being done remotely.

In my opinion, people need to stop thinking short term, i.e. the next two weeks and face reality. The COVID-19 Subject Matter Experts tell us that the virus will be impacting on how and what we do, for the next 18 months. The financial consequences will extend far beyond that.

The future depends on what we do today. We are flexible and resilient. There are new traditions yet to be discovered. ✨



MAAC has been making great strides in utilizing the digital tools available, to communicate between our organization and the members and vice versa. The advantages of working in the digital world is, that the communications can be immediate and that the postage costs, the paper costs and the cost of stuffing envelopes is eliminated. This savings applies to both direct mailouts and to the magazine operations.

The purpose of this paper message is to ask you to confirm, that the information in your member's profile is correct and complete.

Here is how you can check your info. Go to the MAAC website, log in, click on "My Account" on the top right of the page, check to see if your e-mail address is correct or missing. If it is, an update is required. Click on "Edit my Account" make the change. Then click on the "Save" button at the bottom of the page. Your done. Back to the shop to create balsa dust.

Thanking you very much for you time

Peter Schaffer MAAC
President and Website Chairman.



The Annual General Meeting L'Assemblée Générale Annuelle

The MAAC Annual General Meeting (AGM) has been rescheduled to take place on November 15th 2020. How the COVID-19 virus evolves between now and then, is a huge unknown, at the current time. A go, no go decision, will have to be made in early September. An electronic meeting is not an option as per the "Canada Not-for-profit Corporations Act S.C. 2009, c. 23"

The following is the current meeting information.

Notice of MAAC Annual General Meeting

Date: November 15, 2020

Time: 1:00 PM

NAV Centre

1950 Montreal Road

Cornwall, ON K6H 6L2

613-936-5202

All members are welcome to attend. Come see your Board of Directors in action on Saturday the 14th of November.

Peter Schaffer
President MAAC

L'assemblée générale annuelle (AGA) du MAAC a été reportée au 15 novembre 2020. La façon dont le virus de la maladie COVID-19 évoluera d'ici là est un énorme inconnu à l'heure actuelle. La décision finale pour aller de l'avant ou non devra être prise début septembre. Une réunion virtuelle n'est pas une option selon la "Loi canadienne sur les organisations à but non lucratif (L.C. 2009, ch. 23)"

Voici les informations actuelles sur la réunion.

Avis de l'assemblée générale annuelle de MAAC

Date: Dimanche le 15 novembre 15, 2020

Heure: 13:00 heure

NAV Centre

1950 Chemin, Montréal

Cornwall, ON K6H 6L2

613-936-5202

Venez voir votre conseil d'administration en pleine action le samedi 15 novembre. Tous les membres sont les bienvenus.

Peter Schaffer
Président de MAAC



Greetings Fellow MAAC Members:

Everyone is aware of the rapidly changing requirements from Federal, Provincial and local authorities, regarding our freedom to gather and interact socially, in response to the global pandemic, we all face.

Some of you have contacted the MAAC office, looking for guidance and direction regarding Club operations, in light of our current situation, vis a vis the COVID-19 pandemic.

In a nutshell, the MAAC constitution stipulates that the individual Clubs are separate and self-managing entities under the MAAC umbrella. We strongly urge you to work within the Federal, Provincial and Municipal government directives and understand that your Zone Director and Club Leadership teams are deliverers and not composers of the guidance you receive.

The MAAC Board of Directors is confident that the members and the clubs, will keep abreast of the dynamic social restrictions that are, and will be imposed on us, and abide by all requirements.

The MAAC office remains closed as per government direction. Members can renew online. The phones are not being answered, nor are messages being checked.

We will get through this together.

Peter Schaffer
President - MAAC

COVID-19

Chers membres de MAAC:

Nous sommes tous conscient de l'évolution rapide des exigences des autorités fédérales, provinciales et locales concernant notre liberté de se rassembler et d'interagir socialement, compte tenu de la pandémie mondiale à laquelle nous sommes confrontés.

Certains d'entre vous ont contacté le bureau du MAAC à la recherche de conseils et de directives concernant les opérations des clubs, dans le contexte de la pandémie COVID-19.

La constitution de MAAC stipule que les clubs sont des entités distinctes et autogérées sous l'égide de MAAC. Nous vous invitons fortement à respecter les directives des gouvernements fédéral, provinciaux et municipaux et à comprendre que votre directeur de zone et vos équipes de direction de club, et non le MAAC, sont responsables de générer les conseils et directives que vous recevez.

Le conseil d'administration de MAAC est convaincu que les membres et les clubs se tiendront bien au fait des restrictions sociales qui nous sont et nous seront imposées et qu'ils respecteront toutes ces exigences.

Le bureau de MAAC demeure fermé conformément aux directives du gouvernement. Les membres peuvent renouveler leur adhésion en ligne. Les appels téléphoniques resteront sans réponses et les messages ne sont pas vérifiés.

Nous allons passer à travers cela tous ensemble.

Peter Schaffer
Président de MAAC

EDITOR'S COLUMN

Keith Morison - 24909L

Editor

403-510-5689 | editor@modelaviation.ca

COMMUNITY

I have always believed that our hobby is as much -- or more -- about the community we share as it is the building, flying, or competitions we are involved in.

As we struggle with being quarantined and as we adopt to 'social distancing' protocols moving forward, it is important to remember that we need to do what we can to keep our community together. This could mean limits of the number of members on a field at a time, thinking of different ways to handle flight training, and turning to more online gatherings and information sharing.

Our members have already shown a resourcefulness, with several online chat groups, online meetings, using simulators to keep the fingers working, and even hosting virtual Fun Flies on simulator platforms.

While this is all good, I'm sure everyone of us can't wait to get out into the sun and feel the calm breeze on the skin while we enjoy the flying field. And rest assured, that will happen.

CELL PHONE PHOTOS

As we ask for more types of content for

the magazine, I am getting more and more cell phone photos being submitted. The reality is that most cell phone cameras have a camera resolution about six times that of the first professional digital camera I used as a photojournalist. While the resolution is good, cell phone cameras come with a bunch of limitations that often limit the usability of the images.

Here are a few quick pointers to help you get us the best pictures you can.

Fill the frame: Think about what you are seeing in the phone and turn the camera to make sure you are getting in as much as you can. Too often, people just leave their camera in portrait (vertical) mode and end up with dead space above and below the subject.

Look at the edges: too often, we see parts of airplanes, or people, cut off at the edge of the photo. Before you take the picture, look at every edge and make sure you have some space between the subject and the edge.

Get the light behind you: Wherever possible, have the sun mostly at your back, but a bit to the side so your shadow doesn't end up in the photo.

Pay attention to the background: I've always said that one of the differences between a good photo and a great photo is

the background. When you're getting ready to take a photo, have a quick look behind and see what is there. Too often, we get photos of the back sides of people bending over their model. Nobody wants to see that, so give the others some time to get their work done before taking the pic.

Move around, get up, get down: Often, people just pull out their phone and take a photo from where they are standing. Don't be afraid to get the camera lower to the ground, or closer to the subject. Use the screen to your advantage as you set up the photo and make sure the entire photo is interesting.

Resolution: Most cameras and phones today let you set the resolution you are shooting in or set the resolution you are sending the photos in. For Model Aviation Canada, we want the highest resolution you can get us, and ideally the closest file to what's coming out of the camera/phone.

Caption information: While not technically camera related, we always want at least basic information accompanying photos. The basics of who, what, where, when, and why helps us immensely when using photos. My recommendation is to put that in a separate Word file (or as text in the e-mail) along with the file name of the specific photo. ✈

CHRONIQUE DE L'ÉDITEUR

Keith Morison - 24909L

Éditeur

403-510-5698 | Editor@ModelAvition.ca

COMMUNAUTÉ

J'ai toujours pensé que notre passe-temps est autant – sinon plus – afférent à la communauté dont nous faisons partie qu'à la portion construction, vols ou concours dans lesquels nous nous plongeons.

Nous tentons de nous habituer à cette nouvelle routine de quarantaine et à mesure que nous adoptons ce nouveau protocole de « distanciation », il importe que nous nous rappelions que nous devons faire ce que nous pouvons afin de resserrer les liens de notre communauté. Cela peut prendre la forme d'une limite sur le nombre de membres à la fois sur un terrain de vol, trouver de nouvelles façons de procéder à

l'instruction d'un.e élève-pilote ou encore, se tourner vers des rassemblements en ligne et des séances d'information aussi virtuelles.

Nos membres ont déjà fait preuve de belles initiatives : plusieurs groupes de discussion, réunions et séances de simulateurs se déroulent en ligne afin d'exercer la dextérité des doigts et certains Fun-flies virtuels ont même été organisés sur diverses plateformes.

Tout cela est très bien, mais je demeure convaincu que nous avons tous très hâte de sortir au soleil et de ressentir cette belle petite brise sur la peau tandis que nous retrouvons le terrain de vol. Je tiens à vous rassurer, nous aurons droit à cela.

PHOTOS DE CELLULAIRE

Au fil de mes demandes de contenu

pour ce magazine, je reçois de plus en plus de photos prises à partir d'un téléphone cellulaire. La réalité, c'est que la plupart des caméras possèdent six fois moins de résolution que le premier appareil photo numérique que j'utilisais lorsque j'étais photojournaliste. Bien que la résolution soit bonne, ces caméras de cellulaire comportent des limites intégrées qui limitent souvent l'utilisation des images.

Voici quelques conseils rapides afin de prendre les meilleures photos selon les moyens dont vous disposez.

Remplissez l'objectif: Songez à ce que vous apercevez dans le téléphone et déplacez la caméra de sorte à « remplir » l'image. Souvent, les gens laissent leur caméra en mode portrait (à la verticale) et se ramassent avec beaucoup d'espace inutile

suite à la page 12

ALBERTA (A)



Leduc Alberta Radio Control Society held its first MAAC sanctioned IFF (Indoor Fun Fly) on January 22, 2020 at West Haven School in Leduc. Sponsored by Labb Computers and organized by Ryan Pearson. Le club Leduc Alberta Radio Control Society a présenté son premier rassemblement parrainé Indoor Fun Fly (IFF) le 22 janvier 2020 à la West Haven School de l'endroit. L'évènement était commandité par Labb Computers et organisé par Ryan Pearson. Photo by Roger Ganley.



Roger Ganley - 6426

Directeur de zone

780.986.9230 | zd-a@maac.ca

MOMENT DE BUDGET

Il n'y a qu'une chose que je déteste plus que de peindre (des murs et non un portrait), c'est le moment où le MAAC doit se pencher sur son budget. Successions de cris et de serrage de dents. La plupart des éléments du processus n'est pas si ardu mais d'autres, oui. J'ai déjà suggéré au conseil de direction que nous donnons aux membres une année pour s'en emparer celle d'ensuite en augmentant les frais d'adhésion! Heureusement, mes collègues ne sont pas aussi impulsifs ou nerveux que moi.

Personnellement, je n'entrevois pas une quelconque augmentation de la cotisation du MAAC. Je ne suis pas doué à prédire l'avenir mais sérieusement, ça me semble bon en ce moment.

TRANSPORTS CANADA

Nous n'avons encore reçu aucune mise à jour quant à l'inquiétude de Transports Canada et de NAV Canada relativement aux terrains de vol situés près des aéroports plus gros ou plus occupés au Canada. Les membres du MAAC qui pilotent en ces lieux peuvent certainement poursuivre leurs activités. Le MAAC a demandé que soit maintenu un plafond de 400 pieds en ces endroits névralgiques.

Plusieurs clubs au sein du MAAC ont de toute façon établi ce plafond, qu'ils soient près ou non d'un aéroport. Voilà un bon exemple de gros bon sens et si vous avez quelque doute que ce soit, demandez à une personne informée au sein de votre club.

Si cela n'est pas pratique, appelez-moi ou envoyez-moi un courriel. Si je n'ai pas votre réponse, je crois que quelqu'un dans l'univers du MAAC le saura. ✈



A Dave Patrick Super Cub is parked in a tent waiting for the rain to stop... but bush pilot Hank is always ready for the next flight, with a map at hand. / Un Super Cub (design de Dave Patrick) est garé sous une tente en attendant la fin de l'averse... mais Hank le pilote de brousse est toujours prêt pour la prochaine envolée, carte à la main.

ALBERTA (A)



Cargo haulers have become quite popular amongst the modelling fraternity. Large, small, pretty or ugly, they all serve the same purpose. / Les remorques de transport sont très populaires chez les modélistes. Qu'elles soient grandes, petites, rutilantes ou pas très belles, elles remplissent la même fonction. PHOTO: Roger Ganley



Roger Ganley - 6426
Zone Director
780.986.9230 | zd-a@maac.ca

BUDGET TIME

There's only one thing I dislike more than painting (walls that is, not a picture) and that's MAAC budget time. Talk about a wailing and gnashing of teeth. Most of the budget process isn't that tortuous but some of it is. I've suggested that we the Board of Directors give away lots to the membership one year then grab it back the next by raising the membership fee! Fortunately, the vast

majority of the Board are not nearly as impulsive or as panicky as I am.

I personally don't see an increase in MAAC dues coming up. I've never been gifted when it comes to predicting the future but in all seriousness, it looks quite good at this point in time.

TRANSPORT CANADA

There has been no update on Transport Canada and NAV Canada's concern with MAAC flying fields located in the near proximity of larger and/or busier airports in Canada. MAAC members flying at these locations may certainly continue to do so.

MAAC has requested that all flying activities at these locations maintain a ceiling of 400 feet.

Many clubs in MAAC's world have this as an altitude limit regardless as to whether or not they are near an airport. This is a good example of using your common sense and if you have any doubts at all, then just ask someone in your club who you think may know.

If that's not convenient, then just give me a call or e-mail me. If I don't have an answer for you, I'm quite confident that someone in MAAC's world will. ✈

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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. ✨



ATLANTIC (B)



Cato Hansen - 61451

Zone Director
zd-b@maac.ca

Hi everybody. I hope you all are doing well. Now is the time to get fixing and building again. Support your local hobby shop or online Canadian supplier with your purchases as they need all the support they can get. We just lost one more down here in New Brunswick, so put your money where your mouth is and do your share.

In closing, I'm turning it over to my old buddy Jim. Have a great time and stay safe.

"Here I am, doing my duty of social distancing, model builders have no problem being in isolation!

"The model is a Brian Taylor plan of a Gloster Gladiator the scale is 1 and 3/4" to the foot. (a bit smaller than 1/6th). The short kit came from Sarik Hobbies in the U.K.

"The pilot was painted by my buddy Andrew Colwell who also 3D printed the nine cylinders of the radial engine. So, there it is waiting for the paint job, which will match the Sea Gladiators used to protect Malta before the Hurricanes and Spitfires arrived." ✈

Bonjour, tout le monde. J'espère que vous vous portez bien. C'est le bon moment de réparer ou de construire. Appuyez votre magasin de passe-temps local ou votre fournisseur en ligne canadien; ils ont besoin du moindre appui. Nous venons de perdre un autre magasin ici au Nouveau-Brunswick; faites votre part en dépensant localement.

En terminant, je me tourne vers mon vieil ami Jim. Amusez-vous et demeurez en sécurité.

« Me voici en train d'appliquer la distanciation sociale; les modélistes n'ont aucun problème à se retrouver en isolation!

« La maquette est un Gloster Gladiator (plan de Brian Taylor) et l'échelle se situe à 1,75 pouce au pied (un peu plus petite que 1/6). Ce 'short kit' provient de Sarik Hobbies, au Royaume-Uni.

« Mon ami Andrew Colwell a peint le pilote en plus d'utiliser son imprimante 3D afin de reproduire le moteur radial à neuf cylindres. La voici : la maquette est en attente de sa peinture afin de reproduire la livrée des Sea Gladiators qui ont protégé l'île de Malte jusqu'à ce qu'arrivent les Hurricanes et les Spitfires. » ✈



COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



Roly Worsfold - 50286 L
Directeur de zone
250.374.4405 | zd-c@maac.ca

L'année a bien commencé grâce à plusieurs événements, dont du vol intérieur, la saison de course par immersion (en anglais, First Person View) à Kelowna, le Fun-fly hivernal de Grindrod, les expositions de centre commercial des Penticton Model Aviation Club et de Prince George ainsi que la vente-échange (Swap Meet) de Vernon.

Ce sont tous des événements qui servent à faire la promotion de notre passe-temps et possiblement à attirer de nouveaux membres. Envoyez-moi des photos afin que je puisse les partager dans cette chronique.

À l'échelle nationale, les revenus du MAAC proviennent de la cotisation des membres et nous perdons environ 200 membres par année, et ce, depuis quelques années. Tout événement qu'organisent les clubs pourraient attirer des membres dont nous avons besoin.

Les autres activités qui fonctionnent : faire la promotion du passe-temps chez des clubs jeunesse, participer à des activités comme lors du 1er juillet, les programmes des parcs et loisirs, les expositions de voitures et les salons de l'habitation. Les gens recherchent souvent de quoi meubler



leur temps libre une fois la retraite arrivée; aussi, cela peut semer la graine chez la relève.

Les organisateurs de rassemblements peuvent utiliser à bon escient les événements à venir. Présentez-vous à ceux dans votre région et amenez un ami ou un voisin afin de leur montrer notre passe-temps.

J'espère vous voir cet été à un tel événement ou l'autre, une fois que nous pourrons nous y rendre, cet été.

Pilote en toute sécurité et vérifiez les événements de groupes spécialisés. La participation, c'est une bien bonne façon d'améliorer vos aptitudes de pilotage et de construction. ✈

Chronique de l'éditeur suite de la page 7
au-dessus et en dessous de leur sujet.

Tenez compte des extrémités:

Souvent, nous apercevons des portions de maquette ou de personnes parce qu'ils/elles ont été coupé.e.s sur les extrémités de la photo. Avant de prendre une photo, portez une attention particulière aux extrémités (le contour) et assurez-vous de laisser de l'espace entre le sujet et les extrémités de votre photo.

Placez la source de lumière derrière vous: En autant que possible, placez-vous avec le soleil dans votre dos mais un peu de côté de sorte à ce que votre ombre n'apparaisse pas dans la photo.

Observez l'arrière de votre photo: J'ai toujours dit que la différence entre une bonne photo et une photo sensationnelle, c'est l'arrière-plan de celle-ci. Lorsque vous vous apprêtez à prendre une photo,

jetez un coup d'œil à ce qui se passe au-delà de votre sujet. Souvent, nous recevons des photos qui montrent des gens de dos et en train de se pencher sur leur maquette. Personne ne trouve ça attrayant, alors laissez-les terminer leur besogne avant de prendre votre cliché.

Déplacez-vous, levez-vous ou encore, agenouillez-vous: Souvent, les personnes sortiront tout bonnement leur téléphone et prendront une photo à partir du lieu où ils se tiennent debout. N'ayez pas peur de rapprocher votre caméra du sol ou de vous rapprocher de votre sujet. Utilisez l'écran à votre avantage en cadrant votre photo et assurez-vous que la photo en entier soit intéressante.

Résolution: La plupart des appareils photo et des téléphones cellulaires vous laissent régler la résolution ou celle

grâce à laquelle vous prévoyez envoyer la photo. Pour les besoins de la revue Model Aviation Canada, nous voulons la plus haute résolution possible et idéalement, le fichier le plus fidèle de votre appareil ou téléphone.

Renseignements sur la légende (l'explication sous la photo):

Techniquement, ce point ne porte pas sur un appareil photo ou sur votre téléphone, mais nous voulons des renseignements de base sur la photo. Qui, quoi, où, quand et pourquoi, ce sont les éléments dont nous avons besoin afin de nous servir de la photo. Ma recommandation : envoyez ces renseignements séparément dans un fichier Word (ou en guise de texte dans un courriel) en plaçant un nom correspondant à la photo. ✈

BRITISH COLUMBIA INTERIOR – YUKON (C)



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

The year started off well with a bunch of events including indoor flying, Okanogan First Person View Race season in Kelowna, Grindrod Winter Fun fly, Penticton Model Aviation Club mall show, Vernon Swap Meet along with the Prince George mall show.

All good events for promoting the hobby and reaching out for new members. Please send me some photos to share with the rest

of MAAC through this report.

Nationally, MAAC's revenue comes from our membership dues and we have overall been losing around 200 members per year over the last few years. Events that your club hosts reach out to the community, which helps to attract new members.

Other activities that work are: promoting the hobby through local youth groups, participating in community activities such as the July 1st celebrations, city parks and recreation programs, car shows, and home shows. These are a few ideas where people are looking for hobbies to pass their time

during their retirement and plant the seeds for future members.

Looking to future events in the Zone help the event organizers and participate. Show up at the events in your area, bring along a friend or neighbour to show them our hobby.

Hope to see you at an event near you this summer, once we can get back out this summer.

Fly safely and check out the Interest Group events. Participating is a great way to improve your flying and building skills. ✈



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SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



John Deadman - 26518

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Le printemps est finalement entamé ici sur la côte Ouest. Au moment de rédiger cette chronique, la situation du coronavirus prévaut. J'espère que vous vous en tirez bien. L'Assemblée générale annuelle du MAAC qui devait avoir lieu en Ontario a été remise à plus tard jusqu'à ce que la situation se stabilise.

CLUB DE DRONES

Un club local au sein de ma zone, KwadsRUs, est en train de redéfinir la perception des gens au sein de notre passe-temps. Voici un compte-rendu de leurs activités et quelques-uns des événements au calendrier pour la prochaine année. Article et photos d'Ignacio Romero.



KWADSRUS

KwadsRUs a été fondé par un groupe de modélistes passionnés en 2018 avec comme objectifs d'organiser des courses de drones en toute sécurité et compétitives; d'offrir la chance à des courseurs de se qualifier nationalement et internationalement.

La mission ultime du club, c'est de bâtir une communauté d'adeptes, de s'amuser de faire croître le sport des courses en vol d'immersion (FPV) en Colombie-Britannique.

Cette année sera excitante pour la

suite à la page 74

SOUTH WEST BRITISH COLUMBIA (H)



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Spring has finally started to show itself here on the West Coast. As I write this, the Corona virus situation is amongst us, so hopefully all is well with you and yours.

The MAAC AGM that was to be held in Ontario has been postponed until the Corona virus situation stabilizes, and then it will be rescheduled.

DRONE CLUB

A local club in my zone, KwadsRUs, is turning the way most people perceive drones in our hobby. Here is what they have been up to and some of their plans for this year, the article and photos are from Ignacio Romero.

KWADSRUS

KwadsRUs was founded by a group of passionate hobbyists back in 2018, with the goal of organizing safe and competitive FPV drone races, giving local talented racers the chance to qualify and compete at national and international events. The club's ultimate mission is to build a community, have fun and grow the sport of FPV drone racing in British Columbia.

2020 is shaping up to be a very exciting



year for FPV drone racing in Canada, particularly in British Columbia, home to the KwadsRUs Racing Club (MAAC #873).

Our recent Tier 1 MultiGP ranking achievement has enabled us to host more exciting events for club members and newcomers. Allowing us to further expand,

grow and take the sport to another level!

The KwadsRUs 2020 racing season will be broken down into a winter and a summer series. The Winter Series will be all about micro class indoor racing, taking place bi-weekly at the University of British Columbia.

continued on page 74

MANITOBA (D)



Jeff Esslinger - 64851L

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Le temps de la chronique de ce mois-ci, j'en laisse la majeure partie à Randy Hepner (directeur adjoint de la zone)... À vous, Randy!

RAPPORT PRINTANNIER DE LA ZONE D

« Bien des choses peuvent changer en une année.

« Depuis que j'ai rédigé un rapport de zone, on m'a promu au poste de directeur adjoint de la zone, avec tout le salaire et les bénéfices que cela implique. Mais c'est là un changement bien mineur comparé à ce qui se passe autour de nous. Parlons-en, un peu.

« C'est un bon thème à récupérer depuis mes propos de l'année dernière (est-ce que quelqu'un les a lus?) et avec un peu de chance, cela provoquera des conversations dans l'aire des puits – à bonne distance – sur les défis qui attendent le MAAC.

« Vous souvenez-vous de l'époque où quelqu'un pouvait grimper à bord de son véhicule et aller prendre un café avec ses amis sans porter une combinaison contre les matières dangereuses? La pandémie COVID-19, c'est du sérieux – aucun doute là-dessus – mais cela ne veut pas dire que vous ou moi-même devons y laisser notre santé mentale. Ma femme et moi évoquons souvent l'expression « Tu te souviens de l'époque où nous pouvions (veuillez insérer une activité)? », histoire de garder notre calme et de vaquer à nos occupations et de rire jaune un peu. C'est important, le rire.

« Lorsque j'étais adolescent, je me rappelle avoir été en mesure d'empoigner ma carabine .22 afin d'aller tirer à la carrière... pas de permis, pas de souci. Cela a changé pour le mieux, d'après moi. Pour illustrer mes propos, j'ai suivi un cours de maniement d'armes à feu, l'automne dernier; j'ai réussi mes examens et j'ai reçu mon accréditation. Pendant une journée et demie, l'instructeur nous a remis du matériel didactique, a procédé à des tests pratiques et nous avons écrit un examen, long mais pertinent. Je ne considère pas cela comme étant un fardeau, compte tenu de la responsabilité que j'ai maintenant acceptée.



As a scratch-builder inspiration can come at any time anywhere. I saw this small model of the NASA ER-2 in the NASA tent at Oshkosh this summer and that started the thinking process... and no, they wouldn't sell it to me. / En construction artisanale, l'inspiration peut venir n'importe où et n'importe quand. J'ai aperçu cette petite maquette d'un ER-2 de la NASA sous un chapiteau de la NASA à Oshkosh cet été et elle a lancé mon processus de cogitation... et non, on ne voulait pas me la vendre.

« Je me souviens de l'époque où, jeune père de famille, nous pouvions partir en camping et à la pêche pendant nos 'vacances' (la meilleure forme de distanciation qui soit). J'ai possédé plusieurs bateaux au fil des ans – je n'en ai immatriculé aucun – et je n'ai jamais songé à m'inscrire à un cours de navigation. Eh bien, cela a changé aussi – maintenant, je dois me munir d'une carte de compétence pour opérateurs d'embarcations de loisirs et mon bateau doit être immatriculé.

« Le cours est disponible en ligne et est facile! J'en suis à la quatrième journée et je passe à travers les modules de cours, à coups d'une heure ou deux chacun. C'est beaucoup de matériel à assimiler pour un gars des Prairies qui ne s'en servira jamais...

« Je reviens au vol télécommandé.

« Je me souviens de la première fois lorsque j'ai essayé le vol télécommandé... en fait, des deux fois. La première, c'était au milieu des années 1980. J'avais 14 ans et j'étais devenu membre des Regina Windy Flyers; un modéliste plus vieux du nom d'Ed m'avait pris sous son aile et m'avait assigné à la boîte-école (buddy box) pendant un moment. Après m'avoir montré les rudiments du pilotage, j'ai tenté l'aventure et j'ai pu effectuer des vols aussi souvent que l'envie me prenait.

« La deuxième fois que je suis revenu au vol, c'était au début des années 2000, après

avoir élevé ma famille et avoir retrouvé un peu de temps libre. J'ai dépoussiéré quelques petites maquettes à moteur et j'ai renoué avec le passe-temps sur des routes de gravois. J'ai ensuite découvert les diminutifs Park Flyers électriques et quelle joie! Ce petit équipement a donné une nouvelle signification à 'n'importe où, n'importe quand'.

« Ensuite, je disposais d'un peu plus de temps et d'argent et j'ai voulu faire voler des engins plus gros et plus rapides. Je me suis joint au MAAC et à un club. Les choses n'avaient guère changé depuis les années 1980; j'ai fait un peu de boîte-école, j'ai assimilé les procédures en vigueur au club et voilà, je me relançais.

« Aujourd'hui, le paysage change une fois de plus et 'tenez bien vos tuques', il y en aura davantage. À l'instar des armes à feu, du nautisme et de probablement bien d'autres activités, les règles et règlements s'invitent dans notre vie.

« Bien que le MAAC ait travaillé très fort à défendre notre passe-temps en obtenant une exemption des règlements s'appliquant aux drones qui ont été introduits il y a presque un an, la suite à retardement, c'est que le MAAC dévoilera d'autres changements. Ces exigences en rajouteront sur la façon dont doivent opérer les clubs et les modélistes.

suite à la page 72

MANITOBA (D)



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For this issue, I've asked Deputy Zone Director Randy Hepner to write a few words... Take it away Randy!

SPRING 2020 ZONE D REPORT

"A lot can change in a year.

"Since I last penned a Zone report, I've been promoted from assistant to Deputy Zone director, with all the pay and benefits to match. But that is a minor change compared to the changes occurring all around us – so let's have a chat about that.

"It's a good theme to pick up where I left off last year (anyone read it?) and hopefully, it invokes some healthy pit area conversations -- at the appropriate social distance -- about the challenges facing MAAC.

"Remember when a guy could hop in his car and go for a coffee with buddies without wearing a hazmat suit? COVID-19 is a serious matter... of that there is no doubt – doesn't mean I/we have to lose my sanity over it. The wife and I have a recurring joke/phrase we use to help us keep calm and carry on – "Remember when we used to be able to (insert activity here)" and then laugh. That's the important part - laughter.

"I remember when, as a teenager, I could grab my .22 and go plinking in the local quarry - no licence, no fuss. That has changed for the better I think. More to the point I took, wrote and passed all my accreditations for a firearms license this past fall. For a day and a half, an instructor led classroom material, hands-on practical testing and a lengthy and purposeful written exam. I don't consider that an overly burdensome exercise considering the responsibility I now have.

"I remember when as a young adult with a young family, we would go camping and fishing for our "holidays" (the best kind of social distancing together). I've owned many different boats over the years – never registered a single one – never even thought about taking a course on boating. Well turns out that has changed too – now I need a 'Pleasure Craft Operator Card' and my boat needs to be registered.

"The course is available on-line but it's



My 100% scratchbuilt NASA ER-2. It has an 80" wingspan and weighs 4lbs ready to fly. It is powered by two 25 amp motors spinning APC6x4 pusher props, one on each wing pod. Two 2200Mah 3S packs give a run time of about 15 minutes. The Pod on top is removable and houses a Go-pro or FPV camera. What is inside the long nose is a secret. / Mon ER-2 de la NASA, de construction 100 % artisanale. Il possède une envergure de 80 pouces et pèse 4 livres, prêt à voler. Deux moteurs de 25 ampères le propulsent à l'aide d'hélices propulsives (pusher) APC 6 x 4, l'une dans chaque nacelle (pod) d'aile. Deux batteries 3S de 2 200 mAh me procurent un temps de vol d'environ 15 minutes. L'ajout sur le dessus est amovible et renferme une caméra Go-Pro ou de vol par immersion (FPV). Ce qui se trouve dans le nez allongé... c'est un secret.

a doozy! I am on day four, trying to work through all the modules – a hour or two at a time. Ughh so much stuff a Prairie boy will never use...

"Back to MAAC.

"I remember when I first started flying RC... actually both times I first started flying RC. The first time was in the mid-80s. I was 14 and joined the Regina Windy Flyers where an elderly fellow named Ed put me on the buddy box for a bit. After he showed me the ropes and then I was off, flying when and where I pleased, as often as I pleased.

"The second first time was during the early 2000s, after raising the family and finding some spare time. I dusted off a few old small glow planes and got back into it off gravel roads. Then I found the beauty of electric park flyers! Anywhere, anytime took on a whole new meaning thanks to the small stuff.

"Then I found more time, and more money, and wanted to go bigger and faster. I joined MAAC and a club properly followed. Things hadn't changed much since the 80s – I was on a buddy box for a bit, I learned the Club's 'ropes' and off I went.

"Today, things are beginning to change and hold on because more is coming. Just like firearms, boating, and probably a myriad of other activities, regulation and rules have found us.

"While MAAC worked hard for the hobby to get an exemption from the restrictive 'drone' regulations introduced nearly a year ago, the side effect is that MAAC will be putting out some new "stuff" in short order. This 'stuff' will expand on how we must operate as clubs and as individuals.

"Considering the responsibility we have when we operate our models, I hope the new info package/guidelines are not too onerous on the members. If not, let me know – I'm pretty tight with one of the authors.

ZONE D

"For the members of Zone D, we have a team of excellent volunteers, led by the ever-unflappable Jeff Esslinger, working in the background to keep the Zone running smoothly. I encourage members to speak up on any matters that your Zone officials can

continued on page 72

MIDDLE (E)



Modellers of all ages getting ready for their flights. / Des modélistes de tout âge s'apprêtent à exécuter des vols.



Roy Rymer - 61172L

Directeur de zone

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Bien que notre saison hivernale ait été raccourcie et que toute planification de saison estivale est « en l'air » (jeu de mots intentionnel), je voulais partager ce bref compte-rendu de Bob Gunter, des Rose City Model Flyers. Voici un aperçu du plaisir que nous pouvons avoir au sein du passe-temps!

LE VOL INTÉRIEUR À PROPULSION ÉLASTIQUE, « LA VRAIE PATENTE »!

« Les Rose City Model Flyers sont l'hôte d'une séance de vol intérieur le vendredi matin (hors-saison) pour ses membres et quiconque veut participer. Bien sûr, les pilotes doivent être membres en règle du MAAC.

« Un défi légèrement différent attendaient les participants, le vendredi 31 janvier, lorsqu'un groupe de 23 pilotes est arrivé au Youngs Sportsplex de Welland (Ontario), chacun muni de sa petite maquette à propulsion élastique, le MAAC Dart. Tout le monde était prêt à participer à un concours d'endurance.

« Deux membres de longue date du MAAC, Jim Thornton et Ron Campbell – tous deux très expérimentés en maquettes à élastique – dirigeaient la séance.

« Les trois premières places ont été attribuées à Andy Fakla (assistant directeur de zone), Scott Black et Rob Rittner. Nous avons aussi récompensé Elianna Friesz à titre de concurrente la plus jeune, petite et jolie. » ✈



A fourth reward was earned by Elianna Friesz for being the youngest, smallest, and prettiest contestant who completed several flights. / Une quatrième récompense attendait Elianna Friesz en sa qualité de concurrente la plus jeune, plus petite et plus jolie, d'autant plus qu'elle a réussi plusieurs vols.

MIDDLE (E)



Twenty-three modelers showed up with their MAAC Darts. / *Quelque 23 modélistes sont arrivés, MAAC Darts en main.*



Roy Rymer - 61172L
Zone Director
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While the 'winter' flying season was cut short, and the coming months are still up in the air -- so to speak -- I thought I'd share a short report sent in by Bob Gunter over at the Rose City Model Flyers. It's a quick look at some of the fun we have in the hobby!

INDOOR RUBBER FLYING AS GOOD AS IT GETS!

"The Rose City Model Flyers host an indoor flying session every Friday morning during the off-season for its members and others who care to come out and join in on the fun. Of course, the pilot needs to have a current MAAC membership.

"For a slightly different challenge, on Friday January 31st, a group of 23 pilots arrived at the Youngs Sportsplex, in Welland,

each with their own 'Maac Dart', ready to compete in a free flight endurance contest .

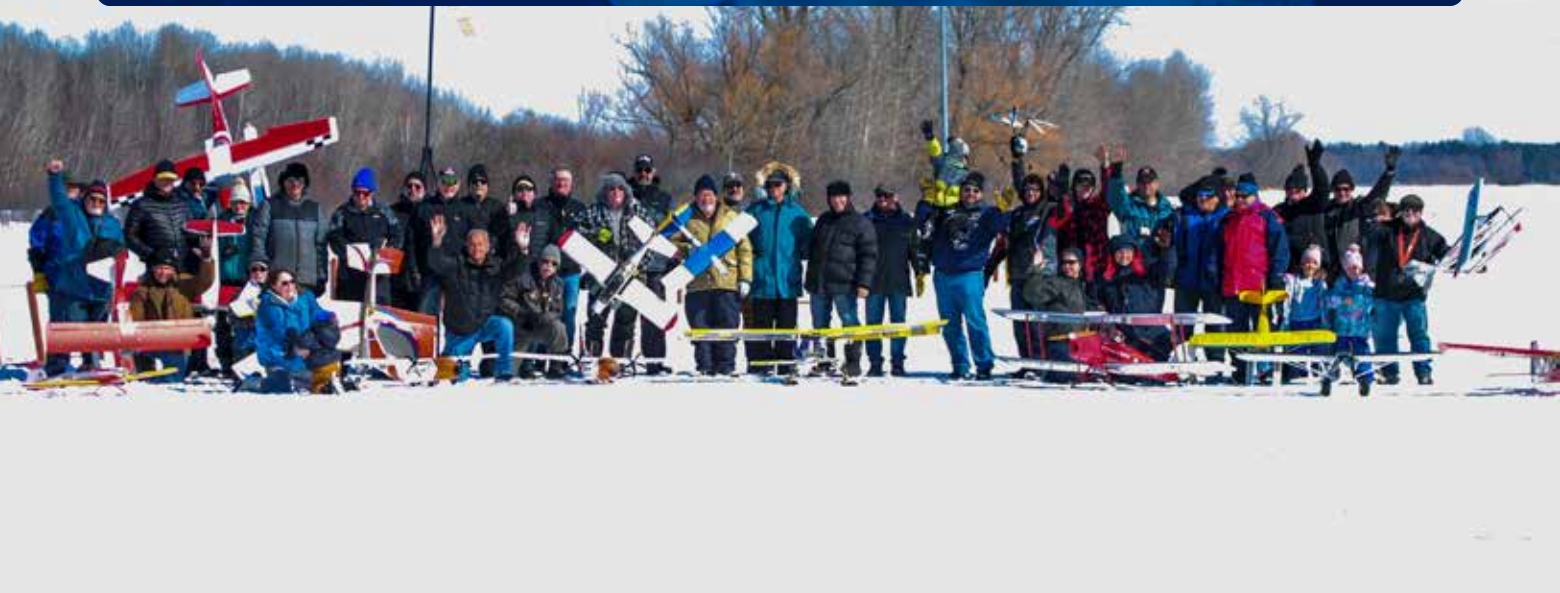
"The event was governed by longtime MAAC members Jim Thornton and Ron Campbell, who both have plenty of experience in the building and flying of rubber-powered models.

"The top three places went to Deputy Zone Director Andy Fakla, Scott Black and Rob Rittner. We also recognised Elianna Friesz for being the youngest, smallest, and prettiest contestant." ✈



Jim and Ron presenting awards to the top three contestants, Deputy Zone Director Andy Fakla, Scott Black and Rob Rittner. / *Jim et Ron présentent les prix aux trois premières places : Andy Fakla (assistant directeur de zone), Scott Black et Rob Rittner.*

VALLÉE DE L'OUTAOUAIS (G)



The gathering of pilots from the Stetson Winter Fun Fly held on March 7th. / Les pilotes rassemblés lors du Fun-fly hivernal des Stetson Flyers, le 7 mars.

Photo by Simon Nadler CFI, Stetson Flyers.



Geoff Strotmann - 30746-L
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Au moment où je rédige cette chronique, nous sommes en proie à la pandémie de la COVID-19 et nous devons composer et reconnaître la réalité de la situation. Je suis très fier de faire valoir les aptitudes de gestion du MAAC et des dirigeants de clubs locaux alors que tout le monde devait observer les consignes gouvernementales et des agences de santé en plus d'offrir des instructions raisonnées et équilibrées aux membres.

L'équipe organisatrice de l'Assemblée générale annuelle de la zone G -- appuyée des conseils de l'exécutif et du conseil de direction du MAAC -- s'affaire à renégocier les détails entourant l'A.G.A. 2020 du MAAC (logistique et autres) en soupesant le risque, les coûts et la disponibilité du lieu de rencontre; l'heure est à l'adaptation à mesure que la pandémie prend de l'ampleur au quotidien.

Vous savez, il y a une raison pour laquelle notre organisme conserve sa force au fil des générations; tout revient à nous, comment nous nous comportons, comment nous nous appuyons les uns les autres et comment nous nous adaptons aux circonstances que nous ne pouvons

contrôler... Voilà un exemple éclatant de la force et de la résilience du MAAC.

Autre exemple : le nombre d'évènements hivernaux au sein de la zone G, qu'il s'agisse de chili-flies, de Fun-flies hivernaux, de ventes aux enchères et de ventes-échanges (les fameux Swap Shops), voire de simples vols à l'extérieur... nos membres ne cessent de montrer à quel point ils adorent leur passe-temps à n'importe quel moment de la soirée.

LES RASSEMBLEMENTS SONT NOMBREUX

À l'heure actuelle, nous comptons 33 clubs au sein de la zone G et quelque 16 évènements hivernaux ou de début de printemps ont été planifiés et approuvés. Plusieurs clubs organisent des évènements réguliers où la participation aussi aussi bonne qu'appréciée.

Le Fun-fly hivernal des Stetson Flyers s'est déroulé lors d'une journée parfaite le 7 mars; plus de 40 pilotes étaient de la partie et avaient apporté plus de 100 maquettes afin de percer des trous dans le ciel.

Je conclurai ma chronique en espérant que d'ici à ce que vous la lisiez, les inquiétudes sur le plan santé seront derrière nous de sorte à ce que nous puissions nous concentrer sur le printemps et la saison estivale de vol. Je souhaite de la santé à vos

familles et à nos membres; prudence et plaisir à prendre part à notre merveilleux passe-temps.

Demeurez en santé et pilotez en toute sécurité. ✨

Chronique du président *suite de la page 4*

a été remise à plus tard dans l'année, si la pandémie le permet. Le conseil de direction s'est alloué une courte pause des conférences téléphoniques hebdomadaires à la mi-mars. La pression a été retirée en raison de la remise de l'A.G.A. à plus tard. Une partie du travail administratif s'effectue grâce au télétravail.

Selon moi, les gens doivent cesser de penser à brève échéance, c'est-à-dire pour les prochaines deux semaines, et examiner la réalité. Les experts en matière de COVID-19 nous disent que le virus modifiera ce que nous faisons -- et comment -- pendant les 18 prochains mois. Les conséquences financières s'étireront bien au-delà.

L'avenir dépendra de ce que nous faisons aujourd'hui. Nous sommes flexibles et faisons preuve de résilience. Les nouvelles traditions restent à découvrir. ✨

OTTAWA VALLEY (G)



Jonathan Harper's 72" wing span scratch-built model of the 1918 Curtiss HS2L sub hunter converted to a Canadian bush plane called "La Vigilance", operated by Laurentide Air Service, which crashed in Foss Lake in 1922. The full-scale reproduction is in the Canadian Aviation and Space Museum. / Le Curtiss HS2L 1918 de Jonathan Harper de construction artisanale (envergure de 72 pouces). Le véritable était chasseur de sous-marins et a été converti en appareil de brousse appelé « La Vigilance », qu'exploitait le Laurentide Air Service qui s'est écrasé sur le lac Foss en 1922. La réplique à l'échelle réelle de l'appareil se trouve au Musée canadien de l'aviation et de l'espace à Ottawa.

Photo by Simon Nadler CFI, Stetson Flyers



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As this article is composed, we are in the throws of dealing with and learning by the harsh realities of a viral pandemic in COVID-19. I am extremely proud to highlight the superior management skills demonstrated by both MAAC and local club Leadership teams in reinforcing governmental and health guidance as well as providing specific, tempered and balanced instructions among members within individual clubs.

Zone G's AGM team, with the guidance of MAAC's executive and the support of the Board of Directors, is very busy

re-negotiating MAAC's 2020 AGM venue and logistics, collaboratively balancing risk, cost and facility availability, adapting as this current health pandemic expands on an exponential basis, day to day.

You know, there's a reason why our organization stays strong over generations; it is us, how we conduct ourselves, support each other and adapt to influences beyond our control... this is one shining example of MAAC's strength and resiliency.

Another example is the number of winter events held within Zone G; be it chili fly or Winter Fun Fly events, auctions, swap meets or just fair-weather winter flights, our members demonstrated their love of our hobby on a year-round basis.

GREAT EVENTS YEAR ROUND

We currently have 33 clubs in Zone G and there were 16 winter and early spring events planned and sanctioned. Many clubs hold regular events and they are very well attended and appreciated by all participants.

The Stetson Flyers Winter Fun Fly was held on a picture-perfect day on March 7 with over 40 pilots in attendance and in excess of 100 aircraft boring holes in the sky.

In closing for this edition, I sincerely hope that, by the time you read this column, the health worries have passed and that we can focus on the coming spring and summer flying seasons. I wish all of you and your families health and to all our flying members another excellent year of safe flying and enjoyment of a wonderful hobby.

Stay healthy and please fly safely. ✈



*Twin Otter ready to take off at Club R/C Matane.
Twin Otter prêt à décoller au Club R / C Matane*

*J-F Martin prepares his Tidewater.
J-F Martin prépare son Tidewater.*

*A Cessna 182 and a KingFisher ready to take off.
Un Cessna 182 et KingFisher prêts à décoller*

*Sébastien Dontigny with his 1/3 scale Super Cub.
Sébastien Dontigny avec son Super Cub à l'échelle 1/3.*

*Luc Bellemare with his 1/4 scale Pietempol
Luc Bellemare avec son Pietempol 1/4 d'échelle*



QUÉBEC (I)



Jean Paul Le Guilcher - 17859
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While winter is a time when most of us hibernate away from flying or the outdoors, here are a couple of reports from clubs about their off-season activity!

CLUB R/C MATANE

Winter down the Saint-Lawrence in Québec is rather long and there is much snow. At Club R/C Matane, a few members do not hesitate to brave the cold and they fly throughout the winter in a big field whose owner authorized them to use. Fitted with snowshoes and with chemical warmth pouches in their gloves, these hardy pilots fly their planes whenever wind conditions are favourable. The models (J-3 Cub, Twin Otter, Tidewater, Kingfisher, Tundra,

Decathlon, Cessna 182) are ski-equipped or stand on actual floats; they fly without a hint of problems thanks to electric propulsion despite the cold and the snow. Lithium batteries work well in the cold and charge loss is negligible. Flights are undertaken much like in the summer, except for outside temperature. Take-offs and landings on hardened snow look like normal grass operations. As for thick and fluffy snow, one must resort to floatplane techniques. The four "winter" pilots made over 200 flights between January and April 2020 and of course, they kept their reflexes sharp in addition to sporting large smiles throughout the cold season. They are ready for the regular (summer) season while obeying the two-metre distance rule (COVID-19).

CARC TROIS-RIVIÈRES

Trois-Rivières' CARC Club held a mall show at the Centre commercial Les Rivières

on February 22 and 23. Over 30 models were displayed – small and bigger, electrics and combustion engines – in the hope to inform the public about our hobby and to interest a few souls in becoming members. Our Zone Director made our day by dropping in during the Saturday.

At the end of last season, this club boasted of 62 members with a good portion of them being good builders. Among the exhibition highlights : Luc Bellemare's ¼ scale Pietempol, Pierre Cyrenne's 3.5-scale Bucker Jungmeister, our own President Sébastien Dontigny's 1/3 scale Super Cub and Léon Trépanier with his 1/8 scale Twin Otter (as per John Labelle plans).

The Club field, located in Saint-Maurice for over 20 years, sports two grass runways (390 ft x 60 ft) and recharging facilities for electric models. ✈

QUÉBEC (I)



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Bien que la plupart d'entre nous avons tendance à hiverner et à nous passer de vol, voici deux comptes-rendus de clubs dont des membres s'adonnent à des activités hivernales!

CLUB R/C MATANE

Dans l'est du Québec l'hiver est long et il y a beaucoup de neige. Au club R/C Matane, quelques membres n'hésitent pas à braver le froid et effectuent des vols durant tout l'hiver dans un grand champ dont le propriétaire leur donne généreusement l'accès. Équipés de raquettes aux pieds et de pochettes chauffantes dans leurs gants, les pilotes volent quand les conditions de vent sont favorables. Les avions (J-3 Cub, Twin Otter, Tidewater, Kingfisher, Tundra, Decathlon, Cessna 182) sont montés sur skis ou sur flotteurs et volent sans problème

grâce à la motorisation électrique qui s'accommode très bien du froid et de la neige. Les piles au lithium, elles aussi, fonctionnent bien au froid et la perte d'autonomie est négligeable. Les vols se déroulent un peu comme l'été, mis à part le mercure. Les décollages et atterrissages sur neige durcie ressemblent à ceux effectués sur du gazon tandis que la neige épaisse et molle exige une technique semblable à celle utilisée sur l'eau avec un avion sur flotteurs. Les quatre membres 'hivernaux' ont effectué plus de 200 vols entre janvier et avril 2020, ce qui leur a permis de conserver leurs réflexes de pilote alerte et tout au long, ces intrépides ont gardé un large sourire. Ils sont prêts pour la saison régulière de vol tout en se conformant à la règle des deux mètres de distanciation, COVID-19 oblige.

CARC TROIS-RIVIÈRES

Le CARC Trois-Rivières présentait une exposition d'avions télécommandés au mail central du Centre Commercial Les Rivières les 22 et 23 février 2020. Plus de

30 maquettes étaient exposées – petites et grosses, électriques et thermiques – dans le but de faire connaître notre passe-temps au grand public et d'intéresser de nouveaux membres. Notre directeur de zone nous a fait le plaisir de nous rendre au cours de la journée du samedi.

Le Club de Trois-Rivières comptait 62 membres à la fin de la saison dernière dont plusieurs bons constructeurs. L'exposition nous présentait entre autres : Luc Bellemare et son Pietempol à l'échelle 1/4, Pierre Cyrenne et son Bucker Jungmeister à l'échelle 3,5, Sébastien Dontigny (notre président) et son Super Cub à l'échelle 1/3 ainsi que Léon Trépanier et son Twin Otter à l'échelle 1/8 construit selon un plan de John Labelle.

Le terrain du Club, situé à St-Maurice depuis plus de 20 ans, dispose de deux pistes gazonnées de 390 pi. par 60 pi et des installations de recharge pour les maquettes électriques. ✈

SAINT-LAURENT (J)



A group photo of the competitors at a Glider competition held at club Les Arpents V'Air in Lacolle (Québec) in July of 2017. / Photo de groupe des concurrents lors d'un concours de planeurs au club Les Arpents V'Air à Lacolle (Québec) en juillet 2017.



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JOYEUSES PÂQUES, PESAÛ, RAMADAN

Nous espérons que les membres du MAAC, leur famille et conjoint.e.s ont célébré de belles Pâques, Pesah et Ramadan. Nous savons que la pandémie de COVID-19 est difficile pour tout le monde. Avec un peu de chance, ce confinement nous a offert un peu de temps pour terminer des projets de construction et d'entretien.

Nous espérons aussi que vous avez profité de vos simulateurs de vol afin de ne pas perdre la main. Pour ceux qui veulent élargir leurs connaissances technologiques, j'espère que vous avez visionné des vidéos sur YouTube afin de profiter de l'expérience qu'ont accumulée d'autres adeptes de votre catégorie d'intérêt.

Enfin, l'emploi de conférences téléphoniques nous a permis de demeurer ensemble émotionnellement à défaut de se retrouver physiquement. Lorsque nos activités reprendront leur cours normal, nous devons surveiller les nouvelles émanant du fédéral et du provincial ainsi que de la scène locale afin de nous assurer que nous pourrions reprendre nos activités conformément aux lignes directrices communautaires.



Peter Bauer busy building foam board models while curious children watched him do his magic during the Côte Saint-Luc Library Day Open House in March of 2018. / Peter Bauer s'affaire à construire des maquettes de foam board tandis que des enfants curieux l'observent pendant la journée d'accueil (Open House) de la bibliothèque de Côte Saint-Luc, en mars 2018.

RENOUVELLEMENT DES ADHÉSIONS

Ne tardez pas à renouveler votre adhésion. Je vous suggère fortement de sélectionner l'option de trois ans puisque notre cotisation n'a pas augmenté depuis plusieurs années et qu'il se peut toujours qu'elles accusent une éventuelle augmentation.

ÉVÈNEMENTS À VENIR

Nous sommes en attente de mise à jour des dates d'évènements prévus. Aussitôt que votre club aura modifié les dates des

siens, veuillez m'en aviser de sorte à ce que j'envoie un bulletin électronique afin d'avertir tout le monde.

LA TECHNOLOGIE ÉVOLUE

Dans ma première chronique de l'année, j'ai parlé d'OPEN TX, une plateforme informatique qui sert à programmer des émetteurs, récepteurs et autres systèmes de guidage. Cette technologie Open TX offre une importante possibilité de personnaliser nos appareils, surtout s'il s'agit de systèmes

suite à la page 77



The pilots gathered for the Canada Day celebrations in Côte-Saint-Luc. / Les pilotes rassemblés à l'occasion de la fête du Canada à Côte Saint-Luc.



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HAPPY EASTER, PESAH, RAMADAN

We wish all MAAC members, their families, and significant others a Happy Easter, Pesah, Ramadan. We know that the COVID pandemic has been very difficult for all. Hopefully, this forced confinement allowed you that extra time to complete winter build and maintenance projects.

As well, we hope that you have taken advantage of flight simulators to keep your flying skills up to date. For those wishing to broaden their knowledge of new technology, I hope that you have been watching YouTube videos to learn more from the experience of others on your areas of interest.

Last but not least, the adoption of video conferencing has allowed us to remain together emotionally, although we are apart physically. As we slowly return to normal, we will need to assure that we follow the news on a federal, provincial and local basis to ensure that we will resume our activities in accordance with our local community guidelines.

MEMBERSHIP RENEWAL

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

UPCOMING EVENTS

We are now on standby, awaiting the rescheduling of all planned events. As soon as your club has determined its revised date, please advise me so that we can send out an e-blast to advise all.

EVOLVING TECHNOLOGY FOR OPERATING OUR MODELS

In my first article of this year, I mentioned OPEN TX, a software platform used to operate some transmitters, receivers, and flight controllers. Open TX gives and enormous capability to custom program our devices, especially as it applies to automated flight control systems. Features benefit telemetry and FPV flying (while continuing to fly within MAAC safety guidelines).

A secondary benefit is that Open Tx has drastically reduced the cost of our electronic devices by permitting generic use of hardware and software. This can be compared to the price reduction in prescription drugs.



FPV Drone Racing pilots at ski Hill Mont Saint-Bruno in June of 2017. / Des pilotes de course de drones FPV (vol par immersion) au centre de ski de Mont Saint-Bruno en juin 2017.

The learning curve for programming Open Tx is quite steep and to succeed, you must be computer literate. To help in this process, there are many YouTube videos on the subject and I strongly encourage you to watch videos from Joshua Bardwell, Painless 360, Home Built, Flite Test, etc.

Needless to say, as you customize the way in which your transmitter operates, testing

continued on page 73

SASKATCHEWAN (K)



Tony Quist's gorgeous F-86 Sabre in German livery included an impressive amount of cockpit detail (below). / Le fabuleux F-86 Sabre de Tony Quist en livrée allemande comportait quantité de détails dans le cockpit (ci-bas).



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Au moment où vous lirez ceci et avec un peu de chance, notre confinement et la distanciation ne seront pas aussi prononcés. Puisque le gouvernement fermait les frontières, plusieurs d'entre nous, les Snowbirds, avons raccourci nos vacances de quelques semaines.

À notre retour, nous n'avons eu aucune difficulté (de santé) en isolement. Tout va bien du côté de notre famille et j'espère qu'il en est de même avec la vôtre. Cette isolation m'a donné le temps de me rattraper dans certains projets alors c'est bien.

Pendant que j'étais encore dans le Sud, mi-mars, je me suis rendu au rassemblement Scale Qualifier Gun Smoke 2020 à Mesa (Arizona) et j'y ai traîné notre ancien président national Rick Reid. C'était la première fois que je me rendais à un tel événement du genre et j'ai été surpris de rencontrer quelques pilotes que je connaissais.

Si vous aimez les copies volantes (scale),

le travail artisanal de ces constructeurs/pilotes vous impressionnera. J'aimerais avoir la patience d'accomplir les projets qu'eux osent entamer. J'ai réussi à prendre quelques photos... 240, plus précisément!

Cela dit, je vous offre une petite description de deux des pilotes et de leur maquette respective et peut-être arriverai-je à vous en présenter d'autres la prochaine fois, si je n'ai pas autre chose à partager avec vous. J'ai besoin de vos idées alors n'hésitez pas à communiquer avec moi.

JERRY NEUBERGER

Le Stearman de Jerry Neuberger possède une envergure de 87 pouces et a été réalisé (depuis des plans Ziroli) à titre de short kit chez Precision Kit Cutters. Il est mû par un DLA i64 bicylindres en ligne, est recouvert de Solartex et la peinture a été réalisée grâce à des produits de chez Home Depot. Ce pilote me dit que sa création a plus de 300 vols à son actif, alors ce n'est certainement pas une reine du hangar.

Jerry a reproduit l'appareil à l'échelle réelle de la Commemorative Air Force, organisme situé au terrain Falcon Field à Mesa (Arizona).



TONY QUIST

Tony Quist pilotait un F-86 Sabre en livrée allemande, mû par un Kingtech K160 turbojet. Ses commanditaires : Horizon Hobbies et Superstition Hobbies, de Mesa. (Je mentionne que si vous êtes dans cette région, les magasins de passe-temps vous accorderont un escompte si vous leur montrez votre carte du MAAC.)

Tony guide sa maquette à l'aide d'un émetteur Spektrum ix20 et d'un récepteur 20310T et de servos 6300. Si vous éprouvez

suite à la page 74

SASKATCHEWAN (K)



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By the time you are reading this and with any luck, our lockdown will be over and social distancing won't be as restrictive. With the government closing the borders, several of us snowbirds had to cut our vacations short by a couple of weeks.

On our return, we went through the two weeks of self-isolation with no issues. So all is well with my family as I hope it is with yours. This isolation thing has given me the time to catch up on some projects so all is good in that respect.

While still down South, in the middle of March, I went to watch the Scale Qualifier Gun Smoke 2020 in Mesa, Arizona, and dragged former MAAC president Rick Reid with me. This was the first time for me attending an event of this type and I was a little surprised to see some pilots I actually knew.

If you are into scale, you would be impressed by the work these builder/flyers put into their projects. I wish I had the patience to accomplish the projects that they take on. I did manage to take a few pictures, two hundred and forty to be exact!

So, with that said, I will give you a rundown about two of the pilots and their planes for now and maybe do some more next time if I have nothing else to share with you. I need ideas from you so don't hesitate to contact me.

JERRY NEUBERGER

Jerry Neuberger's Stearman has a 87-inch wingspan built from Ziroli plans using a Precision Kit Cutters short kit. It is powered by a DLA i64 inline twin, covered with Solartex and finished with exterior paint from Home Depot. He says she has over 300 flights under her wings so she is not a Hangar Queen.

It is modeled after the Stearman owned by the Commemorative Air Force, located at the Falcon Field in Mesa, AZ.

TONY QUIST

Tony Quist was flying the German F-86, powered by a Kingtech K160 turbojet. Tony's sponsor is Horizon Hobbies, along with Superstition Hobbies in Mesa. (I would like



Jerry Neuberger's impressive 87" Stearman. / L'impressionnant Stearman (envergure de 87 pouces) de Jerry Neuberger.

to mention that if you are in the Mesa area, the hobby shops will give you a discount if you show your MAAC membership card.)

Tony's plane is guided through the air using the Spektrum ix20 transmitter using a 20310T receiver with 6300 servos. If you are having any trouble programming a Spektrum transmitter, he can help you. Go easy on him if you ask about helicopter programming; he will struggle with that... don't ask me how I know.

All the planes seemed to fly well; it could be the skill of the pilots flying them for sure as some were to the upper limits in weight for the airframes. There were two planes that the gravity gods pulled out of the air on the day we were there. For instance, a large 68lb F-86 had a hard landing, making for a quick removal of the landing gear. Not a good day for those who had mishaps, but all in all a great day for Rick and myself. ✈

SUD EST DE L'ONTARIO (L)



A salute to Middle Zone for making an effort to hold a Control Line Fun Fly in September 2019 at the Niagara Region Model Flying Club's Brock Field. Here Middle Zone ZD Roy Rymer poses with Peter Hanson who is holding Andy Fakla's vintage 1970's stunter. / Félicitations à la zone Milieu d'avoir organisé un Fun-fly de vol circulaire acrobatique en septembre 2019 au terrain Brock du Niagara Region Model Flying Club. Ici, Roy Rymer (directeur de la zone Milieu) pose en compagnie de Peter Hanson, ce dernier tenant la maquette acrobatique classique (1970) d'Andy Fakla.



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LE MONDE À L'ENVERS

Le monde a amorcé un virage très abrupt depuis que j'ai rédigé la dernière chronique de la zone.

À ce moment-là, le virus de la COVID-19 était quelque chose qu'on semblait devoir éviter et personne ne se doutait de l'impact qu'il a depuis provoqué dans notre vie au quotidien.

Au moment où je vous écris, la plupart des parcs de la Ville de Toronto sont fermés au public et les permis que nous avions l'habitude de demander au club ont été annulés au moins jusqu'en juin.

Cela signifie que nous n'effectuerons pas de vols et je suis persuadé que cela s'applique aux autres clubs qui utilisent des terrains de vol que possèdent des villes et municipalités. Je ne suis pas sûr que même si nous pouvions nous en servir, j'irais moi-même de l'avant jusqu'à ce que les autorités en matière de santé nous donnent le feu vert.

Certains Covidians (ceux qui ne croient

pas à la théorie du virus) m'ont dit que j'exerce trop de précautions mais mon avis, c'est que je me me trouve à cet âge où si je l'attrapais, c'en serait fait de moi. Vous prenez une chance et c'est votre prérogative.

LES CLUBS Y GOÛTENT

Il est évident que tous les clubs sportifs encaissent le coût et ceux dont les membres font voler des maquettes n'y font pas exception. Les clubs d'avions ont tous un bail à payer et d'autres dépenses qui nécessitent une entrée d'argent. Peut-être voudriez-vous songer à payer vos frais d'adhésion – et le MAAC – même si vous ne pouvez rien piloter à l'heure actuelle. Les clubs qui vous ont fourni des installations pendant toutes ces années auraient besoin d'une telle entrée d'argent afin de survivre; vous leur devez bien un brin de loyauté.

Évidemment, si votre situation financière est difficile, vous ne pouvez poser ce geste de générosité. Mais je vous encourage à faire quelque chose de bien... si vous pouvez vous le permettre.

HISTOIRE DE Balsa!

Le matériau magique sur lequel nous

nous sommes fiés pendant plusieurs années devient de plus en plus difficile à trouver et il est rendu coûteux. Plusieurs fabricants se détournent d'en cultiver et d'en couper en raison d'une baisse de la demande.

En ce qui me concerne, le balsa demeure le matériau de choix en construction, d'autant plus qu'il est facile à réparer et qu'il demeure compatible avec plusieurs adhésifs et peintures. De plus, il a cette odeur que ne peut pas vous procurer la mousse lorsque vous ouvrez la boîte.

D'ailleurs, il y a déjà trop de plastique dans le monde qui n'est pas biodégradable et qui est de trop sur notre planète, surtout s'il se retrouve dans nos lacs et océans!

Mon conseil : si vous voulez continuer de construire à l'aide de balsa, commencez à vous trouver des distributeurs et soyez prêts à payer le prix qu'il faut.

Si vous aimez les kits de balsa, peut-être voudrez-vous vous procurer quelques kits préférés et les garder sur une étagère. Ils seront moins dispendieux que le balsa à l'avenir et nous nous allons nous en servir de ce bois lorsque nous ne serons plus en mesure de nous en servir pour construire.



SOUTH-EAST ONTARIO (L)



A complete Fireball Kit, from about 1950. The Fireball was probably the first almost prefabricated model, all you needed to buy was glue and paint. / Un kit complet du Fireball qui date d'environ 1950. Le Fireball était probablement la première maquette qui soit presque préfabriquée. Vous n'aviez qu'à acheter la colle et la peinture.



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THE WORLD TURNED UPSIDE DOWN

The world has taken a very abrupt turn since I wrote that last zone column.

At that point, the COVID-19 virus was something that we seemed likely to avoid and no one was expecting the impact that it has since made on our daily lives.

As it stands now, most of the City of Toronto parks are closed to the public and permits that our club had applied for have been cancelled until at least the end of June.

So that means no flying for us, and I am sure the same applies to other clubs that make use of flying sites owned by cities and municipalities. And I am not sure that even if we were free to use them, I would do that until the all-clear is sounded by the health authorities.

It has been pointed out to me by some Covidians (virus non-believers) that I am being overly cautious in my views, but I am of that delicate age that if I get it, I could be

“toast”. So, you pay your money and you takes your chance, so to speak.

CLUBS ARE HIT HARD

Obviously, all sporting groups have been hit hard and the ones involved in sport aviation are no exception. R/C clubs have leases to pay, and other expenses that require some income in order to cover. Maybe you would like to consider paying your dues to the club – and MAAC – even if you can't fly. Some loyalty to the groups that have looked after your good time up to now may need some payback now to stay afloat.

Obviously, if you are in tight financial straits yourself, you cannot afford that kind of generosity. But I would appeal to you to do the right thing... if you can afford it.

BALSA WOOD AND ALL THAT!

The wonder material that many of us have relied on for so many years is becoming hard to get, and very expensive. Many manufacturers are no longer interested in cultivating it and cutting it because of a lack of demand.

As far as I am concerned, it is still the building material of choice as it is easily repaired, it is compatible with any number of adhesives and paints and has a wonderful smell that plastic foam just doesn't give you when you open the box.

Besides, there is already too much plastic in the world to begin with, it is not very biodegradable, and it is becoming a curse to the planet, especially when it gets into our lakes and oceans!

My advice to you is that if you want to continue building with balsa, start scouring sources for what you can find, and be prepared to pay for it.

If you like balsa kits, maybe you want to buy a few favourites, and keep them on the shelf. They are going to be cheaper than buying sheet balsa in the future, and we are going to miss building in wood when we can no longer do so. ✈

SUD OUEST DE L'ONTARIO (M)



Larry Schroeder flying his F-16 to the moon. / Larry Schroeder pilote son F-16 en tentant de se diriger vers la lune.



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Tout le monde pense à la pandémie de la COVID-19. Pensez-y : fin janvier, nous avons tout juste entendu parler de quelques reportages au sujet du « virus en Chine ».

À l'heure actuelle, la stratégie recommandée afin de ralentir le taux de contagion, c'est d'appliquer la distanciation sociale : demeurer hors d'atteinte du souffle/contact avec d'autres personnes. Si elle réussit, cette stratégie ralentira la vitesse de propagation mais elle prolongera l'épisode pendant plusieurs mois.

Dans l'intérêt de leurs membres, les dirigeants de club sont fortement encouragés à équilibrer les facteurs de

santé, de pratique de notre passe-temps et de sécurité publique à quelques semaines du début de la saison de vol 2020. Si vous ne vous sentez pas bien, restez à domicile.

Ceux d'entre nous qui nous trouvons dans la catégorie de risque élevé, vous devez demeurer très vigilants. Les symptômes comprennent la fièvre, la toux, une difficulté à respirer et de la pneumonie dans les deux poumons. En des cas très sérieux, cette infection peut mener à la mort. Si vous revenez de l'étranger, vous devrez mettre en pratique une quarantaine de 14 jours. Rappelez-vous qu'aucun remède n'existe présentement et que le vaccin de l'Influenza ne vous aidera pas.

Consultez régulièrement le site Web de Santé Canada sur la COVID-19, d'autant plus que les développements sont rapides. Le lien : <https://www.canada.ca/fr/sante-publique/services/maladies/maladie-coronavirus-covid-19.html>.

Si on se tourne vers le positif, je vous encourage à poursuivre vos vols, si possible. Lorsque vous retournerez au terrain de vol, appliquez la distanciation sociale et sachez que nous pourrions encore piloter ensemble. Bien que cela remette en question le règlement de l'observateur (spotter), le système peut fonctionner; prenez du recul et criez. Je suis persuadé que les spectateurs donneront un coup de main là-dessus.

Ulf Burquist, du Woodstock Radio Control Flying Club, continue de produire des maquettes époustouflantes à l'aide de matériaux très simples. Ses designs sont bien songés, faciles à construire et agréables à piloter, en plus d'être électriques. <https://youtu.be/5OvTjdkizTc>

Envoyez-moi vos photos de votre plus récent projet et vos idées pour cette chronique. Au plaisir de vous voir dans l'aire des puits. ✈

SOUTH-WEST ONTARIO (M)



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The COVID-19 pandemic is on everyone's mind. Just think: at the end of January, we had only heard of or read of a few reports of this "virus in China".

Currently, the indicated strategy for slowing down the rate of new infections is 'social distancing' – staying out of the breathing/contact range of other people. If successful, the 'social distancing' strategy will slow the infection rate but prolong the outbreak for several more months.

Club Leaders are strongly urged to consider the best balance between their members' health, enjoyment of our hobby and public safety as the 2020 flying season gets underway. If you don't feel well, stay home.

For those of us in the "high risk category" we need to be extremely vigilant. Symptoms have included, fever, cough, difficulty breathing and pneumonia in both lungs. In severe cases, infection can lead to death. If you are a returning traveller, you need to self-quarantine for 14 days. Remember there is no cure for this and the Flu vaccine will not help you.

Continue to monitor Health Canada's Covid-19 web site for the latest on this rapidly developing situation.

<https://www.canada.ca/en/public-health/services/diseases/coronavirus-disease->



[covid-19.html](#) (hyperlink) - Health Canada's Covid-19 website.

On the positive/bright side of things, I do urge everyone to keep flying if possible. When we can get back out to the fields, keep the social distancing strategy in mind and we can all still fly and play with our airplanes together. Although the flying with a spotter rule is now a bit more difficult, it can still work, just step away and yell. I am sure the peanut gallery will be more than

willing to help out in this regard.

Ulf Burquist from the Woodstock Radio Control Flying Club continues to crank out amazing models made from simple materials. His designs are well thought out, easy to build, a ball to fly and are electric powered. <https://youtu.be/5OvTjdkizTc>

Please send me your pictures of your latest with ideas for this column. See you in the pits. ✈

PUBLIC RELATIONS

Roy Rymer

Committee Chair

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This is a difficult column to write.

An easy one would be to look at the great job we are doing as an association and pat ourselves on the back. A great job would be one where the association was thriving, growing, serving our members' needs and doing well financially. Sadly, I do not believe that this is all true.

We do provide excellent insurance for the membership. Thanks to Keith Morison, an excellent magazine goes out every two months. We protect the rights of our members to fly when those rights might come into conflict with the requirements of Transport Canada or other radio frequency users. We have an operational office that handles the paperwork.

Our membership is dropping rather than increasing. We attract new members, but a

large number of these do not stay with the hobby for more than a few years. We used to be far more involved with model aircraft on an international competitive and cooperative level. This used to be a lifetime hobby, and still is for some, but not for enough of us.

When a company is losing market share, it needs to attract more. This is done by increasing visibility and making the product attractive. The company (MAAC) needs to advertise.

Certainly, we can put on mall shows. The public looks at beautiful models and then moves on to other things. There is not often any real reason to go further. We should look at providing incentives to get involved. We also need to look at other ways of advertising what we do, so as to make it attractive.

There are two large potential markets. Youngsters and retirees. Retirees can usually afford to purchase what is needed to start, and later progress to the next level, but what then?

For interest to be maintained, there must be incentive to continue. That incentive used to be widely applied in the form of competition. Contest flying is not as universal as it used to be. Go back 30 years and we had a Nationals in Canada every year. Members came to the NATS, did their best, and resolved to do better next year.

Youngsters are enthusiastic, although courtships can interrupt things, but they often used to return.

The availability of ready-to-fly models has made it much easier to get into the air. This has been positive and negative. Few flyers build their own, as they used to do, and it is often easier and quicker to buy a new model rather than to repair an old one. Building provided a source of pride in the model, and again, an incentive to go further and better.

We need to attract new members, and even more importantly, retain the ones who join. ✨

RELATIONS PUBLIQUES

Roy Rymer

Chef de Comité

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C'est une chronique bien difficile à rédiger.

Celle qui serait facile, c'est si nous pouvions examiner le travail qu'accomplit l'association et de nous donner des tapes dans le dos. Le beau travail, ce serait si l'association était en plein essor, qu'elle voyait aux besoins de nos membres et qu'elle se débrouillait bien sur le plan financier. Malheureusement, je ne crois pas que ce soit le cas.

Nous offrons de l'excellente protection sous forme d'assurance pour nos membres. Grâce à Keith Morison, une excellente revue nous parvient aux deux mois. Nous protégeons les droits de nos membres afin de leur permettre de faire voler leurs maquettes lorsque ces droits sont possiblement en conflit avec des exigences de Transports Canada ou d'autres utilisateurs de fréquences. Nous jouissons d'un bureau qui s'occupe du travail administratif.

Le nombre de nos membres diminue au lieu d'augmenter. Nous en attirons de nouveaux mais plusieurs d'entre eux n'y restent que pour quelques années. Jadis, nous nous mêlions bien plus de concours internationaux et de collaboration à divers projets. C'était le passe-temps d'une vie entière – ça l'est encore pour certains d'entre nous – mais pour trop peu d'entre nous.

Lorsqu'une entreprise perd des parts de marché, elle doit en attirer d'autres. Cela s'accomplit en augmentant la visibilité et en rendant le produit bien attirant. La compagnie (le MAAC) doit annoncer.

Bien sûr que nous pouvons organiser des expositions à des centres commerciaux. Le public admire nos belles maquettes mais vague ensuite à ses espiègles. Souvent, ils n'ont pas de raison de s'y attarder plus longtemps. Nous devrions offrir des occasions qui les inciteraient à s'impliquer. Nous devons aussi examiner les autres façons de faire connaître ce que nous faisons de sorte à rendre cela plus attirant.

Histoire de maintenir l'intérêt, on doit pouvoir introduire un 'incitatif'. Anciennement, celui-ci consistait à

présenter des concours. Ceux-ci ne sont plus universels. Reculez de 30 ans et des Épreuves nationales (les NATS) se déroulaient annuellement au Canada. Les membres s'y rendaient et faisaient de leur mieux et se décidaient de revenir l'année d'ensuite afin d'améliorer leur performance.

Les jeunes sont enthousiastes – même si les amourettes peuvent interrompre leur intérêt – mais il arrivait souvent qu'ils effectuaient un retour.

La disponibilité de maquettes prêtes-à-voler ont fait en sorte qu'il est plus facile de faire évoluer une machine en l'air. C'est positif et négatif en même temps. Bien peu de pilotes construisent maintenant leur maquette – ce qui était la norme, jadis – et il est souvent plus facile d'acheter un nouvel appareil que de réparer notre ancien. La construction d'une maquette nous donnait un sentiment de fierté et une tape dans le dos afin de poursuivre notre apprentissage de la construction.

Nous devons attirer de nouveaux membres – et encore plus important – nous devons trouver la façon de garder ceux qui se joignent au mouvement. ✨

TRANSPORT CANADA ADVISORY GROUP

Rodger Williams - 26605L

Committee Chair

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Nothing has changed as of this writing with Transport Canada. As you all know, we have a signed document and as long as we follow our MAAC rules there will be no anticipated changes.

I can tell you that Transport Canada is pleased with MAAC and how we do our business as well as with the members for abiding by our rules and guidelines as per the exemption.

NAV CANADA

At this time, we are in negotiations with NAV Canada for the clubs that are in

controlled airspace. However, at the time of writing, there are no changes and flying will continue as it has in the past.

Each club that is under the controlled airspace will be given a document that will be required to be filled out as an agreement between the local club and the local airport which controls the airspace. Some elevations may be modified to satisfy all parties and most importantly, to make it completely safe for the full-size aircraft. This is mandatory. NAV Canada controls the airspace and Transport Canada makes the rules so they both need to be satisfied.

We are at the pinnacle point with NAV Canada to agree upon the document. This document may even be out before you have the opportunity to read this update. Hopefully, this will be the case.

RETIREMENT

On another note, I will be retiring as the Chairman of the Transport Canada Advisory Group as of May 1, 2020 and Mr. Mark Winstanley will take my position as Chairman. He is more than qualified and will continue on in doing an excellent job.

Developing a good relationship with both sections of the government takes a lot of patience and endurance. Mark Winstanley has what it takes to continue this on, so give him any support that he needs. He is volunteering for your benefit.

Again, I thank you all for your support especially the Advisory Committee who has worked diligently to make all of this happen. The pleasure has been all mine. ✨

GROUPE CONSULTATIF AUPRÈS DE TRANSPORTS CANADA

Rodger Williams - 9587L

Chef de Comité

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Il ne s'est rien passé avec Transports Canada, au moment d'écrire ces lignes. Comme vous le savez tous, nous avons signé un document et tant et aussi longtemps que nous observons nos règlements du MAAC, nous n'anticipons aucun changement.

Je peux vous dire que Transports Canada est satisfait du MAAC et comment nous menons nos affaires, en plus de la façon dont les membres obéissent à nos règlements et aux lignes directrices, conformément à l'exemption que nous avons négociée.

NAV CANADA

À ce moment-ci, nous négocions avec NAV Canada à l'intention des clubs qui se trouvent à l'intérieur de l'espace aérien

contrôlé. Toutefois, au moment de rédiger ces lignes, il n'y a aucun changement et nous poursuivons nos procédures et activités comme par le passé.

Chaque club se trouvant à l'intérieur de l'espace contrôlé recevra un document qui devra être complété en guise d'entente entre le club local et l'aéroport local qui contrôle ledit espace aérien. Certaines élévations (altitudes) pourraient être modifiées afin de satisfaire les parties en cause et, plus important encore, afin de demeurer tout à fait sécuritaires pour les aéronefs à l'échelle réelle. C'est obligatoire. NAV Canada contrôle l'espace aérien et Transports Canada élabore les règlements, de sorte que les deux agences doivent être satisfaites.

Nous nous retrouvons à un point culminant avec NAV Canada, le moment est propice pour que nous nous entendions quant au document. Ce dernier pourrait même être publié avant que vous n'ayez la

chance de lire cette mise à jour. J'espère que ce sera le cas.

RETRAITE

Sur un autre plan, je prendrai ma retraite à titre de président du Groupe consultatif auprès de Transports Canada à compter du 1er mai 2020. Mark Winstanley me remplacera à la barre. Il est amplement qualifié et poursuivra l'excellent travail.

Développer un bon rapport de travail avec ces deux sections du gouvernement requiert beaucoup de patience et d'endurance. Mark possède ce qu'il faut, alors accordez-lui l'appui dont il aura besoin. Il mène ce dossier de façon bénévole pour votre bénéfice.

Une fois de plus, je vous remercie de votre appui, surtout les membres du Comité consultatif qui ont travaillé avec beaucoup de diligence afin que les choses se produisent. Il m'a fait très plaisir d'en faire partie. ✨

Richard Baylis

2026L





My Bristol Bulldog from Dennis Bryant plans modified for electric power. There are still some scale details to be added.

By Richard Baylis

I was pleased to read the recent story about Lloyd Switer, who may well be MAAC's oldest active member. I'm not quite as old as Lloyd, only 93, but I am still active. Like Lloyd I favour scale and have anything from own design, plan built, kit built, built-up ARF (usually modified) to foamies.

I started flying models at about age 6 or 7, thanks to an indulgent grandmother. I started flying RC in 1949, back when any flight that didn't end in a crash or a fly-away counted as a success! In between I have flown free flight rubber, free flight power (diesel, glow and petrol), towline glider and control line. I have also flown models in five countries on three continents. I am the sole surviving founder member of the MARS club and I have functioned as secretary for MARS, Toronto RCFC and the defunct Blue Max.

Modelling has been a very good pastime throughout the years. It provides friends in the fellow modellers one meets wherever one goes. There are always challenges to keep ones brain active. The hobby also keeps your reflexes sharp and gets you out in the fresh air. ✨



Richard (L) with his flying buddy George - He's only 86



Winter flying in Barbados

Opposite: Richard Baylis with his Bucker Jungmann, plans converted from the Andrews Aeromaster Too.



Chasing the Piro Flip

By Mike Poser

I am obsessed with piro flips. In a pirouetting motion the helicopter flips and spins as it rotates around all three of its axes at once. The blades growl while the helicopter tumbles just a few feet off the ground. The display is mesmerizing.

Most sport heli pilots have the good sense not to attempt the manoeuvre. But for those who do, learning to perform advanced piro flips - where the heli does not dart all over the sky or into the ground - can take years to master. It's an exercise in precision control and coordination.

For my aging brain, chasing piro flip perfection has been a slow and frustrating journey. Innumerable hours of simulator practice helped me to sort out the basic timing, but then further progress diminished. Crashing on the sim may have saved me a small fortune in heli parts, but I kept making the same mistakes and I didn't even know what they were. I knew there had to be a better way to learn.

That opportunity appeared at last, this past summer, when I saw a notice that the Cascade Heli Club was hosting the two-day Align Flight Academy in the nearby Seattle area. The Academy is led by Gale Align and the instructors include a roster of exceptionally talented pilots; Nick Maxwell, Alan Szabo Jr. and Ben Storick. The opportunity to get coaching from these icons of the heli world was too great to be missed.

After weeks of anticipation, the first day of school finally arrived - cold, rainy and windy! Gale didn't let the unfriendly weather slow us down though. Huddled under tents, we worked with the Academy pros to check and tune the set-ups of our helicopters. A quick test flight and Alan noticed right away that the blade pitch on my



Helis on the flight line at Snohomish

T-Rex 550 was not perfectly symmetrical. Fixing that made a solid difference to my inverted flight. I was off to a good start.

Day two dawned clear and warmer. We were sixteen students, two from B.C. We worked with the instructors all day, rotating so that each student got to buddy box with each of the pros and work on manoeuvres of our own choice. The Align team kept it all fun and offered genuine encouragement.

"Focus on flying with precision" was Alan's key message. "The pilot must control the heli, not vice versa."

For me that meant going back to basic upright and inverted circuits and re-learning to fly them with absolute control. That simple understanding has entirely reshaped my approach to heli flying.



The students at the Align Flight Academy 2019 (Snohomish)

After school, Ben, Alan and Nick amazed us with their simultaneous 3D flight demonstration. Their display of precision aerobatics reinforced their teachings and renewed my wonder in flying RC helis. I learned that precision is what gives our flying the “Wow!”.

And the piro flips? Well, nerves got me, and I fumbled my timing trying to execute in front of Ben and Alan – you could call my attempts piro flops. But I got it together to pull off some high altitude piro flips with Nick. Nick’s coaching finally enabled me to see what I was doing wrong and, more importantly, what I needed to do to improve.

Back home, after some more practice with Nick’s pointers in mind, I began to see real progress. No longer does my piro flipping heli resemble a drunken hummingbird. Nor is it yet anywhere near Alan-Szabo-rock-steady. But for now, it’s great to feel that momentary groove when everything is in perfect tumbling synch. Piro flipping Nirvana!

If you’re a heli flyer looking to improve your skills, regardless of age or ability, I most highly recommend the Align Flight Academy. It’s a



Align Flight Academy instructors Alan Szabo Jr. (L) and Nick Maxwell (R)

lot of fun and it’s a rare chance to learn from the best. With enough interest, maybe we can even convince Gale to bring the school to Canada!



Alan Szabo/Maxwell/Storick performing a 3H 3D Demo

NAOMI'S FURY



Naomi Macklem with her Fury that took her to a Second Place in .15 Carrier at the 2019 Brodak Fly-in and a First Place 2019 Balsa Beavers Building Contest

By Naomi Macklem

At contests I often saw the Carrier deck in place on the grass circle and watched the pilots try to execute their landings onto the deck. The whole event appealed to me, as I saw it as a way of utilizing a variety of flying skills I had picked up since learning to fly control line in 2010. Carrier events demand a mix of seven fast laps, seven slow laps, and points for an 'arrested' landing on the carrier deck. Interestingly, the final scoring rewards slower speeds on the slow laps.

I had learned how to fly fairly fast with my 80 mph Combat wing and in speed and race events. I had learned how to use a three line bell crank throttle system and fly slowly in Fun Scale. I had also learned how to attempt to hit a carrier deck by flying in events that included a spot landing. I was eager to try to put it all together and attempt an event, but had no idea how to build a Carrier model.

While at the Brodak Fly-In in 2017, a visit to the Hobby Shop had me searching to see what type of kits they might have for Navy Carrier. They had two different kits that could be used for 2 different Carrier events, and I was at a loss to try to decide which one I should get.

As it happened, an experienced Carrier flyer John Saunders was in the Hobby Shop at the same time so I asked him what his

recommendation was for someone like me who had no experience building or flying Carrier models. He recommended the .15 size carrier event as being the best one for a beginner. The Fury was the kit that Brodak had in stock for .15 Carrier, and he also commented that the Fury was a good flying model for the event.

As a total novice in flying Carrier, I was also looking forward to the 10 point bonus I would get for having a model built from a Brodak kit. Little knowing what I was getting myself into, I purchased the Fury kit and took it home with me.

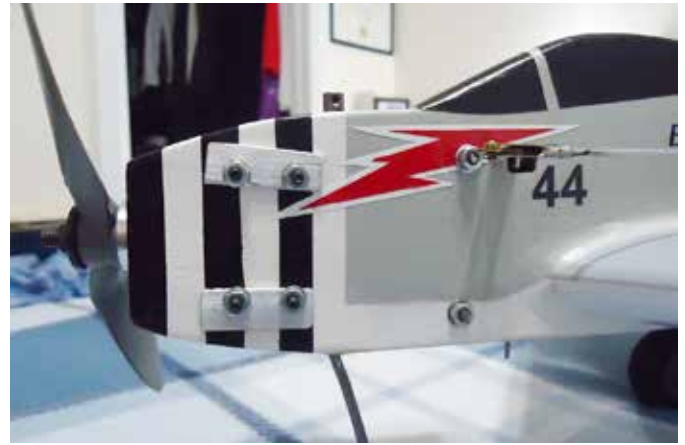
Len and I were not able to attend the Brodak Fly-In in 2018 as we were right in the middle of moving, but we were determined to make it back for 2019. I decided that I wanted to have my Fury kit built and ready to fly for that event. Len had never built a Carrier model either, and we both struggled with making sense out of the instructions not really understanding the ins and outs of Carrier design.

We decided the best thing to do was build it without any modifications, as neither one of us had knowledge of what might make it better and we were afraid we might just end up making it fly worse. The 'easy to build' kit was anything but. The control horn had to be fashioned out of a flat piece of metal to the correct angle and the holes drilled in just the precise correct spots.

When the building was finally completed, I had to decide how I wanted to finish my model. I decided to use Ultracote for the wings



Fury top view showing three-line bell crank throttle control and LA .15 motor.



Fury nose detail with battle and lightning stripes

and dope for the fuselage, as that is how I usually finish my models. Carrier does not require you to have a scale finish, but I liked the idea of trying to finish my Fury model to look somewhat like the actual Fury airplane.

I looked up some documentation and found a photo of a Fury I really liked that was mostly silver with a white underbelly, black and white battle stripes on the nose, and a red lightning stripe on the front sides of the fuselage. The white underbelly had an uneven edge to where it met the silver fuselage, so instead of trying to mask it out and do it precisely, I hand painted the silver edge for the fuselage just over top of the white I had already painted on the bottom of the fuselage. I used masking to paint the black strips over the white on the nose, and the red lightning stripes were cut out of trim sheet with a slightly larger lightning stripe cut out of white trim sheet underneath.

I had not had a lot of luck with the three-line throttle system when I attempted to fly Fun Scale previously, but I was hoping that I would get the hang of it as the kit called for this set-up and, again, I felt it was better to just go with the model without attempting any modifications. I had picked up a brand new LA .15 set up for RC, and I was able to get it hooked into the 3 line throttle control and ready to fly by the spring of 2019.

The weather being what it is in Southwestern Ontario, I was able to test fly my Fury on our nearby grass circle for a few flights but was not able to test my carrier hook or attempt any carrier deck landings as we had no carrier deck to practice on. I was also somewhat distracted with flying my Corplast Baby Ringmaster stunt trainer trying to improve my overall flying skills and learn how to do proper Wingovers and inside and outside loops – so the carrier flying got kind of put on hold.

Len and I headed off to the 2019 Brodak Fly-In with my Fury test flown but with the motor still not fully broken in and myself still not totally comfortable with the three-line throttle control. With my usual excitement and zeal for being an active participant, I had entered every possible event except profile stunt. The .15 Carrier event started on the first day of the Fly-In, and I was not able to get a chance to try out my Fury on the Carrier deck until the Carrier event was already in full swing. I was offered to have a practice flight, but I declined as I felt that if somehow I managed to get a good flight in I wanted it to count towards my score!

On my first official flight, I kept trying to release my hook in flight but it would not release. I almost pancaked my model into the ground giving it a sharp tug to my down line, but my hook stubbornly

refused to release while my model was in the air. On ground testing, there has been no trouble getting it to release with a very small tug on the down line. In the air, it was a different story. I ran out of fuel upwind of the carrier deck with my hook still not released. My model sank like a brick as soon as my motor quit, and it was all I could do to try to guide it into the grass as gently as possible to avoid damaging it too much. This “landing” did not count at all, as I effectively sank my carrier plane in the “ocean” and so received no score for landing.

My throttle was not really working to full capacity. It was quite windy, and my slow laps were barely slower than my fast laps as I was afraid of the motor quitting altogether if I tried to throttle down too much.

The Contest Director kindly mentioned to me that I had the option of doing my second official flight with my hook already released. He warned me to be careful not to catch my hook on the deck on take-off. Since I had only one more chance to get a complete flight with some kind of a score for my landing. I decided to start with my hook already deployed. I started towards the front most part of the carrier deck allowed for take off, well ahead of the arrestor cables. I did not attempt much of a smooth take off, instead giving a sharp up and tried to get it off the deck as quickly as possible. I did my fast laps, which were not really that fast as my motor was still barely broken in, and my throttle control was still suboptimal). I then did my slow laps, which were again not much slower than my fast laps as the wind continued to be a major factor.

I did not want to waste any time trying to be fancy about my approach, as I was worried about running out of fuel or the wind causing me to crash, so I decided to attempt my landing as soon as Len signalled me that I was positioned properly over the deck. I throttled down as much as I dared to just as I came around up to the deck, then hit the down just enough to bring my model to deck level. I managed to hit right in the middle of the deck and catch the arrestor cable with my hook enough to stop my model totally. I was so excited about nailing my landing on my first attempt, that I started jumping up and down and totally forgot to throttle down my motor to end my flight. Luckily the arrestor cable held it tight and Len and Paul Smith, who were my pit crew, were able to turn my motor off for me.

That landing, and the fact that a couple of the other pilots dropped out of the contest due to the windy conditions, helped me win a Second Place trophy for my first time flying in a Carrier event. What else can I say, but I am totally 'hooked' on flying carrier now!

Eric Dizenbach



Eric Dizenbach poses in front of the fuselage for the triplane he is working on. He says it is the largest build so far, and it is incredibly detailed.

By Blake Moran

Did you ever meet one of those people that you instantly knew for certain, that there was “more than meets the eye” about them? Well you are about to meet someone that fits that bill, Eric Dizenbach, master builder, mechanical guru and just an incredible guy!

Born in Riga, Latvia some 77 years ago, his family ended up in Toronto and that’s where this story starts. His early years were spent working on cars in his father’s garage, this kindled a lifelong interest in anything mechanical. After his formal training as a mechanic, hot rods and drag racing captured his heart and the race was on! Weekends spent at the Cayuga drag strip filled his need for speed, for a while anyways!

Modelling was something that came along with the interest in mechanical things, starting with the 10 cent balsa gliders painstakingly cut out with broken razor blades, then moving on to control line models and finally radio-controlled airplanes. His first radio control unit was one of the old escapement types and then, when they came on the market, he purchased a “modern” CRC radio that was made locally in Toronto. He said it left a lot to be desired!

This was in the late sixties when radios were still expensive, and he paid over \$400 in 1967 funds (\$3,700 in 2020 funds) for it. When asked, Eric is amazed at today’s radio features and their reliability.



Eric shows off his model of Santos Dumont’s Demoiselle

He presently uses a state-of-the-art computer radio and just loves it!

Eric has had many models over the years, but when asked which was his favourite, he was quick to answer.

“Proctor Antic, and I’ve had a few of them over the years. They don’t fly very well, but I love the style of them!” His fondness of the early style of airplanes comes shining through, think *Magnificent Men in their Flying Machines*, and you get where his heart lies. His shop is littered with models of the early days of flying machines.

Airplanes are not his only interest, helicopters, boats - both power and sail - have consumed some of his modelling hours. Now we get to his model car, not just any car. How about an approximately 1/8 scale, turbine powered drag car? To top it off, he built the turbine engine himself from plans! He machined every part that he could himself and scavenged the rest. The housing of the turbine is a Ford oil filter container from a truck that he modified for his needs.

Turbines filled his modelling time for about 20 years beginning in the mid ‘90s. You name it, and he installed a turbine in it! Turbine powered cars, turbine powered boats and even turbine airplanes have been designed, built and used at every opportunity. He thinks that he was one of, if not the first to fly a turbine powered model airplane in Canada, a Bob Parkison Regal Eagle that first flew at the old Markham airport just north of Toronto. He frequently attended

the Fan Jet Rally that used to be held at Mountainview airport. It was there, that his turbine powered car made it's longest, and most spectacular run!

Clearly Eric enjoys many aspects of the hobby, but when asked what he enjoyed the most about RC modelling, and he didn't hesitate.

“BUILDING.”

He just loves to build things and solving mechanical problems. An example of his prowess in the problem-solving department comes from before the days of computer radios and fancy mixers. He had a Sabre Jet model that had retractable landing gear with gear doors. He wanted the gear doors to move in the proper sequence when he retracted and extended the landing gear. He designed a pneumatic system that operated the landing gear and doors, all powered by one servo!

In the mid 1970's he even owned his own hobby shop in Whitby, Ontario called RC Specialties. To help with the cash flow he started building on commissions for people that wanted an airplane but didn't want to build. There were not too many ARFs back in those days, so he spent a lot of time building for others. He chuckles and figures he made about 5 cents an hour doing the builds.

His shop was also known for expert fibreglass work and he made molds for cowls, fuselages, wheel pants, boat hulls, etc. His quality modelling work has been recognized by other hobby business owners over the years and he even had several models produced by big name model manufacturers. There are airplanes he has built flying in Pakistan, Japan, Africa and Germany just to name a few countries.

He says the biggest change that he has seen in modelling over the years, is the lack of interest by young people, and that really bothers him!

“Kids now a days don't want to work with their hands. They don't know how to even change a light bulb”!

Yes, he is a man of many talents, and a very humble person that enjoys working with his hands. He credits modelling with keeping him, “young at heart and his mind sharp”. He is happiest when he is in his basement shop working on models and figuring out how to do things.

When asked if he had any regrets in his life? His response was clear and carries a good message.

“I've done everything I ever wanted to do!”

And that, my friends, is a life well lived.



Eric shows off the 1/7 scale turbine drag car he scratch built.



Details of the mostly home-built turbine Eric made for his drag car.



Eric racing his Altered class drag car at the Cayuga racetrack. He made the entire car from scratch, including the frame. He went 166 mph in this car!

Romain Brot:

Directeur des opérations aériennes spécialisées



Par Pierre Cloutier

https://www.facebook.com/ltitude2000/?modal=admin_todo_tour

Directeur des opérations de Dronebox, la société qu'il a fondée en 2012, Romain Brot est télépilote certifié conforme par la Direction Générale de l'Aviation Civile Canadienne et titulaire d'un certificat de télépilote-instructeur reconnu par l'Agence de l'aéronautique Française. Il nous reçoit dans ses bureaux.

Je fais de l'aéromodélisme depuis l'âge de 14 ans. J'ai eu une première carrière de parachutiste militaire. Ce qui m'a permis de connaître la planification aérienne qui ressemble beaucoup à la planification de drones.

J'ai une licence en droit, un bac en enseignement des arts et un diplôme de l'École nationale supérieure des beaux-arts de la Réunion qui est jumelée à celle de la Sorbonne. J'enseigne au Canada à l'université et à la Commission scolaire de Montréal depuis 15 ans.

Je suis membre du Maac depuis 2013 et membre instructeur au club Aéromodéliste Anti-gravité de Sainte Julie

MISE SUR PIED DE DRONEBOX

J'ai fondé Dronebox en 2012. J'étais caméraman spécialisé en aérien, avion, hélico, parachute, paramoteur. Dans les années 2010, j'ai fait la connexion entre mes compétences comme caméraman aérien et aéromodéliste. On se demandait pourquoi on ne mettrait pas des caméras de meilleure qualité sur ces engins-là.

On a commencé en faisant tout nous-mêmes. Donc de très gros multicoptères avec 8 moteurs, qui pouvaient monter de robustes caméras. Mais qui prenaient peut-être deux heures à préparer, deux heures à ranger. Il fallait tout vérifier. C'était à la merci de nos compétences en électronique et en programmation. Donc tout ça a été long et un peu risqué. On n'a jamais eu de crash parce qu'on est des gens très précautionneux. Voilà les débuts.

On a pensé qu'on allait faire le tour du monde pour tout vous dire, car on nous appelait des quatre coins de la planète. Parfois même pas pour faire des images. Seulement voir décoller nos appareils. On était les tout premiers. On a même eu un très bel accueil du roi du Maroc qui nous a juste demandé de faire voler la machine. Les photos, il n'y en avait rien à frire.

À l'époque, DJI a conçu des machines un peu plus faciles. Un pas dans la bonne direction pour un nombre croissant de pilotes.

CRÉATION D'UNE ÉCOLE

Les réglementations n'étaient pas encore en place dans les divers pays. Il y avait quand même des lacunes par rapport à la rigueur des pilotes, aux compétences et connaissances exigées. On s'est dit qu'on allait mettre en place une formation à partir de 2012, 2013. Dronebox s'est inspirée des contraintes réglementaires et on les a fait évoluer. On a travaillé avec Transport Canada pendant des années afin d'arriver en 2013 – 2014 à avoir un programme très adapté aux différentes compétences et aux attentes des pilotes.

Notre formation se donne sur l'aéroport de Saint-Hubert. C'est une école de pilotage. On offre aussi des cours de pilotage d'avion. Nos instructeurs théoriques en aéronautique, météo etc. sont des pilotes d'avion certifiés par Transport Canada. Tous les instructeurs des cours pratiques sont également des pilotes d'avion certifiés par Transport Canada et membres du MAAC.

Je dois le dire, dans la sélection de nos élèves, on ne prend que des gens qui pourront tirer une plus-value de la formation. On a vu trop de débutants se faire arnaquer par des écoles qui vont leur facturer 5 000 \$, qui leur feront acheter un drone à 2 000 \$. Le drone restera sur la tablette. Ils n'ont pas appris à voler. Ils ont acquis des pseudo-connaissances qui ne leur servent à rien et ils ont flambé 7 000 \$.

Ce n'est pas évident d'avoir le pied à l'étrier. Si tu n'es pas déjà photographe, caméraman, arpenteur, cela ne sert à rien si le drone ne te procure pas une plus-value dans tes activités

Romain Brot

Director, specialized air operations



By Pierre Cloutier

https://www.facebook.com/litude2000/?modal=admin_todo_tour

Director of Operations at Drone Box, the company he founded in 2012, Romain Brot is an unmanned aircraft pilot certified by the Directorate-General for Canadian Civil Aviation. He is also an instructor and unmanned aircraft pilot certified by the Agence de l'aéronautique Française. He greets us in his office.

I've been into model aircraft since the age of 14. I had a first career as a military paratrooper. This enabled me to familiarize myself with air operations planning, which is very similar to drone operations planning.

I have a law degree, a B.A. in arts education and I graduated from the l'École nationale supérieure des beaux-arts de la Réunion which is affiliated to the Sorbonne. I have taught in Canada at the university level and in the Montreal School Commission for 15 years.

I have been a member of MAAC since 2013, as well as a member and instructor at the Club Aéromodéliste Anti-gravité de Sainte Julie.

STARTING DRONE BOX

I founded Drone Box in 2012. Initially, I was a cameraman specialized in aerial photography, planes, choppers, parachuting, paramotors. Around 2010, I combined my know-how as an aerial cameraman and a model plane enthusiast. We were all wondering why people didn't put better quality cameras on these machines.

Initially, our drones were strictly home-built. We were flying hefty, 8 engine multirotors which could carry aloft rugged cameras all right. But these beasts took a couple of hours to set up and take apart. Double-check everything, famous last words. Our electronics and programming competencies were put to good use. You can appreciate that this may have been a little risky. We never had any crashes because we're an extremely careful bunch of people. But that's how we started out.

We thought we were going to go worldwide, since we were getting calls from all over. Sometimes, people didn't even want pics. They just wanted to see our machines take off. We were the first on the market. We even got a fine greeting from the King of Morocco who craved to see us fly the bird. No pics. Had no use for them.

At the time, DJI designed machines which allowed for greater ease of use. That proved to be a step in the right direction for a growing number of pilots.

SETTING UP A SCHOOL

Regulations hadn't been implemented yet in various countries. Pilot training was sometimes a bit sketchy as to the skills and knowledge requirements. And pilots could be wild and woolly. Around 2012 – 2013, we got the idea of setting up a pilot training facility. Drone Box based its program on current regulatory constraints and fostered their evolution. We worked hand in hand with Transport Canada for years so that at the turn of 2013 – 2014 we had a training program which was well adapted to the competency requirements and expectations of pilots.

Our training facilities are in Saint-Hubert Airport. We're talking about a full-fledged flying school. We offer both drone and plane flying courses. Our aeronautics and meteorology theory instructors are all plane pilots certified by Transport Canada. All practical piloting instructors are also pilots certified by Transport Canada and members of MAAC.

We have one proviso: when selecting students, we only take in people who will get added value from the training we offer. We have seen a lot of beginners being bamboozled by drone flying schools, so-called, who will bill them \$5,000 and then sell them a \$2,000 drone into the bargain. The drone never leaves the shelf. They haven't really learned to fly, they have acquired no actionable knowledge, and they have blown \$7,000.

Getting a footing in this business isn't an obvious proposition.

DRONE BOX

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CHOREOGRAPHY OF 200 DRONES

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professionnelles. Car même avec un très bon niveau de pilotage, quand vient le moment de t'adresser à ton client tu devras concurrencer un ingénieur, un cameraman professionnel ou un spécialiste des caméras thermiques ou multispectrales. Pour trouver un créneau rentable dans le marché, il faut d'abord avoir acquis la maîtrise dans son domaine de spécialité, puis devenir pilote de drone afin d'en tirer une plus-value.

Nous formons donc au pilotage des candidats qui sont déjà spécialistes dans leur domaine. Nous nous chargeons également d'intégrer la technologie au sein de leur compagnie, de les conseiller sur la machine, de leur apprendre à s'en servir. Créer des protocoles de sécurité et faire les démarches légales auprès des organismes publics et privés.

Nous offrons aussi une formation en photogrammétrie, prises de vues avec des photos géoréférencées qui peuvent être utilisées pour de l'arpentage,

de la volumétrie. On apprend à des thermographes à utiliser des drones pour faire des prises de vues aériennes, puisqu'ils les utilisent déjà au sol. Donc inspection de bâtiments, recherche et sauvetage, bilans thermiques. Dans nos formations, nous faisons appel à une grande diversité de caméras.

Combien d'heures sont requises pour devenir pilote de drone ? Minimum, cent. Une demi-heure de vol par jour pendant six mois. Pour acquérir la synchronicité fine du cerveau et des mains. Un accident arrive en une fraction de seconde. Pour un pilote inexpérimenté le drone est un jouet... dangereux.

Quant à l'acquisition d'une expérience pratique de vol pour les fervents de drone de loisir, le MAAC, simplifie l'accès à de nombreux terrains de clubs dans la région montréalaise, qui est tout entière parcourue de zones de non-vol entrecroisées. Les règles de prudence du MAAC sont de sens commun. N'exigent pas un bagage

juridique. Le MAAC facilite donc pour le débutant l'acquisition d'une compétence effective comme pilote de drone. Lui permet de faire appel à la solidarité d'une équipe. Déjà ça de gagné. De fait, c'est un de ses principaux arguments de vente. Peut-être pourrait-il mieux le souligner.

AVOIR PLUSIEURS CORDES À SON ARC

Dronebox œuvre dans la formation, la prise de vues cinématographique, les prises de vues industrielles et le consulting juridique. Nous jouons sur plusieurs tableaux. Dans l'audio-visuel, nous travaillons actuellement à une émission qui passe sur le canal Historia. À la fois historique et sportive. Elle s'appelle Conquérents des glaces. En ondes tous les vendredis soir, à huit heures. Productions Amalga. Réalisateur Sylvio Jacques. Elle reprend la tradition des canots de glace qui traversaient le Saint-Laurent pour

suite à la page 73

If you are not already a seasoned photographer, cameraman, or surveyor, your training won't be worth much if a drone will not provide you with an added value proposition in your professional activities. Because even if you can do loopings around the competition, when trying to secure a job from a potential client you will be competing with a professional engineer or seasoned camera man, or a thermal imaging camera specialist or a multi-spectral camera specialist. To find a profitable market niche, you must first master your area of specialization and then, become a drone pilot to gain additional value added.

We therefore provide pilot training to candidates who are already specialists in their chosen field of endeavour. We also help them integrate drone technology into their company, we provide counselling on drone hardware and software, and teach them how to use it. We create safety protocols for them and handle legal procedures with public and private organizations.

We also offer training in photogrammetry, the use of georeferenced aerial photographs which can be used in surveying and volumetry. We teach thermographers to use drones for aerial photography, since they already use cameras on the ground. This applies to building inspection, search and rescue, and thermal balances. In our training, we use a broad diversity of cameras.

How many hours of flying are required to become a creditable drone pilot? At least a hundred. A half hour of flying a day for six months. To acquire brain-hand coordination. An accident happens in a fraction of a second. For an inexperienced pilot a drone is a ... dangerous toy.

As to hands-on flight experience for hobby drone fliers, MAAC, provides ready access to various Montreal area parks managed by clubs in the region, which is criss-crossed by innumerable no-fly zones. MAAC's safety regulations are common sense. They will not tie you up in legalese and red tape. MAAC helps beginners acquire stick time as drone pilots. The organization provides the fun and support of team spirit. That's the way to go. In fact, it is one of MAAC's main selling points. Perhaps they could underscore it a little more when recruiting.

NOT A ONE-TRICK PONY

Drone Box is active in training, photography and video, industrial film production and legal consulting. We are not a one-trick pony. In the field of audio-visual production, we are now working on a television program broadcast on the Historia channel. It is both a historical and a sports event. The title is *Conquérants des glaces* (Conquering the ice). Broadcast Friday evenings, at 8:00 PM. Productions Amalga. The producer is Jacques Simoneau. It revives

the tradition of Saint-Laurent river crossings, in the dead of winter, by canoes which carried both passengers and merchandise. High-level athletes compete in these events. An extreme sport if there ever was one. We videotape three teams, all year long, all over Québec.



Our mission? Capturing the teams in action. Which provides an opportunity of also catching spectacular aerial shots of the Saint-Laurence. We go out to Rimouski, île aux Coudres, Montréal, Québec, Portneuf, Sorel-Tracy. Splendid locations. The winter landscapes are fabulous and very graphic. The ice cracks contrasting patterns on the river due to current flows. We've garnered some truly unique shots.

A CANADIAN FIRST

Among Drone Box's most recent projects, we note the air show of 200 drones presented at Parc Jean Drapeau on October 30, 2019. A Canadian first. It involved numerous technical and legal challenges. Drone Box worked with a French company Dronisos, based in Bordeaux. Its activities extend worldwide, since there are only 10 companies competing in this field and we are in demand. I handle air shows in Canada.

How do you coordinate the aerial ballet of 200 drones flying in formation?

It's a combination of programming and choreography involving both aesthetics and

science. Aesthetics, because you orchestrate a choreography based on a theme. Our theme was China, since the show was ordered by the Chinese embassy, celebrating the year of the dragon. We first designed a virtual model, using a kind of 3D mapping. The programming was uploaded into the drones which were equipped with multi-coloured LEDs. We then tested the design by gradually increasing the number of drones aloft.

The required authorizations involved innumerable legal procedures. We got a very special SFOC. We were flying in a class C zone. The drones had to be certified. Authorisations had to be obtained from Transport Canada. Security protocols had to be OK'd. Managing relations with the local authorities was of the essence. The RCMP, Québec provincial police, the City of Montreal, the Fire departments, the Bridge and Public Roads Administration. And so on and so forth. Thankfully, public service authorities, who are our natural partners, played ball.

We hope to do it again. There is a strong international demand for this kind of extravaganza. Mainly in Dubai and the Emirates. We have three teams active worldwide and reservations must be made six months to a year in advance. Next summer, the show must go on, in various locations.

For further info Dronebox.ca

CROWNING ACHIEVEMENT FOR MAAC ICON



Lloyd Shales, right, is presented with the Clodbusters Model Airplane Club's Life Achievement Award by Geoff Strotmann, left, and Richard Barlow, centre. Photo by Pat Barlow

By Geoff Strotmann

The aircraft modeling hobby around the world is alive and well largely through the efforts and persistence of many hard working and exceptionally skilled modelers around the globe. These modeling colleagues consistently stand out among their peers as “do-ers” and are often identified as pillars, movers and shakers, leaders, go-to resources, or other such monikers. Thankfully, MAAC is not without its healthy share of these types of individuals although most do their good works in anonymity.

One such individual is Lloyd Shales of the Kingston Remote Control Club. Lloyd ran the Shales Hobby Shop in Kingston for years, and always took a great interest in promoting the hobby to our youth. The Sparrow hand launch glider, and the Minnow Rise Off Ground rubber model were especially successful. The Minnow, as built by any nine-year old child, is easily capable of one minute flights in a school gymnasium. Lloyd and his aircraft were featured in a MAAC Magazine article by Richard Barlow in January 2017.

Most achievers will honestly confide that they had the idea or germ, however realizing and improving that idea took help. So it was with Lloyd and his airplane ideas: he sought the help of Rolly Siemonsen who ably kitted an improved, laser cut, version of the kit. The design, along with Lloyd's tireless efforts to develop and deliver build and flight training, has helped hundreds of kids to have a better understanding of flight, and many stayed with the hobby. The end result was an airplane which was easy to build, looked like an airplane and excelled in both appearance and performance when compared to the simpler, but less capable, AMA Delta Dart.

As with many achievers, Lloyd was keen to see the design grow in design and availability. With that in mind, he reached out to Richard

Barlow in 2016 to identify and secure agreement with another kit producer. Canadian sources remained elusive but Richard persevered and while at the Toledo event spoke to the AMA and to several kit manufacturers. It was there that he met Mark Freeland, owner of Retro RC LLC, and he expressed immediate interest.

An agreement, and excellent working relationship, quickly ensued and Mark has further modified the Minnow into a couple of versions. He has also been organizing building and flying sessions in USA with contests incorporated. The success was immediate and the Minnow design met with huge success among AMA Clubs and members.

One Club, the Clodbusters Model Airplane Club of South Eastern Michigan, have been so impressed with Lloyd's design, that they wish to honour him with their prestigious Life Achievement Award. This award is for achievements in both model and/or full scale aviation over many years.

The award was first presented in 1990, and has been presented to a number of well known names - William Bishop (Comet), Al Bladder (designer and competitor), Joseph Dallaire (manufacturer), James Doolittle (military aviator, Petroleum engineer), Dave Dulaitis (designer & competitor), Dave Scott (co-Founder FAC), Robert L Scott (military aviator, CBI), James H. Stewart (military aviator), and Bob Thompson (co-founder FAC) have all been honoured. In subsequent years one to five awards were made until 2008 when the award was last given.

The list of recipients includes numerous well known names both in model aviation such as Art Adamisin, Dr. Walter A. Good, Earl Stahl, Edward Packard (Cleveland), Dave Platt, Henry Struck, and some world renowned full scale aviators such as Neil Armstrong, Robert A. (Bob) Hoover, Burt & Dick Rutan, and Jeanna Yeager just to mention a few.



Photo by Pat Barlow

This year the committee selected four names to receive the honor, John G. Brodak (Brodak Manufacturing, control line), Lee Campbell (Campbell's Custom Kits, free flight), Frank Fanelli (editor Flying Models), and Lloyd Shales (designer, manufacturer, distributor and teacher).

Knowing that Lloyd was unlikely to be able to travel to Michigan to accept in person, Richard Barlow was asked by Mark Freeland to arrange a presentation here in Canada at Lloyds home club in front of his friends. The Kingston Remote Control Club quickly stepped up and arranged to make the formal presentation at their Club meeting held on February 17th, 2020.

In the fall of 2019 Richard Barlow sought my assistance to propose to the MAAC BOD that Lloyd's Minnow and Sparrow designs be adopted, produced and distributed by MAAC. This might seem a simple ask, but among the efforts to streamline and cost reduce our organization, the MAAC BOD has eschewed non-core activities, material inventory, and attracted costs. That said, once the huge success and go-forward business case for the Minnow was discussed, the BOD unanimously agreed that this project was a valid and necessary investment in MAAC's future sustainability of the organization.

Cato Hansen, a long-time MAAC member and Atlantic Zone Director quickly volunteered to head up the design review and kit production project. Richard and I met with Lloyd and Rolly to come up with a formal agreement to transfer the Canadian rights to the Minnow and Sparrow designs to MAAC.

Cato Hansen provided the following Project Status in February 2020:

- The final BOD approval was had end of January 2020, so now

we are in the planning mode and getting all the supplies secured and ready.

- We have made an agreement with a Laser cutter in Halifax Nova Scotia, who is also a MAAC member and very much involved in design and building.

- I have taken on the task of getting this project on the go, and I'm going to kit the two designs here where I live in New Brunswick and distribute them from my home to cut down on cost.

- The kits will be available to all members at cost, but the Zone Directors will be encouraged to use their Promotional funds to supply the kits to anybody that is willing to promote the kits to any group of potential modelers or if just to try to wet their appetite for the future in aviation.

- I have personally been teaching the building of the Minnows for a good number of years together with my fellow modelers in Saint John, New Brunswick, and it has always been a great success, so that was the reason for me encouraging the Board to accept and champion your great design as I already knew the potential of it.

- The final version of your designs should be available to the greater membership sometime in the late Spring as we currently are having difficulty in locating a Balsa supplier as it seems the Balsa is being all bought up by the wind farm community.

- Our goal is to start a moderate start up with about 300 kits to see what the interest will be, and we will take it from there.

In closing, I would like to thank a great icon of aeromodelling – Lloyd Shales and his extended team on both sides of the 48th as now, The MINNOW LIVES ON, and very likely will for many years to come, as a truly International airplane kit for the coming generation of model aircraft enthusiasts!

Mark Betuzzi - 26605L

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Voilà environ dix ans, j'ai entamé ma conversion vers les maquettes à propulsions électriques et je n'ai jamais eu à le regretter. Pendant la transition, j'étais constamment frustré de la dimension, fabrication et qualité des connecteurs, particulièrement des connecteurs Deans et des produits semblables. Lorsque j'ai trouvé ceux qui s'appellent les Anderson Powerpoles, je n'ai jamais eu à revenir à une autre marque. Leur fiche peut accommoder de 15 à 45 ampères. Une seule de mes maquettes fait appel à un ampérage plus élevé.

On peut assembler ces connecteurs très rapidement, leurs points de contact se nettoient d'eux-mêmes et on les connecte et déconnecte sans l'aide d'outils. Les avantages sont nombreux et les désavantages, très peu nombreux. Ils sont faciles à assembler et on ne pourrait les monter incorrectement, vu leur design.

Vous trouverez les instructions au : <https://powerwerx.com/help/powerpole-assembly-instructions>.

Je me tourne maintenant vers des considérations radio... Il est très difficile de se maintenir à jour et de suivre les améliorations en matière d'émetteurs de technologie 2.4 GHz. Spektrum vient de lancer un tel appareil sur plateforme Android IX20. Jeti, Graupner, Futaba et Power Box continuent de dévoiler des émetteurs haut de gamme qui ont de quoi intéresser les vétérans du vol télécommandé.

L'un de mes soucis a toujours été de voir quelqu'un se servir de clones bon marché des récepteurs de marque réputée. Pourquoi prendriez-vous le risque de perdre une maquette dispendieuse en installant l'un de ces récepteurs peu dispendieux? Cette composante doit être le lien le plus puissant vers votre aéronef. Pour de plus amples renseignements, consultez le document MSD 17 du MAAC.

Mon chroniqueur invité cette fois est Al Allman, un modéliste de longue date et très respecté de Vernon (Colombie-Britannique). Al nous parle de son émetteur JETI.



LES ÉMETTEURS JETI

par Allan Allman

“Mon introduction à l'émetteur JETI s'est faite lors du concours Scale Classic de Vernon en 2017 alors que Keith Bennet -- président du comité de la charte (Constitution) -- m'a demandé d'être son observateur (caller, diraient les anglophones). Il utilisait le modèle FLAT DC montré sur un plateau de fibre de carbone qu'il tenait à l'aide d'un harnais, si bien que ses mains étaient libres afin d'actionner les manettes et boutons.

“Je recherchais un nouvel émetteur qui m'offrirait des données télémétriques en temps réel pour mes maquettes électriques (voltage, courant, puissance de signal du récepteur, temps de vol et alarmes). On m'a référé à 'espritmodel.com' afin de pouvoir commander quelque chose de la gamme JETI. Le site est très complet et vous trouverez ce dont vous avez besoin pour vos maquettes, qu'il s'agisse d'électriques, à essence, jets, hélicoptères ou planeurs.

“J'ai commandé une version DC-16 munie de son étui de transport, d'une batterie de 5 200 mAh, un adaptateur de courant AC ainsi que d'un manuel de 160 pages. Les

récepteurs JETI réguliers sont offerts en versions de trois à 18 voies. J'ai commandé un interrupteur verrouillable (locking switch) pour ma fonction des gaz, ce qui m'a pris dix minutes à installer.

“La programmation initiale était aussi simple que celle des Futaba que j'utilisais. La prochaine étape consistait à décider de quels interrupteurs j'attribuerais à quelles fonctions et de quels avertissements vocaux j'avais besoin. Le manuel, le site Web d'Esprit et YouTube offrent de l'aide là-dessus.

“La version DS de l'émetteur est dotée d'un écran à angle qui permet à votre observateur de lire vos paramètres de vol. Il comporte aussi un crochet et une courroie pour le cou. Mon fils Michael a acheté le modèle DS-16 aussitôt qu'il a constaté les caractéristiques du mien. Il l'a installé sur son support Dubro.

Depuis Noël 2019, nous possédons aussi les versions DS-12 et DS-14 approuvées par la FCC et par Industrie Canada et on peut les personnaliser à notre guise. Pour de amples renseignements, consultez thunderboltrc.com dans l'est du Canada et pro-rc.ca dans l'Ouest.” ✨

RADIO SPECTRUM

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About 10 years ago, I started the conversion from Glow powered R.C. models to Electric powered models, it's a move, to this day I do not regret. During the changeover, I was continually frustrated with the size, make and quality of the power connectors, particularly Deans connectors and the various knockoffs. When I found Anderson Powerpole connectors, I never looked back. The same housing is used for 15 – 45-amp connectors. Only one of my airplanes requires higher rated connectors.

The connectors are assembled in short order, they have self cleaning contacts, they connect and disconnect very easily without using any tools. They have lots of advantages and very few disadvantages. They are easy to assemble, and impossible to hook up wrong if assembled correctly.

Assembly instructions - <https://powerwerx.com/help/powerpole-assembly-instructions>

Onto radio matters – Keeping up with the ever evolving and improvements in our 2.4 GHZ Spread Spectrum radios is a daunting task. Spektrum have now introduced an IX20 Android based radio. Jeti, Graupner, Futaba and Power Box continue to come out with high end radios that have perked the interests of lots of long time R.C. Pilots.

One of the items I've always been concerned with is the use of knockoff or cheap clones of brand name radio receivers. Why risk losing an expensive plane by installing a lower priced receiver. Your receiver must be your strongest link to your airplane. For more information refer to MAAC Document MSD 17.

My guest column this month is from Al Allman, a long time respected R.C. Modeller from Vernon B.C. Al has a n article on his use of a JETI radio.

JETI RADIOS

By Allan Allman

I was first introduced to a JETI radio at the 2017 Vernon Scale Classic contest by Keith Bennet, MAAC'S Constitution chairman, when he asked me to call for him at the B.C. Scale event. He was using the FLAT DC model of the radio., mounted in a carbon



fibre tray, supported by a shoulder harness, leaving both his hands totally free to operate the sticks and switches.

I was looking for a new radio that would provide real time telemetry data feedback from my electric models for battery voltage, current, receive signal strength, flying time, and alarms. I was referred to "espritmodel.com" for JETI ordering information. This is a very complete site with every part you might need for electric, gas, or jet powered airplane, helicopter, or glider models.

I ordered a DC-16 version which came in its own carrying case, with a 5200ma battery, an AC power supply, and a 160-page manual. Regular JETI receivers come in 3 to 18 channel versions. I ordered a locking switch for my throttle which took 10 minutes to install.

Basic programming of the radio was just

like the Futaba radios I had been using. The next step is to decide which of the many switches you use for what function and what voice output you want to hear. The manual, the Esprit site, and YouTube have many tutorials which help with this.

The DS version of the radio has a bevelled screen which can allow your caller to read out your flying data. It has a hook for a neck strap. My Michael, son bought a DS-16 model as soon as he saw all the features in my radio. He has it mounted in his old Dubro shoulder mount tray.

Since Christmas 2019 we now also have DS-12 and DS-14 FCC/IC approved versions of this radio which can be optioned to suit any budget. For further information see thunderboltrc.com in Eastern Canada and pro-rc.ca in Western Canada. ✈

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MÉTHODE COMPOSITE DE RECOUVREMENT

par Paul Gibeault et Larry Renger

Lorsque j'ai reçu mon plus récent numéro de Model Aviation Canada, j'ai lu avec intérêt l'idée de Richard Barlow (illustre constructeur de maquettes de vol libre) de recouvrir les structures de pellicule thermorétractable avec notre papier de Japon conventionnel afin d'accroître sa résistance aux perforations et de rendre la structure plus rigide. Cette chronique traitera de ma tentative d'utilisation d'un tel recouvrement composite pour nos activités de vol circulaire.

Il y a quelque temps de cela, je construisais des maquettes de formation en voulant qu'elles soient très robustes et qu'elles résistent aux écrasements. Au fil des ans, j'ai remarqué à quel point les maquettes de combat FAI modernes sont justement résistantes; je me suis dit que je pouvais sûrement améliorer la formule. Plusieurs kits plus anciens comportaient du bois de piètre qualité en presque tous points (y compris le contreplaqué et les supports moteur). L'ingénierie de ces kits déviait souvent du plan original du concepteur, notamment parce qu'il s'agissait de tout faire entrer dans une plus petite boîte.

J'ai bien tenté de faire produire mon propre design sous forme de kit et les fabricants (et découpeurs au laser) trouvent qu'il est très dispendieux de procéder comme je le souhaite. (Ça, c'est le propos à une autre occasion.)

L'une des choses dont je me souviens des maquettes qui résistaient bien à des écrasements, c'est qu'elles étaient recouvertes de nylon. Le recouvrement était certes résistant mais beaucoup d'enduit-vernis (dope) était requis afin de remplir la fibre; de plus, je n'avais pas accès à l'époque à de l'équipement de peinture au pistolet. Puisque je suis un pilote adepte de la vitesse et de la course, la soie et de l'enduit-collé ne sont presque jamais utilisés, l'exception de certaines catégories antiques en Europe. Conséquemment, je tente d'utiliser l'enduit-collé le moins possible. Ma femme l'apprécie beaucoup!



The covering worked so well on my Ringmaster, I had to do it on my Flite Streak. / Cette méthode de recouvrement a tellement bien fonctionné sur mon Ringmaster que je devais l'essayer sur mon Flite Streak. Photo by Paul Gibeault



Shown here, the first wing panel with Polyspan has gone on quite nicely. / On voit ici que le Polyspan a été appliqué sans difficulté sur un premier panneau. Photo by Paul Gibeault



Here, the Polyspan has been heat shrunk & edges trimmed. / Ici, le Polyspan a été rétréci et j'ai découpé le surplus. Photo by Paul Gibeault



"Hangar Rash" shop punctures are a snap to patch at this stage. / Les perforations typiques du maniement (le proverbial Hangar Rash) sont aisément réparées. Photo by Paul Gibeault



Finished! The SLC covering goes on very easily over the bare Polyspan. / Terminé! Le recouvrement SLC s'applique très aisément sur le Polyspan à nu. Photo by Paul Gibeault

C'est alors que j'ai lu un article dans un forum de discussion en ligne de la part de mon ami Larry Renger (anciennement de Cox Manufacturing). Il avait exploré l'idée d'une méthode composite RAPIDE en deux étapes et légère. Comme on peut s'y attendre, la plupart des commentaires en ligne disaient qu'on ne pouvait pas réussir

suite à la page 72



The SLC is a snap going around complex wing tip curves. / Il est très facile d'épouser les courbes complexes (comme sur les saumons d'aile) à l'aide du SLC. Photo by Paul Gibeault

CONTROL LINE

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COMPOSITE COVERING METHOD

by Paul Gibeault and Larry Renger

When I received my last Model Aviation Canada issue, I read with interest about noted F/F model builder Richard Barlow's idea of covering iron-on film with tissue to increase it's puncture strength & attempt to add some rigidity to the structure. This column will be about my attempt on using a composite covering for our C/L applications.

Some time back, I was constructing trainer models with the purpose of being very tough, robust, and crash damage resistant. Over the years, I noted how tough modern FAI combat models are, so surely there are improvements to be made. Many of the old kits had very substandard wood in almost all areas (including plywood & motor mounts). The kit engineering often deviated from the designer's original plan so as to get everything to fit into a smaller box and such.

I've tried to have my own design kitted and the makers (and laser cutting people), find it very expensive to do things exactly the way I want. (But, that's a story for another time, perhaps).

One of the things I do remember about very crash resistant models of the day was that they were covered with nylon. Now, these certainly made for strong coverings but it seemed they needed a lot of dope to fill the weave and I never had the use of spray painting equipment back then. Being a speed and racing flier, things like silk & dope are almost never used except in some vintage classes flying in Europe. As such, I sure try to keep using smelly dope to an absolute minimum if I can. My wife appreciates it greatly!

It was when I read an online forum article from my friend Larry Renger (formerly of Cox Manufacturing) where he was exploring the idea of a QUICK lightweight two-stage composite covering method. As can be expected, most all the online comments said it couldn't be done, but Larry was undeterred.

I know Larry is a brilliant model engineer, so I just had to try his system idea and see for myself. The wings' bare wood structure is primed with two light coats of 50-50



Flite Streak: Full power-on crash with no wing damage at all! / Flite Streak : Écrasement à pleins gaz sans occasionner de dommages aux ailes! Photo by Paul Gibeault



Both Flite Streak and Ringmaster are drying outside after the Polyspan has been applied. / Le Flite Streak et le Ringmaster ont été placés à l'extérieur, le temps de sécher une fois le Polyspan appliqué. Photo by Paul Gibeault

nitrate dope, (mostly because nitrate smells less obnoxious and grips better) followed by a light sanding to remove any unwanted bumps. Then the popular "Polyspan" material is doped onto the wing per the instructions.

When dry, the Polyspan is shrunk with a Monokote iron. Another coat of dope is applied only onto the frame edges, and that is it for the doping!

Now... Super Light Covering mylar, available from The Corehouse, is cut to size and ironed straight on over the Polyspan. Work so that you don't incur large wrinkles in the SLC.

To my surprise, the SLC ironed onto the Polyspan very easily with no wrinkles or bubbles at all. The wing is now finished! I cover the wingtips separately with SLC (or Ultracote) and then add any trim lines if I wish.

In hindsight, it would have been easier

and better to have sprayed on my MAAC numbers and added any other trim/decals before the SLC went on. Larry claims this covering weighs 1.4 oz/sq. meter, which is I find quite acceptable. With a light (400 grit) sanding, the covering can be painted with your favourite products, if you desire.

The only unexpected thing when covering this way is being called a liar when asked how many hand-rubbed coats of dope went on to achieve such a slick finish. Ah well, you can't please 'em all!

Of course, the proof of the toughness is in the crashing. To date, (from the photos) none of the wings have incurred any crash damage in spite of multiple crashes. I just have to work on the other components now.

P.S. A complete photo album for my model builds is available on the Alberta Control Line Flying Club's Facebook website page. ✈

VOL CIRCULAIRE ACROBATIQUE



Konstantin Bajaikine's KB 3333 at the Canadian 2019 FAI F2B Team Trials. / L'avion KB 3333 de Konstantin Bajaikine lors des épreuves canadiennes de qualification d'équipe F2B de la FAI, en 2019.

John McFayden - 14681L

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SUCCÈS À LA COUPE MONDIALE FAI DE F2B

Dans une chronique précédente, j'ai parlé du succès qu'a remporté Chris Cox en 2019 à l'aide de ses magnifiques Hellcats. Cette fois, pointerai les feux sur un autre Canadien qui a évolué au sein de la CLPA en 2019.

Konstantin Bajaikine s'est déplacé plus d'une fois en Europe l'année dernière afin de prendre part aux événements de la Coupe mondiale FAI de F2B ainsi qu'aux États-Unis afin de participer à de prestigieux concours. Sa maquette de choix : son KB 3333 électrique muni d'électronique active Igor.

CONCOURS EUROPÉENS

En mai en République Tchèque, Konstantin s'est hissé au huitième rang (sur 30 concrrrens) lors de la Coupe mondiale Hradec Kralove. Plus tard le même mois, il

s'est rendu au podium (une troisième place) à la Coupe Kazakhstan (sur 15 inscriptions) à Minsk (Biélarus). Lors d'une deuxième épreuve au même endroit, il a monté une fois de plus sur le podium avec une troisième place (sur 24 pilotes) à la Coupe du Biélarus.

Konstantin est retourné en Europe en septembre afin de prendre part au concours de Lugo (Italie), où il a terminé deuxième (sur 20) lors de la British GBR Cup et il a ravi une cinquième place plus tard lors de l'Italian Gold Cup (sur 29 concurrents).

En tout, 27 concours de la Coupe mondiale étaient prévus en Europe en 2019. Grâce à son pointage cumulatif en disputant cinq épreuves de la Coupe mondiale, Konstantin s'est classé cinquième (sur plus de 200 pilotes). C'est un accomplissement remarquable, rien de moins!

Vous pouvez consulter les résultats F2B au lien suivant : https://www.fai.org/sites/default/files/2019_wcup_cumulative_results_f2b_07-12-19_final.pdf.

CONCOURS NORD-AMÉRICAIN

suite à la page 57



Konstantin with the 2019 F2B Team Trials Rob Kolarik Memorial Trophy. / Konstantin et son trophée commémoratif Rob-Kolarik lors des épreuves canadiennes de F2B.

CONTROL LINE PRECISION AEROBATICS

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FAI F2B WORLD CUP SUCCESS

In an earlier issue, I highlighted the successes that Chris Cox had in 2019 flying his beautiful Hellcats. This issue, I will likewise highlight another Canadian 2019 CLPA success story.

Konstantin Bajaikine made a couple of trips to Europe in 2019 to participate in FAI F2B World Cup events and to the U.S. to compete in some very well-known high-profile contests. His model of choice was his electric KB 3333 with active Igor electronics.

EUROPEAN COMPETITIONS

In May, in the Czech Republic, Konstantin flew to eighth place in a 30-entry field in the Hradec Kralove World Cup. Then later in May, Konstantin earned a podium finish with third place in the Kazakhstan Cup in a 15-entry field in Minsk, Belarus. In a second event in Minsk, he scored another third place in a 24-entry field at the Belarus Cup.

Konstantin returned to Europe in September to compete in Lugo, Italy where he scored a second place among 20 entries in the British GBR Cup and later a fifth place in the Italian Gold Cup which featured a field of 29 entries.

Twenty-seven World Cup events were scheduled in Europe in 2019. With the cumulative points earned in the five World Cup events in which Konstantin attended, he earned fifth place overall in a field of over 200 pilots. A remarkable achievement.

Full 2019 FAI F2B results can be found here: https://www.fai.org/sites/default/files/2019_wcup_cumulative_results_f2b_07-12-19_final.pdf.

NORTH AMERICAN COMPETITION

In North America, in July, Konstantin travelled to Lincoln Park, New Jersey to compete in the Garden State Circle Burners stunt event winning the Red Reinhart Perpetual Memorial Cup. Some of the previous winners of this prestigious trophy include Bill Simons, Keith Trostle, Jim Casale, Windy Urtnowski and Dan Banjock. In August at the NEST CUP in Wrentham, Massachusetts, and flying in very stiff wind,



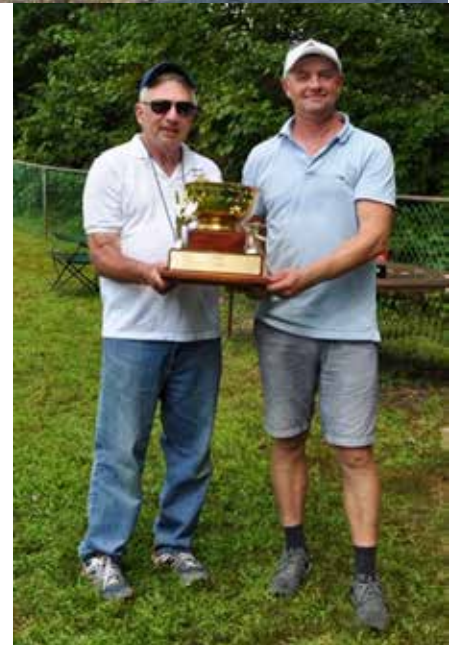
FAI Champions Kazakhstan Cup in Minsk, Belarus. / Les champions de FAI lors de la Coupe Kazakhstan à Minsk (Bélarus).

Konstantin again took first place.

Here in Canada, Konstantin won the Rob Kolarik Memorial Trophy and a spot on the 2020 Canadian F2B Team at the 2019 F2B Team Trials held in July at Centennial Park in Toronto. Then in August, at the Bean Field in Dresden, Konstantin bested the CLPA field at the Southern Ontario Control Line Championships.

Congratulations Konstantin on a year featuring over 600 flights, most of them practice flights in front of the flight tracking software where adjustments could be made to improve shapes, bottoms and intersections. Konstantin was wise enough to seek out many other test flight opportunities, flown before human judges, in an effort to confirm that what the camera lens suggested matched what the eyes of human judges perceived.

All of that practice, all of those flight adjustments, and all of those consultations with skilled and experienced judges resulted in Konstantin flying a much crisper and consistent pattern. The proof is in all those judges rewarding his contest performances.



Mike Ostella presenting the Reinhart Cup to Konstantin. / Mike Ostella présente la Coupe Reinhart à Konstantin.

85 YEARS YOUNG!

Finally, congratulations to the Vancouver Gas Model Club and all the past and current members who are celebrating the club's 85th

continued on page 54

SAM/VOL LIBRE EXTÉRIEUR

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Soumis par Richard Barlow

Ce mois-ci, je vais dévier des articles sur la façon de faire -- les «How-To» -- et je vais me pencher sur l'avenir général de l'aéromodélisme.

Devant moi se trouve mon inestimable premier exemplaire de la revue *Aeromodeller* que j'ai acheté dans ma jeunesse. C'était en 1954. Exception faite de la page couverture, on retrouvait 56 pages de texte. Oui. Cette maquette ducted fan du Lavochkin sur la couverture était une maquette de vol libre.

On retrouve les plans de quatre maquettes à construire, quelques articles «How-To» et plusieurs pages qui traitent directement ou indirectement de concours. Bien sûr, on retrouvait des annonces, comme aujourd'hui.

Lorsqu'on feuillette nos revues typiques et modernes, les articles instructifs sont peu nombreux et les renseignements de concours le sont aussi peu mais les annonces sont bel et bien présentes.

Je sais bien que ce qui est passé le demeurera. On doit regarder vers l'avant. Cela dit, les photos dans ma revue montrent un groupe de modélistes bien plus jeune qu'on retrouve dans celles d'aujourd'hui, là où les têtes blanches constituent la norme du club moyen. Les Fun-flies ont presque entièrement remplacé la compétition.

Lorsque je jette un coup d'œil aux clubs et à leurs activités dans ma région -- jardinage, golf, photographie, curling -- ceux qui s'épanouissent ont une chose en commun : l'aspect compétition. L'être humain est compétitif de nature, même si on se mesure à nous-même... sinon, pourquoi les golfeurs solo tiendraient-ils compte de leur pointage?

Ailleurs dans ce numéro, vous retrouverez l'histoire du Lloyd Shales qui a récemment été honoré en raison de son design pour débutants, le *Minnow*.

Cette petite maquette à propulsion élastique a permis à des légions d'enfants de faire leur entrée au sein de notre passe-temps et lorsque les organisateurs de rassemblement en ont construit en groupes,

les meilleures séances se sont terminées par un simple concours de durée en l'air.

Ces concours impromptus lancent l'intérêt pour le modélisme. Le *Minnow* est maintenant produit au Canada par le biais du directeur de la zone Atlantique, Cato Hansen et sera bientôt disponible auprès du MAAC. Le design est aussi produit à grande échelle chez Retro RC aux États-Unis et a été la vedette de compétitions aux États-Unis. Bravo à Mark Freeland de Retro RC d'avoir produit autant de kits de vol libre, qu'il soit de loisir ou de compétition.

Les personnes qui construisent et qui disputent des concours ont tendance à continuer d'évoluer au sein de notre passe-temps.

Je sais bien qu'il s'agit ici de la chronique de vol libre mais que d'encourager les concours, c'est bon pour tous les volets de l'aéromodélisme. Pour moi, le Fun-fly le plus agréable de l'Est ontarien, c'est celui des Kingston R/C Modelers, notamment parce qu'il incorpore de petites épreuves comme l'atterrissage *spot landing*.

Ce Fun-fly attire des modélistes du Canada et des États-Unis. Bravo à Rolly Siemonsen. Je note aussi que Rolly a longtemps découpé des Minnows au laser.

Nous ne jouissons plus d'un bon site de vol libre dans l'est de l'Ontario, si bien que notre Great Grape Gathering doit être présenté à Geneseo (état de New York). Grâce aux efforts soutenus de Roy Smith et de Jim Moseley, ce concours se poursuit, même si les cheveux deviennent de plus en plus blancs et plus clairsemés.

À Toronto, grâce aux efforts de Chris Brownhill et des Balsa Beavers, le parc Centennial est toujours l'hôte du concours de vol circulaire. Plusieurs concurrents FAI de calibre mondial se sont épanouis depuis cette épreuve.

En toute sphère de compétition, on retrouve une pyramide, le sommet représentant les meilleurs. Au golf, cela s'illustre par les épreuves Major; au tennis, c'est Wimbledon; en aéromodélisme, ce sont les concours internationaux de la FAI.

En général, l'appui pour les événements compétitifs est ridiculement bas, en ce moment. Il est de plus en plus difficile de permettre à nos meilleurs modélistes et pilotes de livrer bataille.

Nous pouvons nous targuer d'une excellente feuille de route en matière de

concours internationaux. Nos pilotes sont très fiers de porter l'unifolié sur leur uniforme et de représenter le Canada. Je ne montre aucun doigt accusateur et ne cherche pas à critiquer, mais à mon avis, la situation se détériore. Nous devrions tous être fiers de nos concurrents et d'appuyer ceux qui nous représentent.

Personnellement, j'aimerais constater que davantage de financement est dirigé vers la promotion de la compétition. ✨

SAM / Free Flight

from page 55

In any competitive area, there is a pyramid, with the pinnacle at the top for the best. In golf, it is the four Majors; in Tennis, it is Wimbledon; in aeromodelling, it is the International FAI events.

In general, support for competitive events is dismally low right now. It is getting harder and harder for our top flyers to compete because of this.

We have a great record in International events. Our competition pilots are incredibly proud to wear the Maple Leaf on their shirts and to stand for Canada at these international events. This is no attempt to point fingers, nor to criticize, but I see the current situation as a deterioration. We should all be proud of our competitors and support those who represent us.

Personally, would like to see more funds used for the promotion of competition. ✨

CL Precision Aerobatics

from page 53

anniversary in 2020.

As always, whether you are an expert pilot competing in World Cup events or a returning flyer pondering how to fly the clover, you are welcome to and encouraged to submit material for inclusion in a future Control Line Precision Aerobatics column! ✨

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Submitted by Richard Barlow

This month, I am going to deviate from “How to” articles and look at the future of aeromodelling in general.

I have, in front of me, the treasured first copy of *Aeromodeller* that I bought as a kid. The date was January 1954. Excluding the cover pages, there are 56 pages of text. Yes. That impressive Lavochkin ducted fan model on the cover is Free Flight.

There are plans for four “You build it” models, a couple of extensive and informative “How to” articles, and several pages that deal directly, or indirectly, with competitive flying. Of course, there was advertising – just as we see today.

Reading through typical magazines today, instructional articles are scarce, and competition information is minimal, but advertising continues.

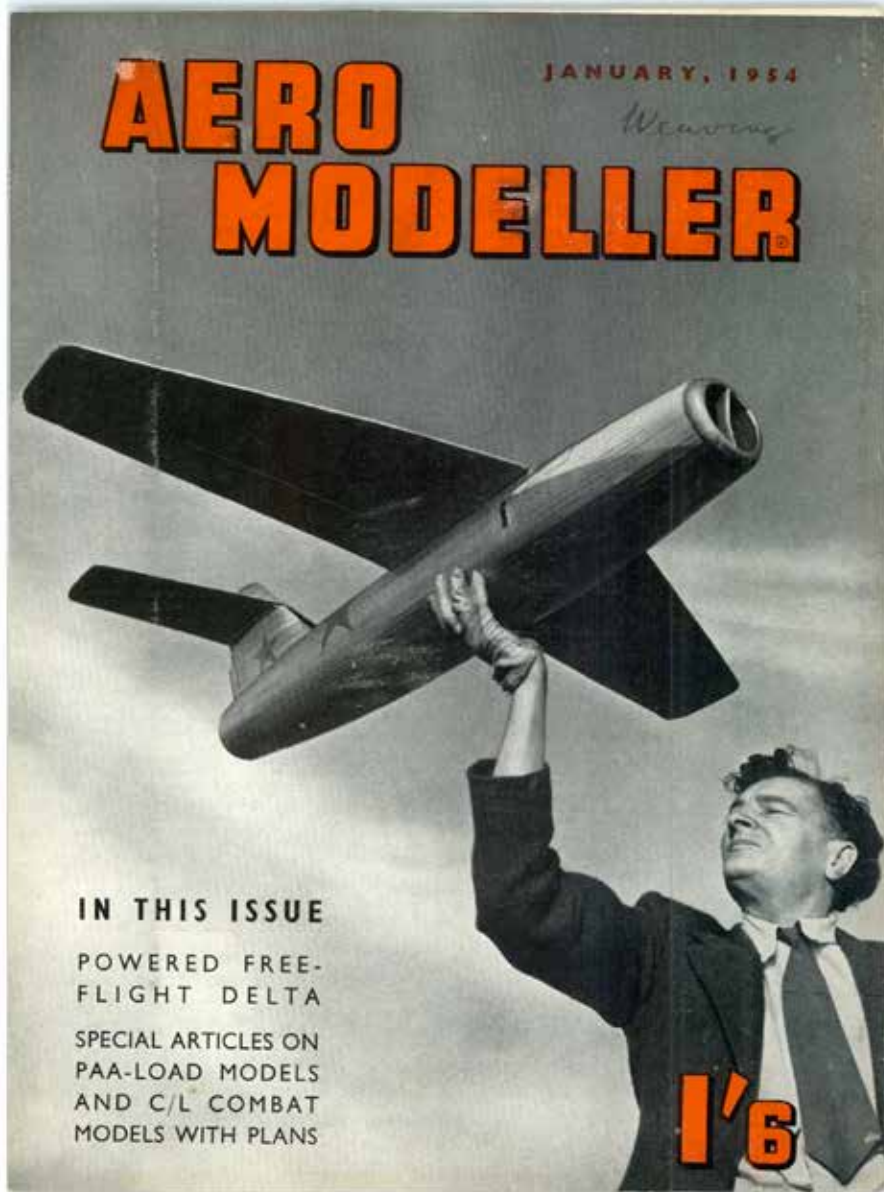
Now I am well aware that the past is the past. One has to look ahead. That said, photos in that magazine are of a much younger group than one finds today, where grey hair is the norm in the average club these days, and Fun Flies have all but replaced competition.

Looking around me at various clubs and activities in my area, from gardening and golf to photography and curling, those that thrive have one thing in common. There is a competitive aspect. The human being is competitive by nature, even with our selves, otherwise why would solo golfers keep score?

Elsewhere in this issue, is the story of how Lloyd Shales was recently honoured for his beginner design, the “Minnow”.

This small rubber-powered model has introduced countless children to the hobby, and when we have built them in groups, the most successful sessions have ended with a simple duration competition.

These impromptu contests spark further interest. The “Minnow” is now produced in Canada via the Atlantic ZD, Cato Hansen and will shortly be available through MAAC. It is also widely produced by Retro RC in the USA and is featured in competitions in the USA. Full credit is due to Mark Freeland of Retro RC for producing so many free flight



kits for both sport and competition flying.

Those that build and compete are statistically far more likely to stay with the hobby.

I know that this is the Free Flight column, but encouragement for competition is good for all aspects of model flying. For me, the most enjoyable RC “Fun Fly” event in eastern Ontario is the one hosted by the Kingston R/C Modelers, because they incorporate simple competitive events, such as spot landings into the day.

Their Fun Fly attracts modelers from Canada and the USA. Full credit to Rolly Siemensen for this. It is worthy of note that

Rolly also laser produced the “Minnow” for many years.

We no longer have a good Free Flight site in eastern Ontario, so our annual Great Grape Gathering has to be held in Geneseo, New York. Thanks to the tireless efforts of Roy Smith and Jim Moseley this competition endures, though the hair is getting greyer and thinner.

In Toronto, thanks to the efforts of Chris Brownhill, and the Balsa Beavers, Centennial Park continues to host good control line competition. Many World FAI competitors have evolved from competing there.

continued on page 54

MAQUETTES ÉLECTRIQUES RC

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D'AUTRES RENSEIGNEMENTS SUR LES LIPOS

Comme je l'ai dit il y a quelques chroniques, les batteries de polymère de lithium (les LiPo) peuvent offrir un bon rendement tout au long de centaines de cycles au fil des années. Mais elles n'en seront capables que si on fait attention à leur recharge, à leur utilisation et à leur entreposage. Dans cette chronique et de prochaines, j'élaborerai sur ce que ça signifie pour les pilotes typiques de maquettes électriques.

Commençons par la recharge.

L'exigence de base pour le vol électrique, c'est de se munir d'un chargeur approprié. Pour deux cellules et plus, vous devez utiliser un connecteur équilibreur (balance connector) afin de vous assurer que toutes les cellules atteignent le même voltage.

Il existe deux principales sortes de chargeur. La plupart des maquettes prêtes à voler comprennent un chargeur qui recharge les cellules individuellement à l'aide du connecteur équilibreur. Ces appareils sont habituellement limités à l'utilisation de batteries de 2S ou de 3S et rechargent à moins de 2 ampères.

Ces chargeurs de base peuvent effectuer le travail adéquatement en tenant compte de leurs limites. Plusieurs personnes désirent cependant un appareil qui soit plus puissant et qui puisse accommoder des batteries de chimie différente qui utilise un connecteur principal et qui

puisse accommoder non seulement les LiPo mais aussi les LiFe et batteries au lithium ion, de même que celles au NiCd/ NiMH et au plomb. Peu importe le type, l'exigence critique -- au nom de la sécurité et de la longévité de la batterie -- c'est que vous devez comprendre votre chargeur et comment l'utiliser conformément aux instructions du fabricant.

Le taux de recharge optimal afin de préserver la durée de vie de votre batterie, c'est 1C, c'est-à-dire que le paramètre de courant de recharge équivaut à la capacité de la batterie (par exemple, 2,2 ampères pour une batterie de 2 200 mAh). Toutefois, une batterie LiPo relativement neuve et qui n'exhibe aucun dommage ou abus (tel le gonflement) devrait se prêter sans problème à une recharge pouvant atteindre les 2C. Ne dépassez pas cela à moins que la batterie soit explicitement approuvée pour un tel taux de charge, puisque un cycle si rapide raccourcira de beaucoup l'espérance de vie de votre batterie et -- dans les cas extrêmes -- pourrait déclencher un incendie.

Les batteries LiPo devraient être rechargées à la température de la pièce. On ne devrait pas recharger sous les 15 degrés Celsius, surtout à des taux dépassant 1C; conséquemment le garage ne serait pas l'endroit indiqué, en hiver. Évitez aussi la recharge au-delà des 30 degrés (comme sous le soleil tapant). Règle générale qu'on peut suivre : recharge en un endroit où vous serez à l'aise (ni trop chaud, ni trop froid) de surveiller le cycle de recharge!

Le processus de recharge des LiPo consiste de deux étapes : premièrement, la batterie est rechargée à taux constant (typiquement 1C) jusqu'à ce qu'elle approche

des 4,2 V par cellule; ensuite, le chargeur passe en mode de voltage constant afin de terminer la recharge, alors que le courant diminue à mesure que les cellules s'équilibrent (c'est-à-dire qu'elles atteignent toutes le même voltage). Finalement, le chargeur s'éteint; vous devriez alors débrancher la batterie par souci de sécurité (j'espère que vous êtes demeuré à proximité tout au long de la recharge!).

Certains chargeurs sont réglés à 95 %, ce qui fait cesser le processus de recharge tout juste avant d'atteindre le maximum. Si vous n'êtes pas ennuyé de perdre 20 ou 30 secondes de votre durée de vol, vous prolongerez de beaucoup la vie de votre batterie. J'y ai recours constamment.

Ne rechargez jamais votre batterie LiPo normale au-delà de 4,2 V par cellule. Certaines batteries LiHV peuvent être rechargées à 4,35 V par cellule mais leur chimie diffère de celle des LiPo.

Puisque nous entamons ordinairement le processus de recharge à entre 20 et 50 % de la charge déjà dans la batterie, votre recharge à 1C devrait prendre un peu moins d'une heure. Incidemment, si votre batterie n'est que partiellement rechargée, disons à 4,0 V par cellule (à 80 % de sa capacité) ou moins, vous pourriez effectuer un vol afin d'épuiser cette charge emmagasinée, en autant que vous ajustiez le temps de vol afin de prévenir quelque dommage que ce soit à la batterie.

Je vous parlerai de cela la prochaine fois lorsque je traiterai de la façon d'éviter la surcharge... probablement la plus grande cause de décès prématuré des LiPo. ✈

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MORE ON LIPOS

As I said a couple of columns ago, LiPo batteries in moderate usage can deliver good performance for hundreds of cycles over a number of years. But this is so only if they are given proper care and attention in charging, use and storage. In this and subsequent columns I'll elaborate on what this means for typical electric flyers.

We'll start with charging.

The first and most basic requirement for electric flying is a suitable charger. For two or more cell batteries, this must use the balance connector to ensure that all cells are brought to the same voltage.

There are two main kinds of charger. Most ready-to-fly models include one that charges the cells individually through the balance connector. These are usually limited to use with 2s and 3s LiPo batteries and to charging at less than about 2A.

These basic chargers can do the job adequately within their limitations. But many people will want a more powerful and flexible multi-chemistry unit that charges through the main connector and can handle not only LiPo but LiFe and lithium ion

batteries, as well as NiCd/NiMH and lead acid. Regardless of the type, the critical requirement, for both safety and battery life, is to understand your charger and use it according to the manufacturer's instructions.

The optimum charge rate for good battery life is 1C; that is, the charge current setting is the same as the battery capacity (e.g., 2.2A for a 2200 mAh battery). However, a modern LiPo that is reasonably new and not showing signs of damage or abuse (such as puffing) should be fine with charging at up to 2C rate. Don't exceed this unless the battery is explicitly approved for rapid charging, as high charge rates will significantly shorten battery life and in an extreme case could even lead to a battery fire.

LiPo batteries should be charged at around room temperature. They should not be charged below about 15°C, especially at rates above 1C; hence the garage may not be a suitable place for charging in winter. Temperatures above 30°C, such as might be encountered in direct sun, should be avoided. A good rule of thumb is to charge in a place where you're comfortable watching the process!

The LiPo charge process has two main phases: first the battery is charged at a constant current (typically 1C) until it nears 4.2V/cell, then the charger switches to constant voltage mode to finish the job, with

current tapering off as the cells are balanced (i.e., all achieve the same voltage). Finally, the charger shuts down, at which point the battery should be unplugged for safety (you are standing by during the whole charge process, I hope!)

Some chargers have a 95% setting which stops the process a little short of full charge. If you don't mind losing 20 or 30 seconds of flight duration, this is a good choice that helps to extend battery life significantly. I use it all the time.

Never charge regular LiPos beyond 4.2 V/cell. There are "LiHV" batteries that allow charging to 4.35 V/cell but these have different chemistry from regular LiPos.

Since we normally start the charge process with between 20 and 50% charge already in the battery, charging at 1C generally takes well under an hour. Incidentally, if you have a battery that is only partially charged, say at 4.0 v/cell (about 80% capacity) or even lower, there is no harm in flying out the available capacity, provided you adjust flight time accordingly to avoid damage to the battery.

More on all this next time, when I tackle the issue of how to avoid over-discharge, probably the greatest cause of premature death in LiPos. ✈

Vol circulaire acrobatique suite de la page 52

En Amérique du Nord en juillet, Konstantin s'est déplacé à Lincoln Park (New Jersey) afin de participer au concours acrobatique Garden State Circle Burners, où il a remporté la coupe commémorative Red-Reinhart. Quelques-uns des détenteurs précédents sont : Bill Simons, Keith Trostle, Jim Casale, Windy Urtnowski et Dan Banjock. En août, Konstantin a ravi une première place à la Coupe NEST à Wrentham (Massachusetts) malgré un vent très fort.

Ici au Canada, notre modélisme a remporté le trophée commémoratif Rob-Kolarik et s'est ainsi assuré une place au sein de l'équipe canadienne de F2B pour cette année lors du Championnat sud-ontarien de vol circulaire.

Félicitations Konstantine sur cette année au cours de laquelle vous avez effectué plus de 600 vols, la plupart étant de la pratique devant un logiciel de surveillance des vols, de sorte à ce que des ajustements soient apportés afin d'améliorer certaines acrobaties. Konstantin a eu la sagesse de procéder à d'autres vols d'essai -- en présence de juges humains -- afin de confirmer ce que la lentille de caméra suggérait et ce que des yeux humains ont perçu.

Toute cette pratique et ces ajustements en vol ainsi que de nombreuses consultations auprès de juges expérimentés ont donné des numéros de voltige beaucoup plus uniformes chez Konstantin. La preuve : les juges ont reconnu ses

performances.

85 ANS!

Finalement, félicitations au Vancouver Gas Model Club et à ses anciens et actuels membres qui soufflent les 85 chandelles de leur club en 2020.

Comme toujours, que vous soyez un pilote expérimenté qui se mesure aux autres lors d'événements de la Coupe mondiale ou un vétéran qui reprend du service afin de perfectionner la manœuvre du trèfle, je vous encourage avec enthousiasme à soumettre du matériel pour inclusion dans une prochaine chronique de vol circulaire acrobatique! ✈



A green and white Beaver was just completed for one of our members, Brad Franson. / Ce Beaver vert et blanc vient d'être complété pour l'un de nos membres, Brad Franssen.

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Au fil des années, ce passe-temps a subi bien des changements. Nous avons tous entamé des projets artisanaux (scratch building) pour ensuite passer aux kits et maintenant aux maquettes presque prêtes à voler (les ARF) et prêtes à voler. Un de mes bons amis, Bob May, est l'un de ces constructeurs artisanaux. J'ai écrit un article à son sujet, il y a un bon moment... son travail est tout simplement splendide.

J'ai aussi découvert que plusieurs gros hydravions sont de construction artisanale ou des kits. J'ai reçu un courriel de Dick

Parkes qui me parlait d'un type nommé Ted Russell. Ted a construit ses propres maquettes et, mieux encore, il a aidé plusieurs modélistes à construire et à réparer leur appareil au fil des ans.

Voici un compte-rendu de Dick et des photos de Ted et de ses avions.

TED RUSSELL

À l'origine, Ted a appris tout seul à construire et à faire voler des maquettes télécommandées lorsqu'il habitait Prince Rupert, il y a plusieurs années. Lorsqu'il est déménagé à Blind Bay sur le lac Shuswap, il a apporté ses grandes connaissances et son expertise des avions télécommandés et il s'est spécialisé dans les hydravions.

Ted Russell est l'un des fondateurs du

Shuswap Lake Aero Modelers Club et il est devenu notre gourou des hydravions dès le départ. Il est réputé dans la région en tant que concepteur et constructeur de douzaines de copies volantes d'hydravions et on peut affirmer qu'un important nombre d'avions qui volent à notre rassemblement annuel Fall Classic sont des designs de Ted. Ce dernier a aussi reçu le Prix de l'accomplissement d'une vie du MAAC en 2011.

Ted et son épouse ont déménagé à Williams Lake il y a quelques années afin de se rapprocher de leurs fils et malheureusement, la vue de Ted a diminué, si bien qu'il ne pilote plus. Toutefois, il est à construire un dernier gros appareil, un immense Canadair CL-215. ✈

R/C FLOATPLANES



Ted Russell looks over the fuselage of his latest CL-215 build. / Ted Russell examine le fuselage de son plus récent appareil, le CL-215.

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Over the years, this hobby has seen many changes. We started off scratch building, then building kits, and now ARFs and ready to fly. A good friend of mine, Bob May, is one of those old scratch builders. I did an article on him quite a while ago... his work is just gorgeous.

I have also discovered that a lot of the big floatplanes are kits or scratch built for some reason. I got an e-mail from Dick Parkes telling me about a gentleman by the name of Ted Russell. Ted has built his own models, but more importantly, he has helped many others with building and repairing their planes over the years.

Here is a report from Dick and some pictures of Ted and his planes.

TED RUSSELL

Ted originally taught himself how to build and fly R/C aircraft when he was living in Prince Rupert, many years ago. When he moved to Blind Bay on Shuswap Lake, he brought with him his extensive knowledge and expertise of R/C aircraft, and specialized in floatplanes.

Ted Russell is one of the founders of



The yellow and white "Bradco Air" Beaver that was also built for Brad Fransen, and Ted's original CL-215 that is over 25 years old and still flying. It was recently passed on to Steve Bondar. / Le Beaver jaune et blanc de Bradco Air a été assemblé pour Brad Fransen, tandis que le CL-215 original qu'a construit Ted il y a plus de 25 ans vole toujours. Steve Bondar s'en est récemment porté acquéreur.

the Shuswap Lake Aero Modelers Club and has been our floatplane guru since the beginning. Ted is well known in our region for designing and building dozens of scale floatplanes and a significant percentage of the planes flying at our annual Fall Classic event are Ted Russell designs. Ted was also a recipient of the MAAC Lifetime Achievement Award in 2011.

Ted and his wife moved to Williams Lake a couple of years ago to be closer to their sons and, unfortunately, Ted is losing his eyesight and does not fly anymore. He is, however, building one last airplane, a huge Canadair CL-215. ✈





Jason Uberig - 32586

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It has been a long while since the last RC Indoor column. Let's see if we can fix that. I'd like to feature your unique indoor projects and special events in future articles. Please contact me through the MAAC site or on Facebook (I'm the only Jason Uberig) and we can chat. You do not have to be a great writer -- I can help put the words on paper -- if you have a neat project or know of someone who does, give me a poke!

This issue, we'll take a look at a fantastic merging of two building materials in a scratch-built project by Glenn Wray.

Glenn is a member of London Indoor RC Community (lirc.ca) as well as a member of Cobble Hills Fighter Group here in London (Ontario). He also is now co-owner of AVF Hobbies. When he brought this project to an indoor event this season, I coerced him into letting me highlight it here to share what I believe is a cool integration of old and new materials in the design and construction of indoor planes.

Hopefully you'll find it interesting too!

THE SAVAGE BOBBER

by Glen Wray

"My attraction to aircraft started like many, at a very young age. From building plastic models to early Guillows kits, control line then first RC kits to present day turbines.



"The challenge of starting with an idea and seeing it through design and building to then seeing your work fly is amazing. In all my experiences in modeling, attending air shows, and volunteering with Waterloo Warbirds restoring their vintage jet aircraft, I can say I am very lucky to have learned from and been in the great company of many people.

"For quite some time, I have been intrigued with the Zlin Savage Bobber Light Sport aircraft, and always wanted to build one. My other thought had been: "What would be the largest aircraft I could build for indoor in an average sized gymnasium?"

"The following requirements were set

as a goal: Use of EPP foam, balsa, and the same electrics we use for our indoor combat planes, ending with a weight of 185 grams.

"From a simple internet picture to a drawing, a stick balsa framed 58-inch span aircraft took shape. Unfortunately, my need for detailing and lights pushed up the weight to 485 grams. Even with the increased weight, the maiden flights were a success. Its first flights revealed a few necessary changes but overall, I was very pleased.

"The pictures tell most of the story on the build, but if you have questions let me know. I can be reached at g.note@live.com." ✈



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Cela fait un moment que vous avez lu la chronique sur le vol intérieur télécommandé. Voyons donc si nous pouvons y faire quelque chose. J'aimerais parler de vos projets et événements dans de futures chroniques. Veuillez communiquer avec moi par le biais du site Web du MAAC ou sur Facebook (je suis le seul Jason Uberig répertorié) et nous pourrions en jaser un peu. Vous n'avez pas besoin d'être un auteur hors du commun – je peux vous aider à coucher des mots sur papier – si vous avez un projet en marche ou si vous connaissez quelqu'un à cet effet, faites-moi signe!

Dans ce numéro, nous examinerons une histoire de jumelage de deux matériaux de construction, un projet de Glenn Wray.

Glenn est membre de la London Indoor RC Community (lirc.ca) ainsi que du Cobble Hills Fighter Group ici à London (Ontario). Il est aussi copropriétaire d'AVF Hobbies. Lorsqu'il a apporté son projet à un rassemblement de vol intérieur, je l'ai convaincu de me laisser le mettre en valeur ici dans cette chronique afin de partager une chouette intégration de vieux et nouveaux matériaux, tant en design qu'en construction d'avions de vol intérieur.

J'espère que vous trouverez ça tout aussi intéressant!

LE SAVAGE BOBBER

par Glen Wray

« Mon attirance pour les avions, à l'instar de plusieurs personnes, a commencé très tôt. J'ai entamé ma carrière de modéliste à l'aide de maquettes de plastique, en passant ensuite aux kits de Guillow's, au vol circulaire pour ensuite transiter aux kits de maquettes télécommandées et aux appareils à turbine.

« Il n'y a rien de tel que d'avoir une idée et d'effectuer le design et la construction pour ensuite voir votre création voler. De toutes mes expériences de modéliste, d'être spectateur à spectacles aériens et de devenir bénévole auprès des Waterloo Warbirds afin de remettre en état des jets antiques, je peux affirmer que je suis très chanceux d'avoir appris de tant de personnes sensationnelles.

« Cela fait un bon moment que le Zlin Savage Bobber Light Sport m'intrigue et j'ai toujours voulu en construire un. J'ai ensuite pensé : « Quelle serait la plus grosse maquette que je puisse assembler pour du vol intérieur dans un gymnase conventionnel? »

« J'ai établi les paramètres suivants : mousse EPP comme matériau de base, du balsa et les mêmes composantes de vol électrique que pour nos appareils de combat aérien, le tout avec un poids de 185 grammes.

« Je me suis basé sur une simple photo d'Internet et j'ai réalisé un dessin. Une maquette en baguettes d'une envergure de 58 pouces a commencé à prendre forme. Malheureusement, je désirais ardemment



ajouter des détails et des feux de position, si bien que le poids a augmenté à 485 grammes. Malgré ce poids excédentaire, les vols inauguraux ont été couronnés de succès. Il a fallu que j'effectue des modifications mais dans l'ensemble, j'étais bien heureux.

« Les photos vous montrent la construction mais si vous avez des questions, demandez-moi. On peut me joindre au g.note@live.com.» ✈

R/C PRECISION AEROBATICS

Harry Ells

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Welcome to the COVID-19 pandemic. Today is Saturday, March 14th. I live in a rural area about 10 kilometers outside of Cobourg, ON. Cobourg is a town with a population of about 19,500. Last night, our local hospital announced that they have had their first confirmed case of COVID-19. Of course, the normal insanity was already ensuing. I think that in last few days with all the cancellation of sports, large events and March school break extension, it has really hit home for most people here.

INTERNATIONAL TRAVEL

For me, I started watching when the CIAM (FAI) president sent out an e-mail a couple of weeks ago with a link to the Swizz website for the Corona Virus. This was a concern for me as I was to travel there at the end of the month. My first check showed 18 confirmed cases, the next day a few more, the number increased slightly every day until it started going up by a hundred or two each day. Before it was announced

that the CIAM plenary meeting was being postponed, I had already decided that I would be staying home.

EVENT CANCELLATIONS

Although I am looking forward to warmer weather and getting out, I always am a little apprehensive since I am usually not totally prepared. More than a week ago, I was in the middle of registering for the US NATS. I got to the point of putting in my credit card info and decided that maybe for the large registration fee, it might be better to wait closer to the deadline in seven or eight weeks.

Planning is still going ahead for all the contests I usually attend in Canada and the USA. I really hope that everything settles down with the COVID-19 and we return to what serves as normal.

In the meantime, many World Championships and World Cup events are being postponed or cancelled. The F1D World Championships scheduled for March have been postponed to December I believe. The Australian Masters was cancelled less than two weeks out, so please try to stay informed if you are participating in any events.

F3P TRIALS

The Northumberland Electric Aviators held their 5th annual F3P contest at the end of February. This contest also served as the Team Trials for the F3P World Championships to held in Bucharest, Romania February 20 to 27, 2021. We had some bad winter weather predictions but still had 13 competitors. The team will consist of Pat Mackenzie, Xavier Mouraux, and our new Junior Larry Lai.

F3A

The F3A team Trials are set for Labour day weekend and I really hope that COVID-19 is long gone by then. More information will be out soon.

NEW RULEBOOK

The new RC Precision Aerobatics rulebook for 2020 is out now, updated by committee member Paul Brine. Thanks Paul. Since this a Team Trial year and we do have qualifications that must be met, I would strongly suggest that any contest organizers take a look at the requirements that make a contest official. Also, there is a process to becoming a recognized Contest Director. ✈

ACROBATIE DE PRÉCISION RC

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Bienvenue à la pandémie de la COVID-19. J'écris en ce samedi 14 mars. J'habite en secteur rural à 10 km de Cobourg (Ontario). Cobourg est une agglomération comptant environ 19 500 personnes. Hier soir, notre hôpital local a annoncé un premier cas confirmé de la COVID-19. Bien sûr, la folie collective commençait déjà. Je crois que les gens ont pris conscience de l'ampleur de la situation à mesure que les événements sportifs, rassemblements importants et que le congé de mars a été prolongé.

DÉPLACEMENT À L'INTERNATIONAL

Pour ma part, j'ai commencé à surveiller la situation lorsque le président du CIAM (FAI) a envoyé un courriel voilà quelques

jours qui nous dirigeaient vers le site Web Swizz et qui traitait du coronavirus. Je m'en inquiétais puisque j'étais censé m'y rendre, en fin de mois. Ma première vérification a relevé 18 cas confirmés; le lendemain, quelques autres étaient décelés et le chiffre augmentait quotidiennement jusqu'à ce qu'il atteigne la centaine. Avant même d'apprendre que la réunion plénière du CIAM était contremandée, j'avais déjà décidé de demeurer à domicile.

ANNULATIONS

Bien que j'aie hâte de participer à des événements une fois le beau temps revenu, je nourris toujours un peu d'appréhension parce que je ne suis généralement pas prêt. Il y a plus d'une semaine, je m'inscrivais aux NATS aux États-Unis. Je me suis rendu jusqu'à inscrire mes coordonnées de carte de crédit et j'ai décidé -- les frais d'inscription élevés y étaient probablement

pour quelque chose -- qu'il serait préférable d'attendre à plus tard, à sept ou huit semaines de l'événement.

La planification se poursuit pour ce qui est des concours auxquels j'ai l'habitude de me rendre au Canada et aux États-Unis. J'espère vraiment que la poussière de la COVID-19 retombe et que nous reviendrons à la normale.

Entre-temps, plusieurs championnats mondiaux et rassemblements de la Coupe mondiale sont remis à plus tard ou annulés. Le Championnat mondial de F1D prévu en mars a été reporté en décembre, je crois. Les Australian Masters ont été annulés à moins de deux semaines d'avis. De grâce, surveillez les changements si vous participez à un quelconque concours.

ÉPREUVES DE F3P

Les Northumberland Electric Aviators

suite à la page 72

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BRUCE BENDER

Nous avons vécu de bien tristes moments au sein de la communauté des adeptes des jets dans l'Ouest canadien. Comme l'ont soulevé d'autres personnes par le biais d'hommages (dans les pages de Model Aviation Magazine), nous déplorons la lourde perte de Bruce Bender au cours de la fin de semaine de l'Actions de grâces, l'année dernière. Ceux d'entre nous qui nous sommes rendus au rassemblement de Princeton quelques semaines auparavant ont apprécié l'éternel comportement de gentleman de Bruce lorsqu'il se présentait à ces évènements très sociaux.

J'avais essayé de préparer une entrevue de fond avec Bruce pour parution dans ma chronique – l'idée était de se partager la tâche afin de rédiger à deux – mais Bruce s'était pratiquement interviewé tout seul et il nous a livré son histoire. C'était bien Bruce : ne pas vouloir que les autres fassent les choses à sa place. Pour ceux et celles qui voudraient lire l'article-hommage (consultez le numéro de mai-juin 2019 de Model Aviation Magazine qu'on peut télécharger depuis le site Web du MAAC).

Nous allons nous ennuyer de Bruce et force est d'admettre que les ralliements seront différents sans vous.

ALEX BAHLSSEN

Nous avons perdu un autre allié à la suite d'un accident d'aviation sur l'île Gabriola, Alex Bahlsen et deux autres occupants, le 10 décembre 2019.

J'ai connu Alex lorsqu'il était le propriétaire de l'AJ Flying Ranch, situé à environ 40 minutes de Calgary, à Cayley. Ce ranch est un aérodrome privé. Alex nous avait prêté ses installations (piste, hangar et

propriété) de sorte à ce que nous puissions présenter les deux rassemblements Jets Over Cayley, en 2011 et 2013.

Quels que soient nos besoins du moment, Alex nous aidait en nous prêtant son tracteur à pelouse, ses camions, ses remorques à plateforme, son hangar pour l'entreposage de nuit; il était toujours là. Ces jours-ci, certains propriétaires ont peur de prêter leur propriété; Alex, lui, n'hésitait aucunement.

Compte tenu d'une modification à l'utilisation de son terrain autour de la piste, il n'était plus envisageable d'organiser notre ralliement sur sa propriété, si bien que notre évènement s'est terminé avec l'édition de 2013. Plusieurs personnes qui s'étaient rendues à notre rassemblement au Flying Ranch parlent encore de ces rencontres et des bons moments que nous avons vécus.

Nous avons toujours apprécié l'hospitalité et la générosité d'Alex. Au nom des pilotes, des familles, des spectateurs et de moi-même, nous transmettons nos condoléances à la famille Bahlsen et nous saluons la mémoire d'Alex le pilote et ami de la communauté des modélistes.

Pilotes canadiens volant aux É.-U.

Voici quelques renseignements sur les modélistes qui veulent piloter des maquettes à turbine aux États-Unis. Exigence : les pilotes (membres du MAAC) de telles maquettes doivent se munir un Certificat d'opération des turbines (TOC) au Canada avant de franchir le 49^e parallèle.

Cette accréditation est certainement disponible; on peut télécharger les documents pertinents depuis le site Web du MAAC (section des Jets). Ceux-ci renferment des explications sur le « pourquoi » et ce qu'est l'accréditation TOC. On retrouve aussi des questions et des réponses à une série que poseront les deux examinateurs au cours de la journée

du test de pilotage.

Les futurs détenteurs qui veulent subir ce test devront procéder à des arrangements avec ces examinateurs afin de se rencontrer et de faire le test en vol. Souvent, ce test a été mené lors des rassemblements de jets (pendant une pause ou dans une case horaire qui convient aux organisateurs du rassemblement).

Vous pouvez télécharger un formulaire à partir de la section des « documents » au site Web. Lorsque les pilotes auront réussi leur test en vol, la documentation peut ensuite m'être envoyée (en ma qualité de président du comité); je la traiterai pour ensuite remettre le certificat TOC à son nouveau détenteur.

C'est tout.

Je sais que des modélistes qui sont à la fois membres de l'AMA et du MAAC ont obtenu une exemption de turbine (waiver) de l'AMA sans avoir pour autant s'être munis du certificat du MAAC. Après avoir correspondu par courriel avec Tony Eberts – ce dernier siège au sein du Comité consultatif du MAAC en matière d'assurance – deux questions me sont venues à l'esprit, si vous ne possédez pas le TOC :

Si j'avais besoin d'assurance pour pouvoir piloter aux États-Unis, le MAAC me protégerait-il si je ne suis pas détenteur du certificat TOC?

Si j'avais besoin d'assurance pour pouvoir piloter aux États-Unis et que je suis membre de l'AMA et détenteur de l'exemption pour maquettes à turbine, serais-je protégé même si je ne suis pas un citoyen américain et que je ne possède pas une adresse permanente aux États-Unis?

Il est facile de vous procurer un certificat TOC du MAAC... et cela vaut la peine de vous protéger grâce à celui-ci. ✨

R/C JETS

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BRUCE BENDER

We have had some sad times in the Western Canadian Jet community last fall and in the winter. As been noted by others in previous tributes that have been made (Model Aviation Magazine), we suffered a huge loss, in the passing of Bruce Bender, on the Thanksgiving Day weekend last year. Those of us who attended the Princeton Rally a couple weeks before, enjoyed the usual gentlemanly quality that Bruce always displayed when attending these highly social events.

I had tried to do a spotlight interview of Bruce for my jet column, where we would share the work of doing the article together, but Bruce basically interviewed himself, and told us all about the Bruce Bender story. That was Bruce, never wanting others having to do things on his behalf. For those that wish to see or to read the article again (see Model Aviation Magazine May/June 2019 which can be downloaded from the MAAC website).

We will miss you Bruce and the rallies will be little different without you.

ALEX BAHLSEN

Another loss that we had was the unfortunate aviation accident on Gabriola Island that took the life of Alex Bahlsen and two other occupants on December 10/2019.

I got to know Alex when he was the owner of the AJ Flying Ranch that is located about 40 minutes south of Calgary, in

the rural community of Cayley. The AJ Flying Ranch is a private airport. Alex very generously donated his facility for us to use his runway, hangar and property so that we could stage the two Jets Over Cayley events in 2011 and 2013.

Whatever we needed, Alex helped out by loaning his mower, trucks, flatbed trailers, to overnight storage of our models in his hangar, he was there for us. In these days where some property owners are fearful of having events held on their property, Alex was not reluctant at all.

Due to a change on how Alex allocated his land around the runway, it was no longer feasible for us to hold our rally on his property, so our event had ceased to be after the 2013 event. Many people who attended our events out at Alex's AJ Flying Ranch still reminisce about those times at that facility and the great times we had.

We enjoyed his fine hospitality and generosity. On behalf of myself, the pilots, families and spectators, we pass our condolences to the Bahlsen family and salute the memory of the pilot, Alex Bahlsen, and friend to the model aviation community.

CANADIAN PILOTS FLYING IN THE US

Here is a word to all those wanting to fly turbines in the US. It is a requirement that MAAC turbine operators, must obtain a Turbine Operator's Certificate (TOC) in Canada before making the trip down south of the 49th parallel.

This is a very obtainable certification to complete, by downloading all the relevant documents that are located on the MAAC website in the Jet section. In the

documents, there are explanations of why and what the TOC is all about. Also, there are questions and answers to a verbal set of questions that will be asked by the two examiners on the day that flight test would be carried out.

Prospective individuals who wish to be tested should make arrangements for the examiners to meet and carry out the testing. Many times, this testing has been carried out at jet events, during some down time or at pre-arranged time suitable with the event organizers.

An application form can be downloaded from the documents section of the website. When a successful test has been completed the paper work is forwarded to me as the Chairman, I process it and award the certificate to the new TOC holder.

That's it.

I am aware of some individuals who are AMA and MAAC members and they have obtained an AMA turbine waiver, but have not completed the required MAAC TOC. After corresponding by email with Tony Eberts, who sits on the MAAC Insurance Advisory Group, two questions come to mind if you do not have a TOC while flying in America.

1) If I needed insurance flying in US, would MAAC cover me if I did not hold a TOC?

2) If I needed insurance flying in US and I am an AMA member holding a turbine waiver, would I be covered while I am not being a US citizen and without a permanent US address?

Getting a MAAC TOC is easy, and worth protecting yourself with. ✈

FOR SALE

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gavin@idealhobbies.com

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Hank Kauffmann - 28854

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En plein hiver, plusieurs Canadiens aiment se diriger vers Phoenix (Arizona) afin de se chauffer les os et de livrer combat contre plusieurs des meilleurs pilotes du continent et de l'étranger.

J'ai eu la chance de rejoindre mes compagnons au Phoenix Classic, en février. J'étais heureux de quitter l'Alberta une journée plus tôt que d'habitude; nous avons manqué la tempête qui a causé la fermeture des autoroutes. Jusqu'au concours, le temps était plus frais et humide que d'habitude. Mais la fin de semaine du concours était splendide.

Bien que le nombre de pilotes ait été à la baisse, huit Canadiens se sont inscrits comme concurrents. Doug Houston était le meilleur, se hissant au septième rang avec Randy Smith comme observateur (caller). Quant aux autres, nous avons eu droit à des pépins de course.

Mon démon personnel, c'était de me rendre compte que le fil de mon glow driver s'était sectionné juste avant de disputer ma première course. Plus tard, j'ai découvert que mon piston et que la tête du moteur étaient égratignés, si bien que le moteur n'a pas voulu démarrer et tourner sur la ligne de départ. Cela a donné lieu à une bonne part de drame lors de quelques courses.

Le Phoenix Speeworld RC Club est de dimension modeste. Même s'ils ne font pas de course, la plupart des membres donnent un coup de main. Lors d'un concours d'envergure, les organisateurs et concurrents apprécient beaucoup que leurs collègues qui ne s'apprennent pas à faire beaucoup de route ou à se diriger vers l'aéroport donnent un tel coup de main en fin de concours. La tâche est ainsi plus légère.

Roy Andrassy a cumulé les fonctions d'assistant directeur de concours afin de libérer Jim Allen d'un peu de charge de travail, Jim ayant présenté cet événement à plus de 30 reprises. Chapeau, Roy!

Le Canadien qui a rapporté la quincaillerie est Al Umbach; il a d'ailleurs remporté le prix, un Calderone Q40 en composite entièrement peint!

Voilà quelques années, Randy Smith a

commencé à envoyer ses témoignages de course par courriel lorsqu'il voyage. Ceux d'entre nous qui ne pouvons nous rendre à des courses pouvons quand même lire les exploits de Randy.

En janvier dernier, Randy s'est rendu au concours Winterfest Quickie/Electric Formula One. Il relate :

«La course autour de pylônes Phoenix Winterfest a été disputée en fin de semaine dernière. C'était la première fois que je m'y rendais. Il y a eu 33 inscriptions au sein de la catégorie 426 Super Sport Quickie et 11 inscriptions en E-F1. Roy Andrassy, Doug Houston, Harold Sattler, Chris Metlewsky, Dave Eaton et moi-même représentons notre district. C'était là une bonne représentation canadienne.

«Après avoir un peu influencé le directeur de concours, la formule de rondes à trois avions et un départ à la cheval de course ont été adoptés. Nous en étions bien heureux et il y a eu moins de massacre de maquettes que par le passé (moins de collisions aériennes et d'incidents de 'mauvais air', etc.).

«Nous avons eu droit à un grand nombre d'interruptions pour départ hâtif puisque les observateurs les plus ambitieux ont tenté de battre les autres de vitesse mais on leur a remis une pénalité (désolé Doug, j'étais persuadé que l'horloge était à zéro...).

«Vous reconnaissez le sentiment : vous avez le sentiment que ce n'est pas votre course. Cela s'est passé ainsi en catégorie 426. Exception faite d'une deuxième et d'une troisième place occasionnelle, j'ai vécu à l'ère d'une double-cut (départ hâtif), ma bougie s'est détériorée sur la ligne de départ, mon interrupteur de récepteur m'a fait faux bond sur la ligne de départ. Ce qui pouvait mal se passer... s'est mal passé. Je n'ai souffert aucune collision aérienne, aucun écrasement et aucun vol par mauvais air. J'imagine qu'on ne vit ceux-ci que lorsque



Allan Umbach with his new Calderon Q40 model. I've seen him smile, I just don't have the pictures to prove it. / Allan Umbach et sa nouvelle maquette du Calderon Q40. Je l'ai vu sourire... mais je n'ai pas la photo pour le prouver.

votre appareil arrive à décoller...

«Les choses se sont mieux passées pour moi en E-F1. Mon bon vieux Proud Bird a bien volé en dépit du parcours plutôt long. Au lieu de voler sur le parcours de prédilection de E-F1, nous avons dû piloter sur celui de la catégorie 426 puisque nous avons alterné de rondes.

«J'ai terminé l'épreuve à égalité avec Jim Nicodem pour la deuxième place. Ce dernier avait réalisé le temps le plus rapide mais j'ai tout de même choisi le fly-off. Dougie et moi-même avons maintenu la pression. C'était prometteur jusqu'à ce que nous coupions court au pylône 1.

«Dave et Chris ont bien piloté en 426 et ont ainsi appliqué de la pression sur les gros joueurs comme Jim Allen, ce dernier ayant réussi le chrono le plus rapide à 1:00 et des poussières. Je n'ai jamais vu des Quickie de catégorie 426 voler si vite! Dave et Chris gagnent en confiance et peuvent piloter en compagnie des meilleurs.

«Dougie avait sorti son fiable Ninja (âgé de quatre ans) qui était concurrentiel avec un chrono de 1:02. Il a très bien piloté tout au long de quelques rondes mais a encaissé une double-cut, ce qui lui a coûté des points.

suite à la page 74

R/C PYLON



Back row/À l'arrière: Hank Kauffmann, Henry Redecop, Harold Sattler, Kevin Moorehouse, Allan Umbach. Front row/À l'avant: Doug Houston, (Honorary Canadian) Tony Lopez, Roy Andrassy, and Randy Smith.

Hank Kauffmann - 28854

Committee Chair

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In the middle of winter, a number of Canadians like to descend on Phoenix to warm our bones and to compete against some of the best racers on and off the continent.

I was fortunate to be able to join my compadres in the fun of the Phoenix Classic in February. I'm glad we left Alberta a day earlier than normal, as we missed the storm that shut the highways down. Leading up to the contest, the weather was cooler and wetter than normal, however on the weekend of the contest the weather was marvellous.

While the number of the contest was a little lower than normal, eight Canadians were still there to compete. Doug Houston was the best Canadian attaining seventh place with Randy Smith calling for him. The rest of us had the usual race 'happenings'.

My personal demon was finding my glow driver wire had broken just before my first race. Later I discovered that my piston and head were pitted and the motor wouldn't

start and spool up on the line as expected. All of which leads up to unwanted drama at the beginning of a couple of races.

The Phoenix Speedworld RC Club is a modest-sized club. Most of the membership helping out at these races, even though they generally aren't racers themselves. Being a large contest, it's usually appreciated when contestants who aren't looking at a long drive or a dash to the airport, to help out at the end of the contest. Many hands make light work.

Roy Andrassy did double duty as the assistant Contest Director to take some of the load off the shoulders of Jim Allen who has held this race over 30 times. Hats off to Roy!

The Canadian who brought home the hardware was Al Umbach who won the giveaway raffle of a fully painted, composite Calderon Q40 race plane.

Some years back, Randy Smith began a practice of e-mailing to those at home his racing experiences when he travels. Those of us who can't actually get to the races can still live vicariously by reading Randy's exploits.

This past January, Randy was at the Winterfest Quickie / Electric Formula One

event. He writes of his experience:

"Last weekend was the Phoenix Winterfest pylon race. This was my first time attending the Winterfest. There were 33 entries in 426 Super Sport Quickie and 11 entries in E-F1. Attending from our district were Roy Andrassy, Doug Houston, Harold Sattler, Chris Metlewsky, Dave Eaton, and myself. A good representation from Canada for sure.

"After a little influencing and general lobbying by the pylon group towards the contest director, the decision was made to go with three-plane heats and a race horse start for the whole contest. We were all very happy with this and there was much less carnage than in past years with fewer mid-air collisions, bad-air mishaps, etc.

"There WAS a significant number of early launch cuts as the most ambitious callers tried to get a jump on the others but were quickly slapped with a launch cut. (Sorry Doug, I thought for sure the clock showed zero...)

"You know how you go to a race and quite early on, you just know that this is NOT your race. That's how things went for me in 426. Besides the odd second place and

continued on page 73

COPIES VOLANTES TÉLÉCOMMANDÉES



Scott Crosby - 23964

Chef de Comité

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ANNULATION DU ACES HIGH

En raison de la perte de notre lieu de rassemblement et d'un manque d'intérêt pour l'inscription, nous ne présenterons pas le rassemblement Aces High. Nous avons remboursé tous les frais d'inscription et nous nous excusons de tout inconvénient.

Dès le départ, je savais que l'évènement était un test. L'un des objectifs, c'était de faire en sorte que les gens parlent de copies volantes et de la compétition et je crois qu'à tout le moins, c'est ce que nous avons accompli.

Fort de tout test de la sorte, nous devons reconnaître que nous pourrions échouer. Nous devons alors tirer une leçon et poursuivre notre route. J'aimerais remercier Scott Crosby et mon père Guy Fawcett de leur appui et encouragement.

À l'origine, je voulais rédiger un autre article, «La route vers Aces High», si l'on veut. Je voulais insister sur quelques-uns des modélistes et de leurs machines volantes et partager leurs histoires et la passion qui les anime. Au lieu, je partagerai certains accomplissements afin de promouvoir les copies volantes dans notre coin de pays.



FACEBOOK

Il y a quelques années, mon père Guy Fawcett et moi avons créé un groupe Facebook à l'intention des adeptes des copies volantes. Nous nous sommes évertués à faire en sorte que les modélistes en vedette soient de notre région géographique. Nous nous en sommes servi afin de partager nos projets de construction et d'encourager les autres. Au moment d'écrire ces lignes, nous avons attiré 30 membres au sein du groupe (des modélistes en provenance de plusieurs clubs au sein du district). Je partagerai leurs projets d'hiver

plus bas!

SCOTT CROSBY

Notre président de comité est l'un des meilleurs pilotes avec qui il m'a été donné de voler et il est aussi un constructeur prolifique! Cet hiver, Scott a remotorisé un Spitfire à l'échelle 1/5 qu'il a acheté. Il a repeint son triplan Fokker D.VI à l'échelle 1/4 et travaille encore sur son Fokker CVIII à l'échelle 1/3.

suite à la page 77



Scott Crosby - 23964

Committee Chair

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ACES HIGH EVENT CANCELLED

Due to the loss of our venue and a lack of interest/pilot registrations, we will not be holding Aces High. We have refunded all application fees and apologize for any inconvenience.

From the beginning, I knew that this event was an experiment. One of the primary goals was to get people talking about scale and scale competition, and I feel we have at least accomplished that.

With every experiment, you need to acknowledge the possibility of failure, learn from it and move forward. I would like to thank Scott Crosby and my father Guy Fawcett for their support and encouragement.

Originally, I had planned to write another article about the event, a "Road to Aces High"- if you will. It was to showcase some of our magnificent men and their flying machines, sharing their stories and passion. Instead, I would like to share with the members of MAAC some of the things we have been up to in our local area to promote scale.

FACEBOOK

A few years ago, my father (Guy Fawcett)



and I created a local Facebook group for scale modellers. We have striven to ensure that all members are from our immediate area. We have used it to share and encourage others with our builds as well as discuss events going on in our locale. As of this writing, we have attracted over 30 members to the group from the numerous radio control clubs in the district. Below, I would like to share some of the exciting things that our group members are engaged with this winter!

SCOTT CROSBY

Our Scale Committee Chairman is one of the best pilots I've had the pleasure to fly with, and he is a prolific builder too! This

winter Scott has re-powered a 1/5 scale Spitfire he purchased, repainted his 1/4 scale Fokker Dr.I. triplane and is still finishing off his 1/3 scale Fokker DVIII.

COREY SADOWAY

Corey represents a younger generation of scale enthusiast and has entered several Scale Masters qualifiers. He enjoys all aspects of the hobby from ARF bashing to scratch building.

This winter, he has been reworking a KMP Cessna 337 ARF into an Portuguese O-2A. Currently, the model has been stripped of its original finish and is being fiberglassed. If that isn't enough work, he has acquired an original CMP 73-inch Mosquito which he is also reworking and hopes to debut at Vernon's BC Scale Classic this summer.

GUY FAWCETT:

Guy spent much of last summer working the bugs out of his own design Gloster Sea Gladiator. This winter, he spent some time framing up a Armstrong Whitworth Siskin until he ran into a design roadblock regarding disassembly for field transport. While waiting for inspiration, he refocused his efforts to detailing his completely redesigned Seagull Dewoitine 520.

Guy hopes to get more flying in this summer.

continued on page 77

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...à l'ordre du jour, agissez main-
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R/C SCALE AEROBATICS



Dominic Teti and Paul McMillan in sunny Ocala in March before the COVID-19 fiasco. Great start to the season! / Dominic Teti et Paul McMillan sous le soleil à Ocala en mars dernier, avant le fiasco de la pandémie COVID-19. Quel début de saison!

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

Well, this year has started with mother Earth giving us the finger. With record fires in Australia and the worst pandemic in history, there's not a lot of good news out there. My hope is that by the time you read this, things will have calmed down, we will learn to treat the world (and ourselves) with compassion and we will be enjoying the company of our fellow pilots.

At least a few lucky Canadians got to start the season off right in Ocala, Florida, before the madness started in March. Our good friends Paul McMillan, Dominic Teti, Rick Kroeze, and several others made the annual trek for a week of maiden flights, tune-ups and a contest to boot!

Paul maidenized his totally awesome Kam-Aero with great fanfare and pictures don't do this plane justice! Congrats Paul!

IMAC ROUTINES

Our intrepid Chair of Chairs, Frank Klenk, has graciously added to the MAAC website

Scale Aerobatics page all the latest updates and this year's 2020 IMAC routines. Check it out at www.maac.ca in the "About" and "Scale Aerobatics" section. Looks great!

POSTPONEMENTS

At this time, we are right in the middle of a major crisis and MAAC has postponed its AGM so no idea on what's really happening this spring. Suffice to say that in these weird times, we will persevere and keep on building, flying and having fun...from a respectable distance no doubt!

Keep safe and get ready for the season! ✈

COPIES VOLANTES ACROBATIQUES RC

Lee Prevost - 9551L
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Eh bien, l'année a commencé alors que la mère Terre nous a littéralement montré le doigt. Les bonnes nouvelles ne sont pas nombreuses avec des incendies monstres en Australie et la pire pandémie de l'histoire. J'espère tout juste que d'ici à ce que vous lisiez ces lignes, les choses se seront un peu tassées et que nous apprendrons à traiter la Terre (et nous-mêmes) avec compassion et que nous nous plairons à renouer avec nos collègues pilotes.

Au moins, quelques Canadiens ont été

en mesure d'inaugurer la saison du bon pied à Ocala (Floride) avant que ne débute cette folie. Nos bons amis Paul McMillan, Dominic Teti, Rick Kroeze et plusieurs autres ont effectué le périple annuel afin d'effectuer des vols inauguraux, les mises au point et participer à un concours!

Paul a justement effectué le baptême de l'air de son magnifique Kam-Aero avec panache. Les photos ne donnent qu'un aperçu de la beauté de cet appareil. Félicitations, Paul!

ROUTINES DE L'IMAC

Notre président des comités, l'intrépide Frank Klenk, a généreusement ajouté les mises à jour des routines (séquences) 2020

de l'IMAC au site Web du MAAC (page d'acrobatie Scale Aerobatics, « About » et enfin, la section « Scale Aerobatics »). Vérifiez ça au www.maac.ca.

ÉVÈNEMENTS CONTREMANDÉS

Au moment d'écrire ces lignes, nous sommes en proie à une crise majeure, si bien que le MAAC a retardé son Assemblée générale annuelle. Je ne sais pas ce qui arrivera ce printemps. Suffit-il de dire qu'en cette drôle d'époque, nous ne pouvons que persévérer et poursuivre notre construction et les vols en s'amusant... sans doute à partir d'une distance respectable!

Prenez soin de vous et préparez-vous à la prochaine saison! ✈

Vol circulaire

suite de la page 50

mais cela n'a pas découragé Larry.

Je sais pertinemment que Larry est un brillant ingénieur, si bien que je me devais d'essayer son idée et d'en tirer mes propres conclusions. La structure dénudée en bois des ailes est d'abord soumise à deux minces couches d'enduit-colle de nitrate 50-50 (surtout parce que le nitrate a une odeur moins dérangeante et qu'il colle mieux à la structure) pour ensuite la poncer (sabler) légèrement afin de retirer les imperfections non voulues. On applique ensuite le Polyspan sur les ailes en suivant les instructions.

Lorsque le tout est bien sec, on rétrécit ce Polyspan avec un fer à recouvrir du Monokote. On applique une autre couche d'enduit-colle seulement sur les extrémités de la structure... et c'est terminé!

Maintenant... vous devez découper votre mylar Super Light Covering – disponible chez The Corehouse – selon les dimensions voulues et vous l'appliquez directement au fer sur le Polyspan. Retirez les plis.

À ma grande surprise, le SLC s'appliquait très facilement sur le Polyspan sans créer de plis ou de bulles. Les ailes sont maintenant terminées! Je recouvre alors les saumons d'aile (wingtips) séparément à l'aide de SLC (ou d'Ultracote) et j'ajoute ensuite des lignes de décoration, si je le désire.

Avec le recul, il aurait été préférable d'avoir appliqué mes numéros de MAAC et d'avoir ajouté mes lignes de décoration avant d'appliquer le SLC. Larry affirme que cette pellicule pèse 1,4 once/mètre carré, ce qui est acceptable, d'après moi. Après l'avoir poncé à l'aide de papier de 400 grains, ce recouvrement peut se prêter à votre peinture préférée, si c'est ce que vous souhaitez.

La seule chose inattendue, c'est de se faire traiter de menteur lorsqu'on vous demande combien de couches d'enduit-colle vous avez appliquées afin d'atteindre ce niveau de finition. Tant pis, on ne peut satisfaire tout le monde!

Bien sûr, la validité de ce traitement se teste lors d'écrasements. Jusqu'à maintenant (jugez-en par les photos), les ailes ont très bien résisté malgré de multiples écrasements. Je dois cependant m'attarder aux autres composantes.

N.B. Vous trouverez un album photo complet de mes constructions sur la page Facebook de l'Alberta Control Line Flying Club. ✈

Manitoba (D)

suite de la page 16

« Compte tenu de la responsabilité que nous avons acceptée en faisant évoluer nos maquettes, j'espère que les nouveaux renseignements et exigences ne seront pas trop lourdes sur les membres. Sinon, faites-le moi savoir – je connais assez bien l'un des auteurs.

ZONE D

« Pour les membres de la zone D, nous comptons une excellente équipe de bénévoles que dirige l'immuable Jeff Esslinger, de quoi permettre le bon fonctionnement de la zone. J'encourage les membres à se prononcer sur tout sujet pour lequel les officiels de la zone pourraient vous aider. Vérifiez – et devenez – aussi membre de la page Facebook « MAAC Zone D Manitoba/Northwestern Ontario » qui a été créée à titre de véhicule afin de transmettre les renseignements importants du MAAC.

« Je suis aussi reconnaissant de m'adonner à ce passe-temps; il est facile d'être confiné lorsque l'atelier regorge de projets à faire aboutir. Le soleil se lèvera demain, les vents redeviendront légers et nous effectuerons une fois de plus des vols. Nous pourrions organiser des soirées au club ainsi que des Fun-flies et des Camp-and-Fly, cette année.

« Entre-temps, pour le reste du printemps et le début de l'été 2020, restez en sécurité, préservez votre santé mentale et gardez les choses en perspective. Rappelez-vous de la fois où vous étiez au Model Fest lorsque (insérez votre avion préféré, une aventure particulière ou une personne) – cet événement ne revenait jamais assez vite! » ✈

Acrobatie de précision RC *suite de la page 63*

ont été les hôtes du cinquième concours annuel de F3P, fin février. Le concours a aussi servi d'épreuves de qualification d'équipe en prévision du Championnat mondial de F3P à Bucarest (Roumanie), du 20 au 27 février 2021. Les prévisions météo étaient mauvaises mais nous avons tout de même accueilli 13 concurrents. L'équipe : Pat Mackenzie, Xavier Mouraux et notre nouveau membre cadet, Larry Lai.

F3A

Les épreuves de qualification de l'équipe F3A sont prévues pour la fin de semaine de la Fête du travail et j'espère que nous en aurons alors terminé de la COVID-19. D'autres renseignements seront disponibles sous peu.

NOUVEAU LIVRET DES RÈGLEMENTS

Le nouveau livret des règlements de l'acrobatie de précision (version 2020) est sorti, l'œuvre de Paul Brine, l'un de nos membres du comité. Merci, Paul. Puisque 2020 sera une année d'épreuves de qualification et que nous devons atteindre des exigences, je suggérerais fortement aux organisateurs de concours de jeter un coup d'œil à celles qui s'adressent à eux. Aussi, vous y lirez le processus nécessaire afin de devenir directeur de concours. ✈

Manitoba (D)

from page 17

help out with. Also, check out and join the Facebook page "MAAC Zone D Manitoba/Northwestern Ontario" we created as another vehicle to share important MAAC information.

"I am also thankful for this hobby as "house arrest" is pretty easy with a shop full of activities to pass the time. Tomorrow the sun will come up, the winds will be light, and we will fly again. We will have club nights again, maybe even Fun-Flys and a Camp-n-Fly this year.

"In the interim, for the spring and early summer of 2020, stay safe, stay sane and please keep life in perspective. Remember that time at Model Fest when (insert favourite airplane/item/event/person here) – can't come fast enough!" ✈

third place, I had a double cut, I had a glow plug go bad on the line, I had my receiver switch fail ON THE LINE. Most everything that can go wrong, went wrong. I did not have a mid-air, crash, or bad-air, I guess you have to take off and fly to get those problems....

"Things went much better for me in E-F1. The trusty Proud Bird flew well despite the very long course we flew. Rather than flying on the proper E-F1 course, we had to fly on the 426 course as we alternated rounds of both events each day.

"I finished the event tied for second with Jim Nicodem. Jim had the Fast Time for the event but I chose to fly off anyway. In the fly-off, Dougie and I kept the pressure on. Things were looking promising until we cut at Pylon 1.

"Dave and Chris flew really well in 426 putting the pressure on the big guys like Jim Allen who had the Fast Time for the event at 1:00 and change. I have never seen 426 Quickies go this fast before!!! Dave and Chris are getting more and more confident and they can fly with the best of the boys.

"Dougie had his trusty four-year-old Ninja running competitively with a fast time of 1:02. He flew really well in a number of heats but a double cut set him back in points. Full disclosure: one of those cuts was the early launch cut.

"Harold was back in the Quickie game and newly inspired by the implementation of a gyro on board. Harold felt this really smoothed out his flying and allowed him to chase down the best of field such as Randy Bridge, Ray Brown, and others. His H&M Kazi was flying well.

"Roy, with teammate Tony Lopez, had a number of strong flights and was in a three-way tie for third place after the regular rounds. In the fly-off something strange happened very quickly and after only two laps Roy had cut out. Roy and the Vortex ended up fifth.

"My disaster in 426 was mirrored by a similar disaster forged by Roy in E-F1. I won't go into the gory details but more than two of Roy's planes were crippled by the end of the weekend.

"All in all, Winterfest was great fun. We're looking forward to the Phoenix Classic in February." ✨

and retesting becomes crucial in assuring safety, reliability and fun.

In fact, custom build and testing is part and parcel of our hobby. MAAC founders initially did this with balsa, silk and dope to custom make and finish their models. Now, our hobby has evolved to a different level where we work with electronics and software to determine how our models fly.

The question of radio certification and your MAAC insurance comes into discussion since we all need to have the confidence that the device is reliable, safe and that you will be covered by the MAAC insurance. I have been in frequent contact with Mark Betuzzi, our MAAC Spektrum Radio advisor regarding this subject. Here is a summary of the information I got back from Mark Betuzzi – Radio Spectrum Chairman - MAAC:

"Regarding Open source programming, at present there are no federal regulations preventing this practice. Open Source programming regarding programming, or means to control, is used extensively in ISED approved Frysky radios and other major brands. It is the owners' responsibility to ensure the airworthiness of aircraft and safety of flight at all times. That includes the transmitter and the applicable programming."

PICTURES TO BRIGHTEN YOUR DAY

To help get you back into the feeling of our great hobby, I have included some pictures from previous years. ✨

acheminer vivres et passagers. Des sportifs de haut niveau rivalisent dans cette compétition. Sport extrême s'il en fut. On suit trois équipes toute l'année, aux quatre coins du Québec.

Notre mission ? Les filmer en action. Ce qui nous permet de faire des prises de vues aériennes formidables du Saint-Laurent. On va jusqu'à Rimouski, l'île aux Coudres, Montréal, Québec, Portneuf, Sorel-Tracy. Des endroits toujours très beaux à découvrir. En hiver, les paysages se révèlent assez fabuleux et très graphiques. La glace se découpe sur le fleuve avec les effets de courant. On réalise des prises de vues uniques.

UNE PREMIÈRE CANADIENNE

Parmi les plus récents projets de Dronebox, le spectacle aérien de 200 drones donné au Parc Jean Drapeau le 30 octobre 2019. Une belle initiative. Une première Canadienne. Il y avait des défis techniques et juridiques à relever. On a travaillé avec une entreprise française, Dronisos, basée à Bordeaux. Elle gravite autour du monde, car nous sommes 10 entreprises à œuvrer dans ce domaine à l'échelle mondiale et on est très sollicités. C'est moi qui m'occupe de tout ce qui est des spectacles ici au Canada.

Comment coordonner l'évolution de 200 drones ?

C'est à la fois une programmation et une chorégraphie. Un travail esthétique et scientifique. Esthétique parce qu'il faut trouver une chorégraphie en lien avec une thématique. Là c'était une thématique sur la Chine, commandée par l'ambassade de Chine, l'année du dragon. On fait tout ça d'abord d'une façon virtuelle, une sorte de mapping 3D. La programmation est intégrée dans les drones munis de LED de différentes couleurs. Tests sur le terrain avec un nombre croissant d'appareils.

Gros travail légal pour obtenir les autorisations. Un COAS très particulier. Nous sommes en zone de classe C. Donc, certification des drones. Autorisation de Transport Canada. Autorisation des protocoles de sécurité. Relations avec les autorités locales. GRC, Sécurité du Québec, Ville de Montréal, Services d'incendie, Ponts et chaussées. Alouette. Les services publics qui sont nos partenaires ont bien joué le jeu.

On compte renouveler l'exploit. Il y a une forte demande à l'international. Principalement de Dubai, des pays des Émirats. Nous avons trois équipes qui tournent partout sur la planète et les réservations sont de six mois, un an à l'avance. L'été prochain on devrait voir un peu partout nos spectacles.

Pour de plus amples renseignements sur dronebox.ca

South West British Columbia (H) from page 15

The Summer Series will be focused more on outdoor type races, once or twice a month, taking place once the winter season has concluded.

The season inaugural event will be hosted at the Riverside Flyers Club field, in Surrey, on April 25th. Like the previous season, our club will run the MultiGP Global Qualifier allowing local pilots to compete against pilots worldwide. By ranking and qualifying on the global leaderboard pilots will have the chance to compete in the 2020 MultiGP Championship taking place in Daytona Beach, Florida (USA).

Along with the Global Qualifier, the club will also be running the Canadian MultiGP Qualifier. This allows pilots in Canada to compete on a standardized race track and qualify for the Canadian Championship taking place near Ottawa.

Hosted by the Ottawa FPV Riders, the Canadian Championship attracts the best pilots across Canada, making it one of the most anticipated events of the season!

KwadsRUs is one of the very few clubs in Canada to host Mega Class races which includes the Mega Class Series Qualifier, UTT and Canadian Qualifier. This class is based on "Mega" sized FPV racing drones with motor-to-motor dimensions of 800-1050mm, running 6, 10 or 12S LiPos, spinning massive 13-inch propellers! These aircrafts are fast, agile and particularly interesting to watch!

Finally, the Club will also be hosting Drone Sports Canada's qualifier to compete with other DSC chapters across the country. Participating in this series will give pilots a chance to represent Canada at the Drone Sports International (DSI) World Championship in Korea.

To know more about the 2020 racing schedule, please visit kwadsrus.org. ✈

Sud ouest de Colombie-Britannique (H)

suite de la page 14

course de drones en mode FPV au Canada, particulièrement en Colombie-Britannique, chef-lieu du KwadsRUs Racing Club (club MAAC 873).

Notre récente accession au classement Tier 1 du circuit MultiGP nous a permis d'être les hôtes de concours plus excitants, tant pour les membres du club que pour les nouveaux venus. En prenant de l'ampleur, nous pourrions élever ce sport à un tout autre niveau!

La saison de course 2020 de KwadsRUs consistera en un volet hivernal et un volet estival. La série hivernale mettra en vedette la course intérieure de microdrones, aux deux semaines, à la University of British Columbia. La série estivale portera sur les courses à l'extérieur une fois ou deux par mois, une fois que la saison hivernale sera terminée.

L'évènement inaugural sera l'affaire du Riverside Flyers Club à son terrain de Surrey, le 25 avril. Comme durant la saison précédente, notre club organisera le MultiGP Global Qualifier, ce qui permettra aux pilotes locaux de se mesurer à d'autres ailleurs dans le monde. En se qualifiant au classement sur l'échiquier mondial, les pilotes auront la chance de participer au Championnat MultiGP 2020 à Daytona Beach (Floride).

Aussi dans le cadre de l'épreuve de qualification Global Qualifier, le club organisera le Canadian MultiGP Qualifier. Ceci permet aux pilotes canadiens de disputer un concours sur une piste uniformisée (standard) et de se qualifier en prévision du Championnat canadien, qui sera disputé près d'Ottawa.

Ce championnat -- qu'organise le club Ottawa FPV Riders -- attire les meilleurs pilotes au Canada, ce qui en fait l'un des évènements les plus attendus de la saison!

KwadRUs est l'un des rares clubs au Canada d'accueillir les courses Mega Class, ce qui comprend le Mega Class Series Qualifier, l'UTT et le Canadian Qualifier. Cette catégorie se base sur les drones de course FPV de dimension «Méga», qui possèdent des dimensions moteur-à-moteur d'entre 800 et 1500 mm sur batteries LiPo de 6, 10 ou 12S et qui font tourner d'énormes hélices de 13 pouces! Ces aéronefs sont rapides, agiles et particulièrement fascinants à observer!

Finalement, le club sera l'hôte de l'épreuve de qualification Drone Sports Canada afin de livrer combat contre d'autres chapitres de DSC ailleurs au pays. Les pilotes qui y prennent part auront la chance de représenter le Canada lors du championnat mondial Drone Sports International (DSI) en Corée.

Pour en savoir davantage sur le calendrier de courses en 2020, rendez-vous au kwadsrus.org. ✈

Saskatchewan (K)

suite de la page 26

quelques problèmes à programmer votre émetteur de cette marque, il peut vous aider. Allez-y « mollo » en matière de programmation d'hélicoptère; il aura un peu de difficulté de ce côté. Ne me demandez pas pourquoi je le sais.

Toutes les maquettes semblaient bien voler; l'habileté des pilotes entre en jeu, d'autant plus que certaines cellules se trouvaient à la limite supérieure de poids. Le jour où nous étions sur place, les dieux de la gravité ont brutalement rappelé deux avions. Par exemple, un gros F-86 pesant 68 livres a connu un atterrissage cahoteux, ce qui l'a privé de son train d'atterrissage. Ce n'était pas une bonne journée pour les pilotes qui ont connu ces problèmes mais Rick et moi avons bien aimé la nôtre. ✈

Pylône RC

suite de la page 66

À titre de transparence, l'un de ces raccourcis était une pénalité au départ.

«Harold était de retour dans le giron des Quickies et se sentait inspiré, maintenant que son avion était doté d'un système de gyroscope. Harold était convaincu que son pilotage s'en est trouvé amélioré et cela lui a permis de livrer combat aux meilleurs de la catégorie, comme Randy Bridge, Ray Brown et d'autres. Son Kazi (de H&M) volait bien.

«Roy et son équipier Tony Lopez ont offert de solides vols et se sont rendus à la troisième place (ex-aequo avec deux autres équipes) après les rondes régulières. Lors de l'élimination fly-off, quelque chose d'étrange s'est produite très rapidement et après seulement deux tours, Roy s'est désisté. Roy et son Vortex ont terminé au cinquième rang.

«Roy a vécu la même sorte de désastre en E-F1 que ce que j'avais vécu en 426. Je ne vous livrerai pas les détails sordides mais des avions de Roy étaient endommagés, en fin de concours.

«Somme toute, le Winterfest a été très amusant. Nous avons hâte de retourner au Phoenix Classic en février. » ✈



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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!



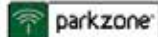
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FOR SALE: Custom Decals and Roundels for all scale Modelers. Lettering. Numbers and Art for all models. Call: 807-598-0564 or email: gwensgraphics@gmail.com (11/18)

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

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

WANTED: Futaba TM-8 RF Module. Contact Warren at wsmguitars@shaw.ca or 403 527 0569 (03/20)

FOR SALE: Saito .91 4-stroke w/m brand new \$200.00; Moki 2.10 w/Bisson Pitts muffler and Moki eng. mount \$250.00. E-mail Flitesup@Island.net or call Frank at 250-337-5320 (Van. Island) (03/20)

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: 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: 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 Ventrue Helicopter, OS engine and JR radio, has all the extras. Factory built and tested. \$350 OBO, 250-353-2624 afull8moon@gmail.com (05/19)

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

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

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

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

FOR SALE: Assorted kits, NIB, for sale. Jack StaffordP-51 Mini Mustang, 38" span, \$50; 1/4 scale Proctor Nieuport 28, 80", \$650; 1/4 Scale Fun Arrow 80" SE5A \$400; Fuji BT-64ei Gas engine, never run, \$500; Fuji BT-32b \$175; Fuji 50-sa never run \$250; OS GT15 Gas \$375. Shipping Negotiable; Phone Bill at 1-604-859-5943, Abbotsford, BC (01/18)

WANTED: 4 cycle radial engine, 7 cylinder preferred but other configurations and all conditions considered. Contact Tom at flp@sasktel.net (03/17)

WANTED: Great Planes PT17, even if it is damaged but repairable. Specifically, I require a fuselage. bonamimurray@gmail.com (03/17)

Copies volantes télécommandées suite de la page 68

COREY SADOWAY

Corey représente la plus jeune génération d'adeptes des copies volantes et s'est inscrit à plusieurs épreuves de qualification aux Scale Masters. Il aime tous les aspects de notre passe-temps, des maquettes presque prêtes à voler (les ARF) à la construction artisanale (scratch-building).

Cet hiver, il est en train de reconfigurer une maquette ARF (de KMP) d'un Cessna 337 afin de la transformer en appareil portuguais d'observation O-2A. À l'heure actuelle, cet avion a perdu sa finition originale et se fait recouvrir de fibre de verre. Si cela ne suffisait pas, il a fait l'acquisition d'un de Havilland Mosquito original (de CMP) d'une envergure de 73 pouces; il espère le faire voler au BC Scale Classic de Vernon, l'été prochain.

GUY FAWCETT

Guy a passé la majeure portion de l'été dernier à régler les problèmes de son Gloster Sea Gladiator de sa propre conception. Cet hiver, il a monté la cellule d'un Armstrong Whitworth Siskin jusqu'à ce qu'il frappe un écueil en matière de démontage pour transport jusqu'au terrain de vol. Tandis qu'il attend l'inspiration, il s'est concentré à détailler son Seagull Dewoitine 520 redessiné.

Guy espère pouvoir voler davantage au cours de l'été prochain.

ALEX FAWCETT

J'ai passé passablement de temps à retravailler un T-34A (Mentor) (kit de Top Flite) que j'ai acheté terminé. J'ai l'intention de le convertir en version turboprop T-34C et de lui peindre la livrée d'appareil de formation américain.

J'ai passé le gros de l'hiver à travailler sur un KI-61 bubbletop, un design de construction artisanale de Guy Fawcett. La cellule de l'avion est montée mais je dois sculpter des carénages avant de couvrir et de faire la finition.

Histoire de pouvoir piloter cet été, je suis en train d'assembler une maquette ARF Waco (de Phoenix) à l'échelle 1/4 que je suis en train de modifier et que je repeindrai.

À l'aide du groupe Facebook, nous espérons préparer des séances de vol de copies volantes de sorte à nourrir les amitiés et de partager notre passion pour ces appareils.

Et vous, que faites-vous dans votre coin de pays? Pour l'instant, si vous me cherchez, je serai dans mon atelier. ✈

Saint-Laurent (J) suite de la page 24

automatisés de vol. Les caractéristiques qu'elle renferme peuvent faire profiter les adeptes de la télémétrie et du vol par immersion (en anglais, First Person View) tout en continuant de piloter nos appareils conformément aux lignes directrices du MAAC.

Bénéfice secondaire de l'Open TX : une réduction quasi-dramatique du coût de nos appareils électroniques en ouvrant la voie à l'utilisation de quincaillerie et de logiciels génériques. On pourrait comparer ce phénomène à la réduction de prix des médicaments sur ordonnance.

La courbe d'apprentissage en programmation de l'Open TX est assez prononcée et pour réussir le projet, mieux vaut s'y connaître en informatique. Histoire de donner un coup de pouce, on retrouve plusieurs extraits YouTube à ce sujet et je vous encourage fortement à visionner ceux de Joshua Bardwell, Painless 360, Home Built, Flite Test et d'autres.

Il va sans dire qu'à mesure que vous personnalisez les paramètres de votre émetteur, il vous faudra mener des essais afin de vous assurer que vous exploitez votre système en toute sécurité et qu'il demeure à la fois fiable et amusant.

En fait, de la construction personnalisée et de tels tests constituent une partie intégrante de notre passe-temps. Les fondateurs du MAAC le faisaient avec du balsa, du papier de soie et de l'enduit-vernis (dope), le temps de réaliser leurs maquettes. Maintenant, notre passe-temps a évolué pour passer à un autre niveau; nous nous penchons sur l'électronique et sur des logiciels afin de déterminer de quelle façon nos maquettes voleront.

Il faut cependant tenir compte de la certification (homologation) de nos émetteurs et de la couverture d'assurance du MAAC; nous devons être animés de la certitude que l'appareil dont vous entendez vous servir demeure fiable, sécuritaire et que l'assurance du MAAC vous protégera. J'ai souvent communiqué avec Mark Betuzzi – président du comité du spectre radio – là-dessus. J'ai résumé sa réponse : « Relativement à la programmation Open Source, à l'heure actuelle, aucune réglementation fédérale n'en interdit la pratique. Cette forme de programmation (Open Source) – programmation ou les moyens de contrôler – est très utilisée chez les émetteurs Frysky (qui sont approuvés par l'ISED) et chez d'autres marques. Il est de la responsabilité des propriétaires d'assurer la navigabilité de l'aéronef et la sécurité en vol à tout moment. Cela inclut l'émetteur et la programmation qui s'y rattache. » (traduction libérale)

DE QUOI ÉGAYER VOTRE JOURNÉE

Histoire de vous entraîner vers notre merveilleux passe-temps, j'ai inclus des photos prises par le passé. ✈

RC Scale

from page 69

ALEX FAWCETT

I have spent some time reworking a Top Flite T-34A (Mentor) which I purchased as a completed airframe. I plan to convert it into a turboprop T-34C and repaint it in American trainer colours.

I spent most of the winter working on a scratch-built KI-61 bubbletop designed by Guy Fawcett. The aircraft is almost completely boned out but requires final shaping and fillets before covering and finishing.

To fly this season, I am assembling a 1/4 scale Phoenix Waco ARF with some modifications and a complete repaint.

Through the Facebook group, we are hoping to arrange some scale flying sessions so that we can cultivate the friendships we have started and share the passion that is scale aeromodelling.

What are you doing in your local area? For now, if you need to find me, I'll be in my work room. ✈



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COMING EVENTS

Due to the changing nature of COVID-19 precautions prescribed by each level of government, please confirm that an event is happening as planned by checking the host club's website or contacting the event organiser. When attending events, please keep all social distancing and personal protection protocols in mind and enjoy the hobby while protecting yourself and others.

En raison de la nature changeante des précautions que préconisent divers ordres de gouvernement au sujet du virus COVID-19, veuillez confirmer qu'un événement aura lieu tel que prévu en vérifiant le site Web du club-hôte ou en communiquant avec l'organisateur. Lorsque vous prendrez part à l'événement, veuillez observer tous les protocoles de distanciation physique et personnelle. Profitez de notre passe-temps tout en vous protégeant et en protégeant les autres

ALBERTA - A

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 16, 2020 - SATURDAY | Competition | 1 Day | Spring Combat | CALGARY RADIO AERO MODELLERS SOCIETY | FIELD | Come join us for a fabulous day of combat at the CRAMS field near Irricana! We will follow standard MAAC rules with all Pilots and helpers required to wear hardhats either supplied by CRAMS or bring your own. Your entrance fee covers the BBQ at lunch, streamers and prizes for the winner(s). Engine size is limited to 0.46 or electric equivalent and all MAAC approved radios (both 72 MHz and 2.4 GHz) are welcome. So come on out, the more the merrier. | 2020-1435 | <http://www.crams.ca>

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 | CARFF Sailplane & Aerotow Weekend | CENTRAL ALBERTA RADIO FUN FLYERS (RED DEER) | 7.5 KMS E OF HWY 2 ON TOWNSHIP ROAD 374 | Enjoy a weekend of thermal soaring: aerotow (tugs provided), electric assist, discus etc. Free dry camping at the field. No entry fee. More info: pomare@telusplanet.net | 2020-1416 | <http://www.carff.ca>

JUNE 06, 2020 - SATURDAY | Fun Fly | 1 Day | Fly what you Brung | BROXBURN FIELD | Broxburn Field | Come join us for a day of flying whatever you "Brung". All Planes, Drones, Helicopters and anything else you can Brung to fly. All are welcome to come enjoy the day!!! | 2020-1401 |

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 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>

JULY 01, 2020 - WEDNESDAY | Fun Fly | 1 Day | Canada Day Fun Fly | DIDSBURY R/C FUN FLYERS | MacNair Field | Canada Day Fun Fly, Wednesday July 1, 2020 Didsbury R/C Fun Flyers 1 day, Flying starts at 11:00 a.m. at MacNair Airfield Valid MAAC # required Spectators are invited; dry camping available for flyers Map and info on club website www.drcff.net | 2020-1397 | <http://www.drcff.net>

JULY 04, 2020 - SATURDAY | Fun Fly | 2 Days | AIRSHOW 41 | CAMROSE MODELLERS ASSOCIATION | ALBERTA'S LITTLEST 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.camrosemodellars.ca>

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 busing. | 2020-1363 | <http://www.tabernighthawks.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 11, 2020 - SATURDAY | Competition | 2 Days | IMAC | ALBERTA/NORTHWEST TERRITORIES ZONE | Valley of Hope - IMAC | Magazine Ad will be added by Rick King. | 2020-1393 |

JULY 24, 2020 - FRIDAY | Fun Fly | 3 Days | FREE STYLE | WINDY WEST R.C. CLUB | Paskuski R/C Field | Welcome back our biggest event of the year, our annual FREE STYLE! Enjoy 700 feet of irrigated grass offering bare foot comfort. All plane sizes welcome. Free dry RV camping at the east end of the field. The \$10.00 fee includes a free "FREESTYLE HAT" and plane stickers. Phil will be available to assist with your plane set up, engine tuning, teaching free style techniques, etc. Mark your calendars now. Located 6 km south of Coaldale on the 845, 1.5 km east, 1.5 km South. See you there! | 2020-1390 | <http://windywest.weebly.com>

JULY 25, 2020 - SATURDAY | Competition | 1 Day | Q500, AMA 426 (Quickee 500) | CALGARY MINIATURE PYLON RACING ASSOCIATION | CMPRA FLYING FIELD | Quickee 500 class racing. All competitors welcome, Current MAAC membership required. This is the third official race of 2019 of the Canadian Prairie Pylon Racing Association (CPPRA) following Medicine Hat and Edmonton (covid 19 conditions allowing). New racers welcome. | 2020-1442 |

JULY 25, 2020 - SATURDAY | Fun Fly | 2 Days | The Bruce Bender Memorial Scale Fun Fly | EDMONTON RADIO CONTROL SOCIETY | ERCS field. | A Tribute to Bruce "A friend, a mentor, a leader, a volunteer, and one hell of a scale builder" We invite you to fly your scale models with us, as Bruce would have!! Open to all Scale and Stand off Scale Aircraft Including ARFs Sat., Sun. July 25,26, 2020 ERCS Bremner

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Field Landing fees \$10.00 Prizes, Raffle, Pilot's Choice Award Concession on site Dry Camping available for the weekend MAAC and or AMA membership required For more info call Scott 780-220-1195 and or Rick 780-991-1000 | 2020-1427 | <http://www.ercs.ab.ca>

JULY 26, 2020 - SUNDAY | Competition | 1 Day | Quarter 40 (AMA 422, FAI-F3T) | CALGARY MINIATURE PYLON RACING ASSOCIATION | CMPRA FLYING FIELD | Quarter 40 racing in Calgary. This is the principle contest of the year for the Canadian Prairie Pylon Racing Association (CPPRA) Q40 class. This race will follow the AMA 422 rules, as well planes that meet FAI-F3T specifications will be accepted. Points will be applied to NMPRA points race for pilots that are members of the National Miniature Pylon Racing Association (NMPRA). | 2020-1443 |

AUGUST 07, 2020 - FRIDAY | Fun Fly | 3 Days | Valley Model Aeronautics Fun Fly | VALLEY MODEL AERONAUTICS CLUB | Valley Model Aeronautics Flying Field | Valley Model Aeronautics Club 18th Annual Fun Fly - August 7, 8 & 9, 2020 - 10:00 am till dusk. Free Admission - Camping available (no hookups). Location - 11 kilometers North of Drayton Valley on Highway #22 - on East side of Highway. Potluck Supper on Saturday Night - bring your own meat - Barbeques available. For more information please contact Ken @ 780-898-3894 (kmashon@telusplanet.net) or Brian @780-621-3655(bdtucker@telusplanet.net) | 2020-1409 |

AUGUST 08, 2020 - SATURDAY | Air Show/Demo | 1 Day | ERCS Annual Airshow | EDMONTON RADIO CONTROL SOCIETY | ERCS field. | Commemorating our "60TH" year as a Club "WOW" The Edmonton Radio Control Society invites the Public and Fellow Flyers to our annual air show. The show will begin at 12 noon and finish around 3:30 Pm. At the Bremner Field. Please bring a donation for the " Strathcona Food Bank " . In this demonstration of RC there will be a variety of aircraft flown, from jets, Scale warbirds, to racers,aerobics,and trainers.. there will be a candy drop for the children and maybe a few other surprises. A concession will be on site. Admission to the event will be \$5.00 per Car Load !! And don't forget that donation to the Food Bank !! Directions are as follows " from Edmonton east on highway 16 north on Sherwood drive to township road 540 then east to the ERCS sign on the left side of the road turn in and drive to the field. It's a fun day ,

Enjoyment for all !! | 2020-1428 | <http://www.ercs.ab.ca>

AUGUST 15, 2020 - SATURDAY | Competition | 2 Days | : MacNair RC Scale Aerobatics Competition | DIDSBURY R/C FUN FLYERS | MacNair Field | Dry camping on site. Lunch will be available on site for small fee. Field location map, GPS co-ordinates and contest up dates; check web site <http://www.drcff.net> | 2020-1388 | <http://www.drcff.net>

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.camrosemodellera.ca>

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 | LARRC Giant Scale Fun Fly | BROXBURN FIELD | Broxburn Field | Come one, Come all, for 2 days of Giant Scale Flying!! (all planes big or small are welcome) . Free Dry Camping, Prizes to be won and Delicious food will be available to purchase. See you there!!! | 2020-1400 |

AUGUST 21, 2020 - FRIDAY | Competition | 3 Days | Aces High | FT SASKATCHEWAN RC FLYING CLUB | FORT RC FLYING CLUB FIELD | ***ACES HIGH HAS BEEN CANCELLED*** For more information visit www.AcesHigh.ca | 2020-1356 | August 22, 2020 - Saturday | Competition | 1 Day | Summer Combat | CALGARY RADIO AERO MODELLERS SOCIETY | FIELD | Come join us for another fabulous day of combat at the CRAMS field near Irricana! We will follow standard MAAC rules with all Pilots and helpers required to wear hardhats either supplied by CRAMS or

bring your own. Your entrance fee covers the BBQ at lunch, streamers and prizes for the winner(s). Engine size is limited to 0.46 or electric equivalent and all MAAC approved radios (both 72 MHz and 2.4 GHz) are welcome. So come on out , the more the merrier. | 2020-1436 | <http://www.crams.ca>

AUGUST 22, 2020 - SATURDAY | Fun Fly | 2 Days | Barnstormers Fall Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Perry's Pond | Aug 22 Sat/2 days/ Fall water Fun Fly, Rocky Barnstormers at Perry Pond located 5 miles north on Hwy 22 from Hwy 11 junction. Turn West onto TWP RD 405 for 1 mile, turn rt. onto RR 74 for 1/2 mile and turn left into Pond site. Self contained camping \$25 for the weekend. Non camping flyers \$5 for the weekend. Concession with burgers, hotdogs, and pop. Proof of valid 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 | SCRCMC | 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.scrmc.ca>

SEPTEMBER 12, 2020 - SATURDAY | Fun Fly | 1 Day | ERCS electric fun fly | EDMONTON

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RADIO CONTROL SOCIETY | ERCS field. | Its time again to bring out your electric powered aircraft for a great day of flying. Come out and see what everyone built this winter and shake off the self-isolation blues! | 2020-1439 | <http://www.ercs.ab.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>

SEPTEMBER 26, 2020 - SATURDAY | Meeting/Seminar/Clinic | 1 Day | Annual Zone Meeting | ALBERTA/NORTHWEST TERRITORIES ZONE | CARFF Red Deer | "A" Zone (Alberta, Nunavut, NWT) AZM Saturday, Sept 28, 2019, 1 to 3 pm. Hosted by CARFF (Central Alberta Radio Fun Flyers), Red Deer, at their club house. | 2020-1296 |

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 |

OCTOBER 24, 2020 - SATURDAY | Auction | 1 Day | ERCS Annual Auction | EDMONTON RADIO CONTROL SOCIETY | Baturyn Community Hall 10505-172 Ave Edmonton | ERCS Annual Auction Doors open at 8AM for consignment. First item on the Auction block at 10:00 AM All payments by Cash, Debit, or Credit Card (no cheques) Consignees: Auction fee is 15% of selling price. For more info and registration forms see ERCS website. This is a no reserve Auction!! Concession on site. Come out and join us in a day of fun and good company Bring all your old planes and accessories to sell (no 72mhz radios and or magazines) And you never know what you'll be taking home !! | 2020-1429 | <http://www.ercs.ab.ca>

ATLANTIC - B

JUNE 06, 2020 - SATURDAY | Fun Fly | 1 Day | Cancelled - Mactaquac Float Fly | FREDERICTON MODEL AIRCRAFT CLUB | Mactaquac Provincial Park - Campers Beach

The Fredericton Model Aircraft club will be holding its annual Mactaquac Float Fly at the Campers Beach at the provincial park on Saturday June 6th from 9 am to 4 pm. Rain date is Sunday June 7th. Camping available at the provincial park. MAAC or AMA membership is required. Enter the park gates, and follow the signs, through the campground area to the beach. Contact Rick at (506) 238-4101, rick.kirkbride@bellaliant.net | 2020-1426 | <http://flyFMAC.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 18, 2020 - SATURDAY | Fun Fly | 1 Day | 2020 SRCF Fun Fly | SHEARWATER RADIO CONTROL FLYERS | SHEARWATER DECOMMISSIONED RUNWAY | The Shearwater R/C Flyers will be holding their annual Fun-Fly at the old Shearwater 10,000 ft runway. Plenty of room for RVs, tents, and access to the MacDonald Beach Rec site, fun for the whole family. Friday evening, field is open for campers, and relaxed flying - main event

Saturday (Sunday rain date). Sunday is open for flying as well. Contests, prizes, BBQ, fire pit, vendors, and swap-shop | 2020-1399 | <http://shearwaterflyers.proboards.com/>

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>

AUGUST 28, 2020 - FRIDAY | Fun Fly | 3 Days | Eastern Canada Fun Fly | LES AILES DU MADAWASKA | Aéroport du Madawaska Inc. | Le Club Les Ailes du Madawaska, tiendront leur FUN FLY de l'EST du CANADA, les 28, 29 & 30 Août 2020 a l'Aéroport d'Edmundston. Un rendez-vous pour modélistes et pilotes d'avions, jets et hélicoptères. Le 28, 29 & 30 Août seront journées ouvert au publique. Cantine, hangar pour la nuit (avec électricité). Camping sur le terrain (sans service). Camping Provincial et motels a moins de 10km. L'aéroport est situé a la frontière Nouveau-Brunswick / Québec, sur l'autoroute 2. A surveillez pour les nouvelles sorties de l'autoroute. Pour plus d'information, visiter notre site web www.lesailsdumadawaska.com ou contacter Paul Belzile 506-740-0565, courriel: paulbelzile70@gmail.com ou Roland Levesque, cell 506-740-2330, maison 506-739-8237. Courriel: rolandl@outlook.com, Les Ailes Du Madawaska will be hosting their annual "Eastern Canada Fun Fly" at the Edmundston municipal airport on August 28, 29 & 30, 2020. It's the perfect meeting place for hobbyists and pilots. Airplanes, Jets and Helicopters are welcome. Open to the public on August 28, 29 & 30. Concessions, hangar for night storage (with electricity). Camping on site with no services. Motels and Provincial Camping at less than 10km. The airport is located on side of the Trans Canada hwy #2 at the Quebec / New-Brunswick Border. For info you may check our web site at www.lesailsdumadawaska.com, or contact Paul Belzile, 506-740-0565, email: paulbelzile70@gmail.com, or Roland Levesque, Cell 506-740-2330 or Home 506-739-8237. Email: rolandl@outlook.com. | 2020-392 | <http://lesailsdumadawaska.com>

AUGUST 29, 2020 - SATURDAY | Fun Fly | 1

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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 August 29/20, rain date August 30th. Failing that we will try September 19th. 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>

SEPTEMBER 10, 2020 - THURSDAY | Fun Fly | 4 Days | 4th Annual Fall Bash | SOUTH SHORE RADIO CONTROL FLYING CLUB | Greenfield Airport | Please join the South Shore RC Flying Club at the 4th Annual Fall Bash. The event will run from Thursday September 10 thru Sunday September 13 at the Liverpool / South Shore Regional Airport. All RC Aircraft are welcome. Along with the 400 foot paved runway, there is plenty of room for dry camping along with the use of a fully functional kitchen in the terminal. Landing fee is \$10.00 for the weekend. All funds go to the maintenance of the facility. We plan to have a canteen service for Saturday breakfast and lunch. Contact: Alvero Ulate - alveroulaterojas@hotmail.com 902-521-2384 Barandon Smith - Brandon-d-smith@hotmail.com 902-277-1125. | 2020-1437 | <http://www.ssrcfc.ca/>

BRITISH COLUMBIA - C

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 19, 2020 - FRIDAY | Fun Fly | 3 Days | Vernon aero tow | ST ANNES RC AIR FORCE | 707-7995 ST ANNES RD OKANAGAN | Come and enjoy aero-towing beautiful large scale gliders in BC's Okanagan valley at a time when thermals are plentiful. Slope lift may also be available depending on wind direction thanks to the 300 ft slope just off the southeast end of the grass runway. Launch off the grass and land on large smooth area with no fences or obstructions to snag tow lines or cause damage during landings. Bring your sailplane with an aero-tow release installed Electric sailplanes can be flown but aerotowing activity takes precedence and will limit "electrics" flying time | 2020-1422 | <https://www.facebook.com/groups/1161637637208567/>

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 get-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

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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](http://highcountryflyers.homestead.com) | 2020-844 | [http://www.
highcountryflyers.org](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
Aeromodelers 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](http://
vrcas.org)

JULY 11, 2020 - SATURDAY | Air Show/Demo
| 2 Days | Hot July Nights | 100 MILE MODEL
FLYERS | 100 Mile Airport | Hot July Nights
show and shine. Car and Bike show. July 10th,
11th, n 12th. As part of the Hot July nights
in 100 Mile. The 100 Mile Model Flyers will
be putting on a flying demo on the Saturday
July 11th at 100 Mile airport along with a static
display on Sunday July 12th on Birch Ave. This
will be entertainment for out of town guests
who are attending the car show as well as
promoting the sport of RC flying and the hobby
of aero modeling. Flying Saturday 9 am to 5pm
open to all MAAC members. | 2020-1431 |

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](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 9am to
dusk electric 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 thecodejc@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](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](http://www.
highcountryflyers.org) | 2020-845 | [http://www.
highcountryflyers.org](http://www.
highcountryflyers.org)

AUGUST 21, 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

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Saturday May 23rd - FREE set up - please bring your own table. Looking forward to seeing pilots and their families from clubs throughout BC and beyond. RV Parking Coordinator - Bob. bob.scheer@telus.net Swap Meet Coordinator - Greg. gshneidr@gmail.com | Sep-20 | <http://www.kmasrc.ca/>

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 flown 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 turn off then the 1st Right past the Petro-Can first 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

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 MODELERS | 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

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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

MAY 30, 2020 - SATURDAY | Fun Fly | 1 Day | Spring Float Fly | NIAGARA REGION MODEL FLYING CLUB | N.R.M.F.C. HENRY BIEDA FLOAT FLY FIELD | Spring Float Fly. Come join us this spring at our Float Fly event in Fenwick. All types and sizes of electric and fuel powered aircraft are welcome. Enjoy flying at the best Float Fly venue in Niagara region. An entrance fee of \$5.00 for registered flyers (which we pay directly to the property owner) includes access to a private manmade lake and free BBQ lunch. All spectators are welcome and BBQ lunch will be available to spectators making a \$5.00 donation to help support the event. www.nrmfc.ca | 2020-1405 | <http://www.nrmfc.ca>

JUNE 13, 2020 - SATURDAY | Competition | 1 Day | Fergus Model Flyers Pattern Primer | FERGUS MODEL FLYERS INC. | FARM - 6245 JONES BASELINE FERGUS, ON | Fergus Model Flyers Pattern Primer A one day Precision Aerobatics Contest Saturday, June 13, 2020 All classes. Any MAAC legal airplane can be flown in Sportsman. Registration 8:30 am. Start Time 9:00 am. Entry fee is \$20.00 (includes lunch) Please pre-register by mail, email or phone to the CD, Paul Brine 519-787-5144 or pbrine@uoguelph.ca. Send no money. Pay at the contest. Please see the club website for a map and directions. <http://www.facebook.com/FergusModelFlyers/> The field is located on the east side of Jones Baseline south of Fergus. The field entrance is between fire # 6245 and 6241

and marked with a sign. Sorry, camping is not allowed at the field. No flying before 9 am. | 2020-1438 |

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>

JUNE 20, 2020 - SATURDAY | Fun Fly | 1 Day | Summer Solstice Float Fly | NIAGARA REGION MODEL FLYING CLUB | N.R.M.F.C. HENRY BIEDA FLOAT FLY FIELD | Summer Solstice Float Fly. Come join us this summer at our Float Fly event in Fenwick. All types and sizes of electric and fuel powered aircraft are welcome. Enjoy flying at the best Float Fly venue in Niagara region. An entrance fee of \$5.00 for registered flyers (which we pay directly to the property owner) includes access to a private manmade lake and free BBQ lunch. All spectators are welcome and BBQ lunch will be available to spectators making a \$5.00 donation to help support the event. www.nrmfc.ca | 2020-1406 | <http://www.nrmfc.ca>

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>

JULY 18, 2020 - SATURDAY | Fun Fly | 1 Day | Garth Mitchell Memorial Float Fly | NIAGARA REGION MODEL FLYING CLUB | N.R.M.F.C. HENRY BIEDA FLOAT FLY FIELD | Garth Mitchell Memorial Float Fly. Come join us at our Float Fly event in Fenwick. All types and sizes of electric and fuel powered aircraft are welcome. Enjoy flying at the best Float Fly venue in Niagara region. An entrance fee

of \$5.00 for registered flyers (which we pay directly to the property owner) includes access to a private manmade lake and free BBQ lunch. All spectators are welcome and BBQ lunch will be available to spectators making a \$5.00 donation to help support the event. www.nrmfc.ca | 2020-1407 | <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.rosecitymodelflyers.com>

AUGUST 29, 2020 - SATURDAY | Fun Fly | 1 Day | Summer Wind-Up Float Fly | NIAGARA REGION MODEL FLYING CLUB | N.R.M.F.C. HENRY BIEDA FLOAT FLY FIELD | Summer Wind-Up Float Fly. Come join us at our Float Fly event in Fenwick. All types and sizes of electric and fuel powered aircraft are welcome. Enjoy flying at the best Float Fly venue in Niagara region. An entrance fee of \$5.00 for registered flyers (which we pay directly to the property owner) includes access to a private manmade lake and free BBQ lunch. All spectators are welcome and BBQ lunch will be available to spectators making a \$5.00 donation

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to help support the event. www.nrmfc.ca | 2020-1408 | <http://www.nrmfc.ca>

SEPTEMBER 12, 2020 - SATURDAY | Air Show/Demo | 2 Days | KW Flying Dutchmen Scale Rally | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | WATERLOO ROD & GUN CLUB | 51st Annual KW Flying Dutchmen Scale Rally Waterloo Rod & Gun Complex (Near St. Jacobs) September 12 & 13th, 2020 Saturday 9:00 a.m. - 5:00 p.m. Sunday 9:00 a.m. - 3:00 p.m. Friday night we welcome the pilots with a corn roast in the evening. Flying begins at 9 a.m. each day, after the pilots meeting, and continues until 5 p.m. on Saturday and 3 p.m. on Sunday. Saturday Night - Wine & Cheese 5-6 pm for pilots. There is also an "Air Show" at 1:00 p.m. on both both days featuring aircraft from various eras, unique planes, helicopters, multi-engine aircraft, jets and a candy drop for kids. On site camping available, first come first serve. \$10 per night, \$15 with hydro. (limited sites). 72 mhz allowed but no impound available. Frequency pins will be self regulated. Admission is \$7 per day for spectators, kids under 12 years \$1 per day. Pilots are Free!!! | 2020-1395 | <http://www.kwflyingdutchmen.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? Attendance prizes! | 2020-1303 | http://tarmac_2.tripod.com

OTTAWA VALLEY - G

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.bmaclub.ca>

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 you 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

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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 enthusiast 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 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 01, 2020 - SATURDAY | Fun Fly | 2 Days | Zone G annual Fun Fly | BROCKVILLE MODEL AERO CLUB | 1 Melbourne Lane | We are hosting the Zone 'G' Fun Fly again in 2020! Brockville Model Aeronautics Club. 1 Melbourne Lane. August 1st and 2nd. \$20 in advance, \$30 at the gate. Steak dinner \$20 in advance only. Live band! Limited RV space, no hookups. We are supporting the Childrens Hospital this year; details on the website. Sign up on-line at BMAclub.ca | 2020-1402 | <http://www.bmaclub.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 planned (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

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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.rcfcbc.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 27th 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 Agassiz Broken Prop flying site. Three days of great flying in the Fraser Valley, lots of tugs, on site camping is available (from Thursday night), or motels close by in Hope or Chilliwack. Pilot's meeting each day at 9:30, flying 'til we drop. No host dinner at the Wildcat Grill on Saturday evening. \$20 entry fee for the entire weekend. Electrics welcome to join in but true sailplanes and aerotow will take preference. Come and fly, or just hang out to experience this great aspect of our hobby! | 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

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com for more info | 2020-1377 |

QUEBEC - I

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^{ème} 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 10^{ème} anniversaire, tous les pilotes inscrits sur le site imac et présents auront droit à une petite surprise. Pour ceux qui n'utiliserons 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, Avancé 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 débiteront 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 | competition 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^{ème} anniversaire | CLUB MODELISTES SOL AIR BOIS FRANCS | CLUB SOL-AIR | Nous soulignons le 50^{ème} anniversaire 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

MAY 16, 2020 - SATURDAY | Fun Fly | 3 Days | CCHS 2020 | CLUB DE RADIO-COMMANDE AERONAUTIQUE SPECIALISE EN HELI | 7925 RANG STE-HENRIETTE BOISBRIAND, QC | CCHS 2020 | 2020-1434 | <http://www.clubcrash.ca>

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 40^{ème} 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 |

AUGUST 15, 2020 - SATURDAY | Fun Fly | 2 Days | FunFly 2020 | CLUB AEROMODELISME MARS INC. | Club Mars Lachenaie | Spectacle Aéromodélisme FunFly 2020 Bienvenue à tous. Aucun Frais pour les pilotes qui s'inscrivent pour voler. (MAAC-AMA Valide Requis) ESPACE LIMITÉ DE CAMPING. SVP CONFIRMER À L'AVANCE. - Aire de pique-nique, - Aire de jeux pour enfants, - Apporter votre lunch ou cantine disponible sur place, - Prix par automobile de \$10/jour Nous donnerons accès aux puits des pilotes régulièrement pour échanger avec ceux-ci et voir nos modèles de plus près. SVP CONTACTER info@clubmars.org ===== 2020 FunFly Aeromodeler Show Welcome to everyone. No fees for visiting pilots registering to the event. (Valid MAAC-AMA Required) LIMITED CAMPING ON SITE. PLEASE CONFIRM AHEAD. -Picnic area, -Kids Playground, -Bring your lunch or Canteen available on site, -Entrance fee is \$10 per car/day. We will give access to the Pilot's Pits on regular basis to exchange with them and have a closer look at the models. PLEASE CONTACT info@clubmars.org | 2020-1404 | <http://www.clubmars.org>

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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.reginawindyflyers.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.hcrcc.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

MAY 30, 2020 - SATURDAY | Fun Fly | 1 Day | Hot Dawg Xtreme • We Put the FUN in Fly #1 | RADIO CONTROL FLYING CLUB OF TORONTO INC. | RCFC Toronto | It's BACK, back in the day there was an event called the Hot Dawg Championships where people gathered to enjoy a day of fun challenges. Ranging from open flying through to Egg Drop and Spot landing. Well, it's back and it's back with a 10 times more fun planned, which culminates into the HDX, a Freestyle aerobatics challenge. There's something for everyone, so save the date! | 2020-1417 | <http://www.rcfctoronto.ca/>

JUNE 06, 2020 - SATURDAY | Fun Fly | 1 Day | EMFSO Electric Fun Fly | ELECTRIC MODEL FLYERS OF SOUTHERN ONTARIO | FIELD - LOT 1 CONC. 3 FORMERLY TOWNSHIP OF KING | Brad | contact@emfso.org | The Electric Model Flyers of Southern Ontario (EMFSO) invite all MAAC members to join us at Crosswinds Field in Vaughan for a day of outdoor electric flying on Sat. June 6th from 10 AM to 4 PM. (Rain Day Sunday June 7th) For more event information please go to www.emfso.org. Entrance to Crosswinds Field is at 1560 King Vaughan Road, City of Vaughan. | 2020-1418 | <http://www.emfso.org>

JUNE 17, 2020 - WEDNESDAY | Fun Fly | 1 Day | FUN FLY - SWAP MEET | LONG SAULT FLYERS | LONG SAULT FLYERS RADIO CONTROL MODEL AIRPLANE CLUB | Fun Fly - Swap Meet, Long Sault Flyers Model Airplane Club June 17th 2020/rain date June 18th 2020. Yes, this date is a Wednesday, we are hosting a mid week FUN FLY - SWAP MEET for all retired and anyone that wants a day off work for 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 | 62 Anniversary (First this decade) Fun Fly | 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>

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 [Kawarthaflyers.com](http://www.kawarthaflyers.com) | 2020-1343 | <http://www.kawarthaflyers.com>

JULY 11, 2020 - SATURDAY | Fun Fly | 1 Day | Hot Dawg Xtreme • We Put the FUN in Fly #2 | RADIO CONTROL FLYING CLUB OF TORONTO INC. | RCFC Toronto | It's BACK, back in the day there was an event called the Hot Dawg Championships where people gathered to enjoy a day of fun challenges. Ranging from open flying through to Egg Drop and Spot landing. Well, it's back and it's back with a 10 times more fun planned, which culminates into the HDX, a Freestyle aerobatics

Due to the changing nature of COVID-19 precautions prescribed by each level of government, please confirm that an event is happening as planned by checking the host club's website or contacting the event organiser. When attending events, please keep all social distancing and personal protection protocols in mind and enjoy the hobby while protecting yourself and others.

En raison de la nature changeante des précautions que préconisent divers ordres de gouvernement au sujet du virus COVID-19, veuillez confirmer qu'un événement aura lieu tel que prévu en vérifiant le site Web du club-hôte ou en communiquant avec l'organisateur. Lorsque vous prendrez part à l'évènement, veuillez observer tous les protocoles de distanciation physique et personnelle. Profitez de notre passe-temps tout en vous protégeant et en protégeant les autres

challenge. There's something for everyone, so save the date! | 2020-1419 | <http://www.rcfctoronto.ca/>

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 [Kawarthaflyers.com](http://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 22, 2020 - SATURDAY | Fun Fly | 1 Day | Hot Dawg Xtreme • We Put the FUN in Fly #3 | RADIO CONTROL FLYING CLUB OF TORONTO INC. | RCFC Toronto | It's BACK, back in the day there was an event called the Hot Dawg Championships where people gathered to enjoy a day of fun challenges. Ranging from open flying through to Egg Drop and Spot landing. Well, it's back and it's back with a 10 times more fun planned, which culminates into the HDX, a Freestyle aerobatics challenge. There's something for everyone, so save the date! | 2020-1420 | <http://www.rcfctoronto.ca/>

AUGUST 22, 2020 - SATURDAY | Fun Fly | 1 Day | EMFSD Electric Fun Fly | ELECTRIC MODEL FLYERS OF SOUTHERN ONTARIO | FIELD - LOT 1 CONC. 3 FORMERLY TOWNSHIP OF KING | Brad | contact@emfso.org | The Electric Model Flyers of Southern Ontario (EMFSD) invite all MAAC members to join us at Crosswinds Field in Vaughan for a day of outdoor electric flying on Sat. August 22nd from 10 AM to 4 PM. For more event information please go to www.emfso.org. Entrance to Crosswinds Field is at 1560 King Vaughan Road, City of Vaughan. | 2020-1421 | <http://www.emfso.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 Drumquin 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 well groomed two acre flying field located at Long Sault Conservation Area 9293 Woodley Road, off Regional Road #20 north of Bowmanville. Current MAAC or AMA membership required to fly. Entry fee is \$10.00 which will include lunch. For more information contact Peter Hill at prhflyboy@outlook.com or www.lsflyers.com or our Facebook page Long Sault Flyers | 2020-26 | <http://www.lsflyers.com>

SOUTH WEST - M

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 |

Due to the changing nature of COVID-19 precautions prescribed by each level of government, please confirm that an event is happening as planned by checking the host club's website or contacting the event organiser. When attending events, please keep all social distancing and personal protection protocols in mind and enjoy the hobby while protecting yourself and others.

En raison de la nature changeante des précautions que préconisent divers ordres de gouvernement au sujet du virus COVID-19, veuillez confirmer qu'un événement aura lieu tel que prévu en vérifiant le site Web du club-hôte ou en communiquant avec l'organisateur. Lorsque vous prendrez part à l'évènement, veuillez observer tous les protocoles de distanciation physique et personnelle. Profitez de notre passe-temps tout en vous protégeant et en protégeant les autres

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

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.forestcityflyers.com/

www.forestcityflyers.com/ | 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 AIRPORT 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

AUGUST 29, 20 - SATURDAY | Competition | 2 Days | 7th Annual WRFCF 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 steveruxton@gmail.com | 2020-1293 | 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

OCTOBER 18, 2020 - SUNDAY | Swap Shop | 1 Day | Jimmy Prowse Memorial Swap Meet | LONDON MODEL AIRCRAFT CLUB | SWAP MEET CARLING HEIGHTS | London Model Aircraft Club Jimmy Prowse Memorial Swap Meet Oct. 18 9:00 am to 2:00 pm Vendor check-in 7:00 am to 9:00 am Doors open to visitors at 9:00 am Tables \$28.00 visitor \$8.00 Applicant | 2020-1441 | <http://www.LMAC.ca>



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- Includes All-in-on ESC/RX with ASX3/SAFE
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