

Model Aviation

CANADA

Published by Morison Communications



Canada Post Publication agreement number 40012482

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Model Aviation Canada
is Published by
Morison Communications

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

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

Submissions

Articles, stories and letters to the editor are encouraged and appreciated. Submissions should be mailed to Model Aviation Canada c/o Morison Communications at 10 Ranch Glen Drive NW, Calgary, AB T3G 1E3. Electronic files should be in Word, text or rich text format and can be emailed to editor@modelaviation.ca. We reserve the right to edit and/or deny submissions

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

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Model Aviation CANADA



JANUARY - FEBRUARY- VOL. 53 NO 1

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Steven Bondar's gorgeous 100" Yellow Aircraft P-38, powered by two 40cc 2 stroke gas engines is flown by Michael Allman at the Vernon September long weekend fun fly. / Le magnifique P-38 Lightning de Steven Bondar. Kit de Yellow Aircraft; envergure de 100 pouces, mù par deux moteurs à deux temps de 40 c.c. Michael Allman l'a piloté lors du Fun-fly de Vernon (C.-B.) lors de la grande fin de semaine de septembre 2021. Photo by Les Isted

EDITOR'S COLUMN

Keith Morison - 24909L

Committee Chair

403-510-5689 | editor@modelaviation.ca

This issue has a few hidden gems. Normally, I like to pull out the best stories to be shared in the centre of the magazine where everyone will see them. From time to time, a zone or committee will send in some great content that they just want to hang on to. That just proves that it is valuable to flip through the entire magazine and see what is out there.

We have a couple of stories about clubs finding new homes. We also can see some fantastic models both under construction and in the air.

WHAT IS IT ALL ABOUT?

There are a couple of stories that touch on how to keep the hobby growing. Looking at how to keep people interested and coming back to the field. The overriding message seems to be... keep it fun. That

seems obvious, but I know it is sometimes easy to get caught up in the fine details.

Fun means a lot of things to a lot of people, and the beauty of our hobby is that it gives a lot of different ways to bring a smile to your face.

BE WELCOMING

One of my first events I attended with what would become my first club was a regular business meeting. My father drove me to the meeting and we were welcomed into the basement by a group of glider guiders who got straight to the business of the meeting. It went blindingly fast.

Of course, it didn't take long before I knew why. The business meeting was done in maybe 10 minutes... tops. Then the 'hangar flying' started... and they kicked it off asking me what I was interested in.

I left that meeting with a TON of ideas and tips... most which I forgot by the time I got home. But I knew that all I had to do was to go back to the club and the advice, and excitement would still be there.

Eventually, the meetings were at my place and new faces of all ages would show up and get the same treatment. Sometimes it would stick, sometimes it wouldn't... and that's O.K.

THE INNER STORYTELLER

When I look back on my decades of involvement in the hobby, some of the times I remember the most vividly are of sitting around a campfire, restaurant, or a friend's basement/workshop.... like that first club meeting oh-so-long ago.

The neat thing about a good story is that it isn't only a joy to hear but is great to tell as well. Whether it is face to face, or even in print, sharing our experiences and passion for the hobby not only brings us joy, but brings joy to those we are sharing it with.

So, think about what stories you want to share with us and let us know. We love helping the members share stories that might inspire others in unexpected ways. ✈

CHRONIQUE DE L'ÉDITEUR

Keith Morison - 24909L

Éditeur

403-510-5698 | Editor@ModelAviation.ca

Ce numéro-ci renferme quelques perles. Normalement, je retiens l'un des meilleurs reportages afin de le partager au centre de la revue, où tout le monde le verra. De temps à autre, une zone ou un comité enverra du contenu sensationnel qu'elle ou il veut partager. Cela prouve que ça vaut la peine de parcourir la revue afin de savoir ce qui se passe.

Nous avons quelques beaux reportages portant sur des clubs qui ont trouvé un nouveau domicile. Nous pouvons aussi admirer des maquettes absolument fantastiques, qu'elles en soient au stade de construction ou dans les airs.

DE QUOI EN RETOURNE-T-IL?

Quelques reportages illustrent la façon de faire croître notre passe-temps. Ils y traitent de la façon d'intéresser les nouveaux venus et les membres et de les

faire revenir au terrain de vol. Le message, en gros : gardez votre sens ludique (du plaisir). Cela pourrait sembler évident mais il est parfois très facile de se faire prendre au jeu des complications.

Les choses agréables, ça signifie bien des choses à bien des gens et la beauté de notre passe-temps, c'est qu'il offre tout autant de façons de vous faire sourire.

SOYEZ ACCUEILLANTS

L'un des premiers évènements auxquels je me suis rendu – ça allait devenir mon premier club – c'était une réunion d'affaires dudit club. Mon père m'a reconduit et un groupe de pilotes de planeurs nous a accueillis au sous-sol pour ensuite se lancer immédiatement dans les affaires courantes du regroupement. C'était si rapide!

Bien sûr, j'ai vite compris pourquoi. La portion officielle a été délaissée en 10 minutes... maximum. Les bonnes jasettes (les anglophones disent « hangar talk ») ont commencé... et ces gars-là ont lancé la discussion en me demandant ce qui

suite à la page 80

Chronique du président suite de la page 5
comprennent – ou non – ces nouvelles réalités.

Le déni, c'est un mécanisme qui vise à « acheter du temps » et à retarder une reconnaissance de la réalité. Toutefois, demeurer ainsi nous empêche d'apporter les changements nécessaires afin de traiter des problématiques.

La bonne nouvelle, c'est que la majorité des personnes s'est mobilisée afin de franchir les obstacles mais ce sont des travaux qui demeurent en cours.

Nous savons ce que nous devons faire. C'est une question d'insister sur ce que nous devons accomplir et de le faire... tout comme vous pourriez manger le proverbial éléphant... une bouchée à la fois. Je crois qu'il importe d'appuyer et de remercier l'équipe resserrée de membres qui travaillent afin que ces changements surviennent.

Merci, tout le monde. ✈

PRESIDENT'S MESSAGE



Peter Schaffer - 44429

President
807.468.7507 | president@maac.ca

They say a picture is worth 1,000 words. The graphic with this column says it all.

This is who we are -- a group of diverse folks, all from different backgrounds, different skill sets and different interests, outside of our hobby and within. It is the hobby that initially brings us together and it's the people we meet that makes it all worthwhile. When you think about it, a 500-piece puzzle would not be big enough to show the range of activity that makes our hobby, our hobby.

No one's life, or any organization's life, is a bed of roses all the time. And no one, or no organization can afford to just coast along. It's natural to settle into some sense of routine, or at least want to settle in some sort of routine. However, if you are not paying attention to the changes happening around you, you will soon wind up like the frog in the ever-warming water.

SHE AIN'T WHAT SHE USED TO BE

The days of MAAC just coasting along, is long gone. The external pressures of operating in a regulated environment have greatly increased the pace and amount of activity that various committees and volunteers are involved in. Its all-hands-on deck. It is not just MAAC that is living the new reality; our neighbours to the immediate south, across the ponds to the east and down to Australia, are also living in -- and adapting to -- new realities.

There have been a few thorns along the way, as well as a few internal and external temporary pushbacks by folks who could or would not understand the new realities.

Denial is a coping mechanism that buys time to delay the recognition of the reality. However, staying in denial keeps one from



making the changes required to address the issues.

The good news is that the majority of the people are pulling together to overcome the adversities, but it is all a constant work in progress.

We know what needs to be done. Its just a matter of pushing forward and doing it, the same way you'd eat an elephant... one bite at a time. I think it is important to support and thank the whole interlocked team of members doing their best to make it all happen.

Thank you all. ✨

CHRONIQUE DU PRÉSIDENT



Peter Schaffer - 44429

Président
807.468.7507 | president@maac.ca

On dit qu'une photo vaut 1 000 mots. Le graphique – disponible en anglais – qui accompagne cette chronique en dit long.

Voici qui nous sommes – un groupe assez hétéroclite de personnes provenant de plusieurs horizons, dotés de plusieurs aptitudes et aux nombreux intérêts, tant professionnellement qu'au sein de notre passe-temps. Ce passe-temps, c'est le véhicule qui nous rassemble et ce sont les personnes que nous rencontrons qui ajoute de la valeur à cette activité. Lorsque vous

y songez, un casse-tête de 500 morceaux ne suffirait pas à illustrer la gamme des activités qui font que notre passe-temps... c'est notre passe-temps.

La vie personnelle ou d'un organisme, ce n'est pas un long fleuve tranquille. Personne – et aucun organisme – ne peut se contenter de conserver une vitesse de croisière. C'est naturel de vouloir se doter d'une routine. Toutefois, si vous ne surveillez pas les changements qui surviennent autour de vous, vous pourriez vous retrouver comme la grenouille dans l'eau chaude et qui ne s'aperçoit pas que le liquide atteindra son point d'ébullition.

CE N'EST PLUS COMME AVANT

Cette époque du MAAC en vitesse de croisière, c'est révolu depuis longtemps. Les pressions externes de le faire fonctionner au sein d'un environnement réglementé ont accéléré de beaucoup le rythme et la quantité d'activité des divers comités et des bénévoles qui y évoluent. Tout le monde en poste. Ce n'est pas seulement le fait que le MAAC vit une nouvelle réalité; nos voisins au sud et outre-mer jusqu'en Australie vivent – et s'adaptent à – de nouvelles réalités.

Il y a eu des obstacles en cours de route, de même que des mouvements de résistance – intérieurs et extérieurs – de la part de certaines personnes qui

suite à la page 4

ALBERTA (A)



Roger Ganley - 6426

Directeur de zone

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LA FIN D'UNE ÉPOQUE

Linda Patrick, secrétaire-trésorière au MAAC depuis 43 ans, a pris sa retraite le 6 janvier 2022. Je connais Linda depuis son embauche au sein de notre organisme, puisque je suis devenu membre en 1966. J'ai fait sa connaissance en personne lors de l'Assemblée générale annuelle de 2015, à Edmonton. J'ai toujours trouvé que Linda était une prodigieuse source d'information et qu'elle m'a appuyé en ma qualité de directeur de zone. Elle a toujours été d'un professionnalisme et d'un travail acharné afin de faire rouler le MAAC avec fluidité et efficacité.

Nous allons nous ennuyer de Linda.

COVID-19

Je viens de recevoir la première annulation d'un événement de 2022 en raison de la COVID-19 : le très populaire Polar Fun Fly, qu'organisait le Rocky Barnstormers R/C Club. Souhaitons qu'au fil de 2022, de telles annulations se feront plus rares. Faites-moi savoir si le vôtre est annulé et j'enverrai un courriel de masse.

Au cours de 2020 – la première année de la pandémie – certains événements ont été annulés et ensuite remis à plus tard. L'un des avantages d'un envoi courriel de masse, c'est d'informer les membres de tels modifications, même si une annulation se produit à la dernière minute.

SAISON DE CONSTRUCTION

Pour ceux d'entre vous qui êtes enfoncés dans votre atelier respectif, prenez quelques instants pour retirer la poussière de balsa, empoignez votre appareil photo et envoyez-moi une photo de votre plus récent projet. Peu importe si celui-ci est terminé ou s'il est en cours de construction. Vous pouvez me soumettre une photo d'une maquette que vous avez construite, d'un appareil que quelqu'un d'autre a réalisé ou d'un projet de construction en groupe. Incluez toute information que les lecteurs trouveront intéressante.

Si vous n'êtes pas le photographe, assurez-vous que nous puissions reproduire la photo et dites-nous qui l'a prise!



Our zone is lucky to have six indoor events on select Sunday evenings from through the end of April. / Notre zone a la chance de compter sur six rassemblements de vol intérieur certains dimanche soirs et jusqu'à la fin avril.

FAITS AMUSANTS

La zone A, forte de ses 1 470 membres, est la deuxième plus grosse zone (en adhésions) du MAAC. Toutefois, c'est aussi la plus imposante sur le plan géographique en raison du fait que nous y incluons les Territoires du Nord-Ouest et le Nunavut.

Nous retrouvons 53 clubs au sein de la zone A mais 262 membres ne font pas partie d'un club. Le MAAC utilise les lettres de A à M afin d'identifier ses 13 zones. Alberta demeure l'unique zone dont la lettre d'identification correspond aussi à la première lettre de son nom. ✈

ALBERTA (A)



Hobby Wholesale hosted an Indoor Flying event at the Alberta Aviation Museum, January 2, 2022. / Hobby Wholesale a été l'hôte d'un événement de vol intérieur à l'Alberta Aviation Museum, le 2 janvier 2022.



Roger Ganley - 6426

Zone Director

780.986.9230 | zd-a@maac.ca

END OF AN ERA

Linda Patrick, Secretary/Treasurer of MAAC for the past 43 years, retired on January 6, 2022. I have known of Linda since her start with MAAC, as I joined in 1966. I first met Linda in person at the 2015 Annual General Meeting which was held in Edmonton. I have always found Linda to be a great source of information and support in my role as your Zone Director. She has conducted herself in a most professional manner and has always worked very hard to keep MAAC operating smoothly and efficiently.

Linda will be missed.

COVID-19

I have just received the first event cancellation for 2022 due to COVID-19, the annual and ever popular Polar Fun Fly, hosted by the Rocky Barnstormers R/C Club. Let's just hope that as 2022 progresses, there will be few, if any, more cancellations due to the pandemic. Please let me know if your event is cancelled and I will send out a mass e-mail.

During 2020, the first year of the pandemic, there were events which were cancelled then rescheduled. One of the



The flight line at the Prop Busters Fun Fly.

advantages of the mass e-mail is to inform the membership of event cancellations, even if they do occur at the last minute.

BUILDING SEASON

For those of you who are mired deep into your workshops, please take the time to brush off the balsa dust, grab your camera or phone and send me a photo of your latest build. It matters not that it be a picture of a completed model or a work in progress. It can be a picture of a model which you have built, that someone else has built or a group build. Include any information about the subject which the reader will find interesting.

If you are not the photographer, then please make sure we can run the photo and let us know who took it!

FUN FACTS

At 1,470 members, Zone A is the second largest zone, by membership, in MAAC. However, we are the largest geographically due to the fact that we include both the Northwest Territories and Nunavut.

There are 53 clubs in Zone A, but 262 Zone A members do not belong to a club.

The letters A to M are used to identify the 13 zones in MAAC. Alberta is the only zone in which the identifier letter is the same as the first letter of the zone. ✨

ATLANTIQUE (B)



Cato Hansen - 61451 L

Directeur de zone
zd-b@maac.ca

Bonjour, tout le monde. Voici un compte-rendu de Jim Gavel de son plus récent projet présentement en cours de construction. Je lui laisse le soin de vous livrer les détails.

SPAD S.XIII

« J'ai entrepris mon projet d'hiver le 12 novembre... et peut-être de l'hiver prochain. Depuis plusieurs années, je surveille cette maquette et j'ai décidé de poser le geste.

« Mon hangar comporte présentement trois chasseurs de la Seconde Guerre mondiale et l'un de la Guerre de Corée, mais aucun du premier conflit mondial. C'est en train de changer.

« J'ai toujours eu de l'affection pour le SPAD S.XIII, et ce, pour deux raisons :

On en voit rarement lors de Fun-flies, si bien qu'il est unique;

J'ai construit une maquette de plastique de ce chasseur pendant que je me remettais d'une opération aux poumons au Sanatorium de Kentville. C'était en 1966, j'avais 13 ans et les infirmières de l'hôpital m'avaient offert la maquette. Je m'en souviens encore.

« On accélère à aujourd'hui et je m'appête à me lancer dans la construction d'un autre SPAD S.XIII. Balsa USA est le seul fabricant qui en produit un kit – à ma connaissance – à l'échelle 1/4. J'ai

disposé ma table à l'atelier, j'ai déroulé les plans pour les aplatir, j'étudie le manuel d'instructions, j'ai commandé les accessoires et voici que mon atelier est prêt à accueillir une maquette.

« J'ai l'intention d'en documenter la construction, alors demeurez aux aguets.

« Allons-y!

MISE À JOUR 1

« Bien que les plans suggèrent d'entamer la construction des ailes en premier, j'ai décidé de commencer avec l'empennage. Cela me permettrait d'être moins intimidé par toute cette découpe et ce collage. Aussi, j'attendais la livraison de certains matériaux afin de modifier mes ailes! Les plans et les pièces découpées étaient raisonnablement précises et je n'ai pas eu trop de difficulté avec la disposition générale. Malheureusement, le balsa qui était fourni pour le poteau de la dérive verticale et du gouvernail de direction était très mou, si bien que je l'ai remplacé par quelque chose de plus dur que j'avais sous la main.

« Une fois l'empennage terminé – mes pièces n'étant toujours pas arrivées – j'ai décidé de m'attaquer à la construction du fuselage plutôt que d'attendre. Le fuselage se monte comme une boîte avec des flancs solides à l'avant de l'emplacement du cockpit et la construction vers l'arrière est conventionnelle : bâtonnets et renforcements.

« À ce point-ci, un autre problème s'est manifesté; les « doublers » de contreplaqué

ne s'agençaient pas aux flancs du fuselage; le décalage était d'un peu plus de 1/8 de pouce. Je ne pouvais faire autrement que de modifier les « doublers » en espérant que je ne m'en mordrais pas les doigts plus tard.

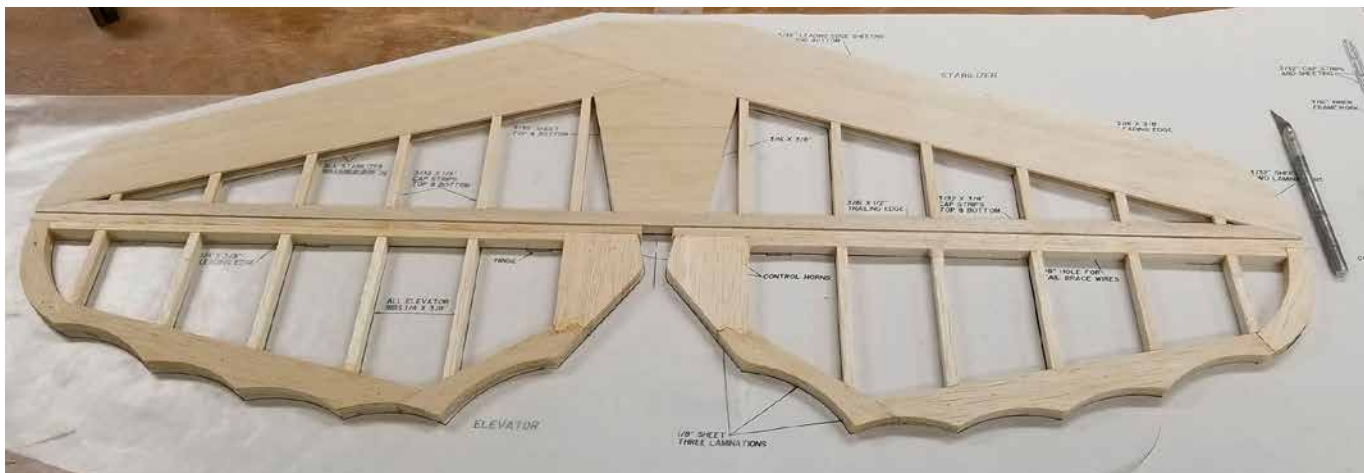
« Les flancs du fuselage ont ensuite été rattachés à la béquille de la section centrale (aucun problème à cette étape). Malheureusement, un problème est justement survenu au moment où j'ai rapproché les poteaux verticaux de queue; il manquait 1/2 pouce par rapport aux plans... et non, ce n'était pas une conséquence de ma modification des « doublers ». Le manuel d'assemblage a indiqué que le jeu de plans de papier pouvait différer et qu'il faudrait peut-être compenser en certaines sections... Je crois bien que oui!

« La première modification a été faite à ce moment-ci. Le patin de queue qui était fourni n'était qu'une longueur de corde piano. Exit! J'ai fabriqué un patin de bois dur et j'y ai incorporé un élastique « bungee » en guise de suspension afin, j'espère, de limiter le risque de bris. Le temps le dira.

« De toutes les façons, le fuselage était complété au point où j'aurais ensuite besoin des ailes complétées et j'ai mis le fuselage de côté jusqu'à ce qu'arrive mon matériel de modification des ailes.

« Parce que les ailes sont normalement assemblées d'un morceau (longueur de 80 pouces) et qu'elles comportent des haubans (struts) et des câbles de réglage, j'avais décidé au préalable d'assembler mes ailes

ATLANTIC (B)



Cato Hansen - 61451 L
Zone Director
zd-b@maac.ca

Hi everybody, here is a report from Jim Gavel and his recent build on the bench, I let Jim take it from here.

SPAD 13

So, on Nov 12th I started my RC project for this winter... and maybe next. I have been looking at this model for several years now and decided this was the year to pull the trigger.

My hangar currently has three WWII fighters and one Korean war fighter but no WWI fighter. That's about to change.

I have always had a soft spot for this the Spad 13 for a couple of reasons:

- 1) it is seldom seen at fun-fly's and therefore unique
- 2) I built a plastic model of this particular fighter while I was recovering from a lung operation at the Kentville Sanatorium. That was in 1966, I was 13 yrs old and that model kit was given to me by the nurses at the hospital and it has always stuck with me.

Fast forward to today and I'm about to start another model of the French Spad 13. Balsa USA is the only kit manufacturer, that I'm aware of, who has this kit available in 1/4 scale. So, building table has been set up, plans have been re-rolled to flatten, assembly manual is being studied, ordering of additional accessories has started, and basement workshop is being transformed into model building shop.

I plan on documenting this build, so stay

tuned for build update.
Time to get at it!

SPAD UPDATE #1

While the plans call for starting with the wings, I decided to start with the empennage. This would allow me to get into the cutting and gluing on a manageable level. It also I was waiting for material to complete my wing modifications! The plans and die-cut parts were reasonably accurate and I had little trouble with the layout. Unfortunately balsa supplied for fin tailpost and rudder post were extremely soft and I ended up replacing them with some harder stock I had on hand.

Once the empennage was finished, and my parts still hadn't arrived, I decided to tackle the fuselage construction rather than wait. Fuselage is built as a box with solid sides forward of cockpit area and conventional stick and brace construction aft to the tail.

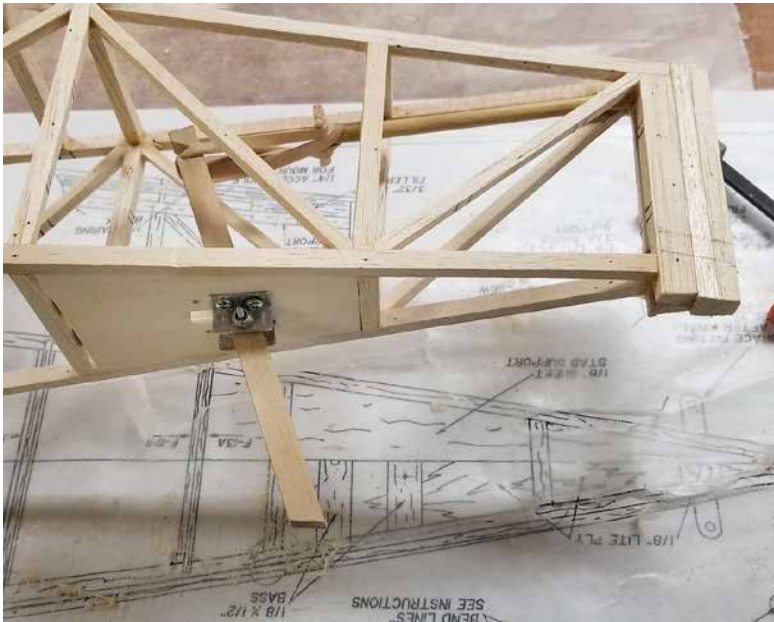
At this point another issue showed up in that the plywood doublers did not match the fuselage sides and were off by more than a 1/8". Nothing to do but modify these doublers to fit and hope it doesn't come back to bite me later on.

The fuselage sides were then attached to the center section crutch without any issues. Unfortunately another issue became apparent when I pulled the tailposts together and they were short by about 1/2" according to the plans, and no, it wasn't a result of the previous plywood doubler issue. The assembly construction manual indicated that the paper plans may not be accurate and some compensation may be required... I guess so!



The first modification was installed at this time as well. The supplied tail skid was a simple music wire setup and had to go. I fabricated a scale hardwood tailskid and incorporated a bungee suspension system to hopefully limit tail skid breakage. Time will tell.

Anyway, fuselage was completed to the point I would need the completed wings and was then put aside as the wing material



en trois sections, ce qui me permettrait de retirer les deux ailes ensemble sans avoir à démanteler tout cet assemblage. Cela laisserait la section centrale des deux ensembles d'ailes supérieure et inférieure intactes afin de soutenir le train d'atterrissage et facilitant ainsi le transport de l'avion.

« J'ai apporté ce genre de modification sur mon Spitfire; j'avais donc une assez bonne idée de la façon de procéder. Toutefois, j'ai décidé d'utiliser une barre d'aluminium de 3/4 de pouce (largeur) par une épaisseur de 1/8 de pouce à titre de soutien. Je construirais ensuite une boîte de connexion en contreplaqué afin d'installer cette barre et de la rattacher aux nervures (ribs) d'ailes. Voici l'étape à laquelle je suis rendu et c'est un processus plutôt lent puisque je ne peux suivre les plans.

MISE À JOUR 2

« Le travail progresse sur le 'projet'. Toutefois, j'ai été retardé pendant le temps des fêtes et en raison d'un vilain rhume. Ce temps d'arrêt m'a cependant permis de me documenter sur les options du SPAD, en particulier, quel appareil à l'échelle réelle je reproduirais.

« Les options ne manquent pas mais c'est difficile de dénicher des diagrammes trois-vues en couleurs pour les appareils moins connus. J'ai rétréci mes choix à deux : le SPAD S.XIII d'Eddie Rickenbacker à l'époque où il volait au sein de l'escadrille du 'chapeau dans le cerceau' ou l'exemplaire exposé au Selfridge Museum, sur la base

Selfridge ANG, au Michigan. Ressource : <https://selfridgeairmuseum.org/>.

« Si cela vous intéresse, ce musée a préparé une tournée virtuelle à 360 degrés du SPAD, où on peut voir toutes sortes de détails importants. En fin de compte, l'appareil d'Eddie Rickenbacker l'a emporté puisque je préférais sa livrée (les couleurs) et qu'un ensemble de décalques est disponible auprès de Callie Graphics.

« Certains disent que la construction d'un biplan, c'est laborieux parce que vous terminez un jeu d'ailes qu'il y en a un deuxième à compléter. Pensez maintenant à une seule aile comportant 54 nervures de seulement 1/16 de pouce d'épais et vous apprécierez alors les kits qui n'en comportent que 15-20 en tout. Il va sans dire qu'il faut manipuler ces nervures avec beaucoup de soin (demandez-moi pourquoi je sais ça). Bien sûr, les modifications que j'incorpore ont considérablement ralenti mon processus d'assemblage des dites ailes.

« En plus de la modification des ailes en trois morceaux, j'ai décidé de dissimuler les servos d'ailerons à l'intérieur des ailes plutôt que de les exposer sur l'extrados (dessus), comme le montraient les plans. Après avoir ôté les ailes de ma surface de travail, j'ai noté qu'elles étaient un peu trop flexibles et j'ai décidé d'installer du 'shear webbing' entre les nervures, du longeron avant. La structure s'en est trouvée renforcée et sans l'avoir trop alourdie.

« Vers cette époque, mon nouveau moteur est arrivé et il est splendide. L'histoire de comment je me le suis procuré l'est tout autant. Comme je suis

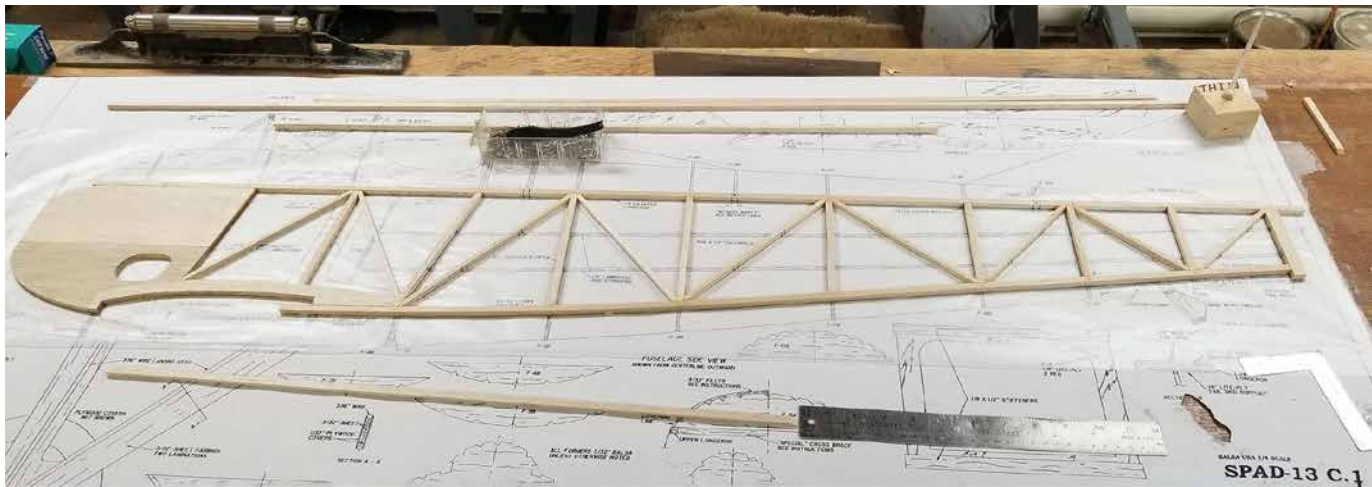
une personne 'économe', j'ai décidé de tenter de commander du fabricant par le biais d'Aliexpress. Après trois tentatives de tenter de me le faire expédier depuis la Chine... le colis était intercepté à même les frontières de ce pays en raison de 'non-conformité magnétique'. Je me suis finalement dit : 'Assez, c'est assez!' J'ai annulé, me suis fait rembourser mon argent et j'ai commandé le même moteur auprès du partenaire américain. Je l'ai reçu deux semaines plus tard et il ne m'a coûté que 15,00 \$ de plus. Ai-je appris ma leçon? Probablement que non!

« En tous les cas, le moteur en question est un bicylindres RCGF à deux temps (à essence) de 30 c.c. fabriqué... eh oui... en Chine. Les critiques et les bancs d'essai sont élogieux, mais le temps dira s'il s'avère aussi bon.

« Alors, le jeu d'ailes supérieures est terminé à l'exception d'un peu de sablage et de voir à certains petits détails. Je laisse ça en dernier en raison des petits accrocs qui surviennent dans l'atelier, surtout à ce moment-ci de l'année.

« Je viens d'installer les composantes des ailes inférieures et je m'attends à ce que la construction aille plus rapidement grâce à l'expérience acquise sur les ailes supérieures et parce que je n'aurai pas d'ailerons à installer.

« C'est tout pour l'instant. Si vous avez des questions sur ce projet de construction, sentez-vous bien à l'aise de m'envoyer un courriel au jimgavel@eastlink.ca et je ferai de mon mieux pour y répondre. » ✈



had arrived for the modifications.

Because the wings are one piece 80" long and have struts complete with rigging wires, I had decided to make the wings in 3 sections which would allow me to remove both wings together and not have to disassemble all that rigging and struts. This would leave the top and bottom center section with the landing gear still attached to the fuselage for easier transportation.

I had done this type of modification on my Spitfire build so I had a pretty good idea how to do this. However I decided to use an aluminum bar $\frac{3}{4}$ "W x $\frac{1}{8}$ " thick as the carrying member and would build up a plywood and hardwood receiver box to fit this bar and be attached to the wing ribs. That is the stage I'm at right now and it is a slow process as there are no plans to follow.



SPAD UPDATE #2

Work has been progressing on the "project", however Christmas and then a nasty winter cold set me back a couple weeks. The downtime did however give me some more time to investigate more Spad options and, in particular, what full size Spad I would be finishing the model as.

There are a lot of options out there but it is difficult to find three-view colour schemes for the more obscure ones. After narrowing the field down to two choices; the Spad13 Eddie Rickenbacker flew with the "Hat in the Ring" squadron or the Selfridge Museum Spad based at Selfridge ANG Base in Michigan. <https://selfridgeairmuseum.org/> If your interested, they have a 360 deg walk around of the Spad and it shows a lot of important details. In the end, Eddie Rickenbacker won out as I really preferred the paint scheme and the decal set is available from Callie Graphics in the scale I need.

They say building a biplane is tedious because you just finish one wing and then you have another one to complete. Try one wing with 54 ribs, $\frac{1}{16}$ " thick and you really appreciate some of those kits with maybe 15 – 20 ribs to install. Needless to say, with ribs that fragile you have to be very careful handling them (ask me how I know). Of course, the modifications I am including slowed the wing process down significantly.

In addition to the three-piece wing mod, I have decided to hide the aileron servos in the wing rather than exposed above the wing surface which the plans showed. After lifting wing from building surface, I noted that it was not to stiff and elected to install shear webbing between front spar ribs. This really helped to stiffen the structure with very little weight gain.

About this time my new motor showed up and it's a beauty. The story to get it was a beaut too. Being an "economical" person, I decided to try ordering directly from the manufacturer via Aliexpress. After three

attempts to mail it from China, only to be stopped at the Chinese border due to "magnetic non-conformity". I finally said enough, cancelled, got my money back and ordered the same engine from the USA Affiliate. Got it two weeks later and only cost \$15.00 more. Lesson learned? Probably not!

Anyway, engine is a 30 cc twin 2-stroke gasser manufactured by RCGF in, you guessed it, China. Good reviews but only time will tell.

So, top wing is finished except for sanding and finishing the smaller details. I leave this until last due to inevitable workshop rash that is prevalent this time of the year.

I have just started laying out the bottom wing and I expect construction will go faster now due my experience with top wing plus there are no ailerons on this wing.

This is a wrap for now, if you have any questions about the build, feel free to email me at jimgavel@eastlink.ca and I will try to answer as best I can. ✈

COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



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

Au moment de rédiger cette chronique, nous sommes en plein hiver et le mercure est descendu à des bas historiques, il y a beaucoup de neige et la pandémie de la COVID-19 nous isole encore davantage. En raison de cela, au 1er janvier 2022, nous n'affichions aucun rassemblement ou concours cette année!

En guise de contraste, au cours de l'année 2021, nous avons 25 rassemblements prévus – 10 ont été annulés – et plusieurs autres événements n'ont pas été affichés au calendrier en raison de restrictions afférentes à la COVID-19 et aux incendies de forêt. Normalement, nous aurions affiché de 50 à 55 événements.

Rassemblement d'importance, notre dernier événement de l'année, c'était le Fun-fly de la zone C, dont la Kamloops Model Airplane Society était l'hôte (pendant le Jour du souvenir). Nos compliments au Club pour sa bonne coordination.

Organiser des événements parrainés par le MAAC, c'est l'une des meilleures façons de faire la promotion de notre passe-temps auprès de la communauté. Invitez le public, les journaux et les médias locaux. Demandez-leur et, s'ils le peuvent, ils se présenteront à l'événement. On peut aussi se tourner vers les programmes de loisirs par calendrier en ligne; on remporte souvent du succès avec cette formule.

NOUVEAU DIRECTEUR

Ce sera ma dernière année à titre de directeur de zone, si bien qu'il y aura une élection lors de la prochaine Assemblée annuelle de la zone (à Vernon, le 17 septembre 2022).

Si cela vous intéresse, le rôle de directeur de zone est double :

On représente la zone au sein du conseil de direction en se concentrant sur les meilleurs intérêts du MAAC, l'organisme.

On représente les meilleurs intérêts de la zone (activités, nouveaux clubs, approbation de nouveaux terrains de vol et événements). On répond aussi aux questions des membres de la zone et à leurs



Smoking helicopter – making room for all at the event. / Un hélicoptère vraiment chouette... qui fait de la place pour tout le monde à l'événement.

Photo by Les Isted



A pair of SAR planes hanging out together in the pits. / Une paire de maquettes de recherche et sauvetage dans l'aire des puits.

Photo by Les Isted

préoccupations au sujet du passe-temps.

Alors, si vous aimez être occupé et que vous voulez contribuer à l'avenir de notre passe-temps, que vous avez des aptitudes qui contribuent au succès des projets, parlez à vos confrères membres et présentez votre candidature.

Nous avons un directeur de zone adjoint très efficace – Cowboy Rowland – mais si vous êtes intéressé, veuillez vous présenter. Il est aussi possible que l'Assemblée annuelle de zone donne lieu à une élection à ce poste.

ASSISTANT DIRECTEURS DE ZONE

Nous avons besoin d'assistants directeurs de zone en des régions où il n'y en a pas – alors si ce rôle vous intéresse, faites-le moi savoir. Cela signifie que ces personnes représentent la zone lors d'événements et qu'elles soient disponibles

auprès des membres et de communiquer des idées et de l'information au directeur de zone adjoint ou au directeur de zone.

Le MAAC est un organisme axé sur les membres. Sans la rétroaction (et commentaires) de ceux-ci, seuls quelques personnes se retrouveraient à le diriger.

PHOTOS

Les Isted est une véritable mine d'or en matière de photos. Vous pouvez consulter les photos qu'il a prises lors du rassemblement commémoratif Larry Christianson Memorial sur le site web des Vernon RC Aero-Modellers. Les modélistes se déplacent d'aussi loin que l'Alberta pour y assister.

Vous pouvez visionner toutes les photos au site web, en plus d'autres événements régionaux, au <https://www.vrcas.org/2018/gallery.html>. ✈

BRITISH COLUMBIA INTERIOR – YUKON (C)



A nice Air Canada, electric ducted fan. / Une belle maquette de type ducted fan en livrée d'Air Canada.

Photo by Les Isted



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

As I write this column, we are in the midst of winter with record low temperatures, lots of snow, and a COVID-19 outbreak isolating us even more. Because of this, as of January 1st, 2022, there are no radio control events sanctioned for the year!

During 2021, we had 25 flying events scheduled with 10 cancelled and many other events not scheduled due to "COVID-19 and Wildfire" restrictions. Normally, there would be 50 – 55 events scheduled.

Of significance, the last Zone-C Fun Fly event of the year was hosted by the Kamloops Model Airplane Society; its annual Remembrance Day Service. Compliments to the club.

Presenting MAAC-sanctioned events is one of the best ways to promote the hobby to the community. Invite the public, newspapers and local media. Just ask, and if they can, they will show up at the event. Publicizing through the community recreation programs via 'on-line' activities in the community has also proven to be very successful.

NEW DIRECTOR

This is my last year as Zone Director so there will be an election at the next Annual Zone Meeting to be held in Vernon, on September 17th, 2022.

If you are interested the role is two-fold:



The flight line at the Larry Christianson Memorial. / La ligne de vol au rassemblement Larry Christianson Memorial.

Photo by Les Isted

1. Representing the Zone as a Board of Directors with focus on the best interests of MAAC, the organization.

2. Representing the best interests of the Zone as far as activities, new clubs, sanctioning airfields and events. Responding to Zone members questions and concerns regarding the hobby.

So, if you are interested in keeping busy and want to be part of the future of the hobby, have some skills which will contribute to success, talk to fellow members and please put your name forward.

We have a very capable Deputy Zone Director – Cowboy Rowland – however, if you are interested, please step forward. It is possible that we will also have an election for a Deputy Zone Director at our Annual Zone Meeting.

ASSISTANT ZONE DIRECTORS

Assistant Zone Directors are needed in

areas where there are none -- so if you are interested in that role, please let me know. It means representing the Zone at area events and being available to area members and to communicate ideas and information back to the Deputy Zone Director or the Zone Director.

MAAC is a member-focused organization. Without input from the membership, the organization will centralize to a core few managing the organization.

PHOTOS

Always a good source for photos, check out Les Isted's work from the Annual Larry Christianson Memorial event on the Vernon RC Aero-Modellers website.

Modellers attend this event from as far away as Alberta.

You can see all the photos at their website, along with other area event photos at https://www.vrcas.org/2018_gallery.html





Photo from the north end. / photo prise à l'extrémité nord.



Walking in for the first look. / On entre pour faire de premières constatations.



Finding big holes and puddles. / Les trous et les mares d'eau étaient grands.



Excavator smoothing the surface. / Une excavatrice travaille soigneusement sur la surface.



Kids "helping" us seed the runway. / Des enfants nous "aident" à ensemer la piste.



Lake, field, bathroom. / Le lac, le terrain de vol et la toilette. /

SOUTH WEST BRITISH COLUMBIA (H)



John Deadman - 26518

Zone Director

604-354-2736

zd-h@maac.ca

As the way of the world is, it is not uncommon for a club to lose its flying site. However, this is not the case for some determined fellows from Vancouver island. I'll let its President Mike McCrindle fill you in!

NEW FIELD

"The saying 'What doesn't kill you, makes you stronger' apparently applies to the RCAA Comox Valley. Having lost the Merville Field that we've known for 30 years, the Club found itself in danger of becoming extinct. Searching for new fields that met our criteria was a challenge.

"A committed search from ground and air

turned up a unique property in Black Creek on an 800-acre woodlot. It was doable... but was it viable?

"Despite the landowners' having landed a full-scale Cub there a dozen years before, the wood lot was a disaster zone of giant holes and a literal sea of green broom standing 10 feet tall. On the plus side, there was an existing 1,400-foot opening and the ground was good structural fill.

"The real kicker was that it was 1,000 meters to nearest homes.

"A vote was taken and the decision was unanimous: we had found our new site! Now, we just had to make it come together!

"Fundraising started off slowly as many people couldn't envision a gravel pit transformed into a runway until we leveled out the first 700 feet. The change was dramatic. New members started coming from all over the Island and we pushed in another 500 feet. Now all of us were

shocked. This was shaping up to be better than expected.

"In only a few short weeks, the broom-filled gravel pit turned in to a glorious 1,200-foot strip. The grass we had rushed to plant before the frost came in dazzling green. Huge holes turned into a generous parking lot.

"Member excitement is understandably high and Giant Scale building has increased exponentially. It seems that the RCAA Club has survived the crisis and emerged stronger and bigger than ever."

GETTING READY FOR THE NEW YEAR

With the New Year upon us, please be sure to renew your membership and be sure all of your membership information is up to date, such as your e-mail phone, address, etc. ✈

SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



John Deadman - 26518

Directeur de zone

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Ça peut arriver : la perte d'un terrain de vol. Toutefois, ce n'est pas le cas ici grâce à des modélisateurs déterminés sur l'île de Vancouver. Je laisse le soin au président Mike McCrindle vous livrer les détails!

NOUVEAU TERRAIN

« Le vieil adage 'Ce qui ne vous tue pas vous rendra plus fort' s'applique apparemment au Club RCAA Comox Valley. Ce club a perdu son terrain de Merville – que nous, les membres, utilisons depuis 30 ans – et s'est retrouvé en danger de disparaître. C'était tout un défi de se mettre à la recherche de terrains possibles qui répondaient à nos critères.

« Nous avons mené une recherche par voies aérienne et terrestre et nous avons trouvé une propriété unique à Black Creek, sur un terrain boisé de 800 acres. C'était faisable... mais était-ce viable?

« Même si les propriétaires avaient déjà

réussi un atterrissage à l'aide d'un Cub (à l'échelle réelle) une douzaine d'années auparavant, ce lot boisé était un quasi-désastre de gros trous et d'une mer de genêts à balai (green broom en anglais ou *genista aetnensis*, de son nom scientifique) d'une hauteur de 10 pieds. S'il y avait un bon côté à ce site, c'est qu'une clairière de 1 400 pieds s'y trouvait et que le sol était convenable.

« Ce qui a été un facteur déterminant, c'est que cet endroit se trouvait à 1 000 mètres des maisons les plus rapprochées.

« Nous avons soumis l'idée à un vote et la décision était unanime : nous avions trouvé notre nouveau terrain de vol! Maintenant, il fallait faire en sorte que ça le devienne!

« La collecte de fonds a démarré lentement parce que plusieurs personnes ne pouvaient entrevoir qu'une piste émergerait d'une carrière de gravois, du moins jusqu'à ce que nous ayons nivelé les premiers 700 pieds. Le changement a été dramatique. De nouveaux membres se sont présentés de partout sur l'île et nous avons aménagé 500 pieds de plus. Et maintenant,

nous étions tous sous le choc. Le projet prenait forme beaucoup mieux que nous l'avions imaginé.

« En seulement quelques semaines, la carrière de gravois infestée de genêts s'est glorieusement transformée en une piste de 1 200 pieds. Le gazon dont nous avions hâtivement semé les graines avant le gel s'est mis à pousser, d'un vert luxuriant. Les gros trous ont été transformés en terrain de stationnement aux généreuses proportions.

« L'excitation des membres est, on le comprendra, élevée et les projets de constructions de maquettes petits-gros (Giant Scale) ont augmenté de façon exponentielle. Il semble bien que le Club RCAA ait survécu à cette crise et qu'il en est ressorti encore plus fort et avec plus de membres qu'auparavant. »

PRÉPARATIFS DU NOUVEL AN

Comme nous en sommes rendus à une nouvelle année, assurez-vous de renouveler votre adhésion et que vos renseignements soient à jour (courriel, numéro de téléphone, adresse, etc.). ✈



Roy Rymer - 61172L

Directeur de zone

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Les chroniques des directeurs de zone devraient normalement contenir des nouvelles afférentes aux activités de la zone mais j'y fais exception, cette fois. Dans le dernier numéro de Model Aviation Canada, le rédacteur de la chronique de la zone du Manitoba/Nord-ouest Ontario a discuté des défis et des responsabilités d'un directeur de zone. C'est tout un défi de représenter nos membres au sein du Conseil de direction tout en prenant les meilleures décisions, mais nous devons garder en tête certains principes de base.

Le manuel à l'intention des directeurs de zone (en fait, les directeurs et les assistants directeurs) stipule que « Le directeur agit à titre de représentant local de l'Association et est aussi membre du Conseil de direction du MAAC et, en soi, sa principale responsabilité est d'agir dans l'intérêt de l'organisme dans l'intérêt des membres de sa zone ensuite. » (traduction libérale)

D'après moi, la véritable signification de cette division des loyautés est facilement mal comprise. En fait, tous les directeurs représentent leurs membres en siégeant au Conseil de direction du MAAC et – dans le sens plus large – représentent la totalité des membres de l'organisme. L'organisme n'est pas séparé; il constitue la somme des composantes et ainsi, son seul intérêt, c'est d'offrir de l'appui aux nombreux groupes d'intérêt particulier et de les renforcer, ces groupes qui sont combinés et qui constituent l'Association. Si notre

organisme ne fait pas cela, il vient de perdre sa raison d'être.

Si on examine son sens profond, l'expression « agir dans le meilleur intérêt de l'organisme » signifie qu'il faut protéger l'organisme en entier, y compris les parties (sous-groupes) qui le composent. Cette expression, c'est un avertissement sans artifices voulant que les directeurs doivent éviter de laisser leurs actions (gestes) être gouvernés par l'adoption ou l'expression de points de vue trop rétrécis et surtout pas leurs propres intérêts personnels. Là n'est pas dire qu'on devrait rejeter du revers de la main la perspective – le point de vue, si l'on préfère – des groupes d'intérêt particulier... Au contraire. Les directeurs consciencieux et ayant le sens du devoir devraient rechercher et écouter les idées des membres et apporter ces idées au Conseil de direction lors des discussions.

Les directeurs du MAAC sont élus au sein de 13 zones géographiques distinctes. Non seulement est-ce inévitable – c'est souhaitable! – qu'ils soient 13 personnes qui apportent 13 voix à la table. Ces voix devraient être entendues et les opinions devraient être soigneusement et respectueusement examinées au moment de débattre de propositions. On devrait viser le consensus par le biais de discussions et nous devrions déployer tous les moyens possibles afin de ne porter atteinte à aucun des nombreux groupes qui font partie de notre organisme.

Voilà le devoir des directeurs auprès du MAAC.

Bien sûr, avec 13 personnes qui représentent 13 différentes régions, il y aura bien sûr de la discorde, de temps à

autre. Éthiquement, les directeurs sont dans l'obligation d'exprimer leur opinion sur tout sujet présenté au Conseil de direction, surtout si celle-ci diffère de celle des autres. C'est là l'une de leurs responsabilités sacrées. Lorsque toutes ces opinions se retrouvent sur la table, le Conseil de direction devrait alors tenter d'atteindre un consensus sans opposer une opinion à une autre. Ultimement, ce qui est préférable pour l'Association devrait devenir de plus en plus clair... et cette décision devrait être prise.

Qu'arrive-t-il si, après avoir entendu tous les points de vue, un directeur n'est pas d'accord avec une décision qui a été prise? Certaines personnes ont suggéré que ceux qui ne sont pas d'accord avec une décision devraient démissionner. On ne retrouve nulle part cette exigence dans les documents de gouvernance du MAAC ou dans une quelconque législation qui gouverne les activités du MAAC. En fait, il existe une disposition voulant qu'un directeur « consigne son désaccord » sur les décisions auxquels ils s'opposent avec vigueur. Cela suggérerait qu'il est du devoir d'un directeur de faire connaître son opposition de vive voix s'il croit que cette décision porte atteinte au meilleur intérêt de l'Association ou qu'elle n'est pas compatible avec une gouvernance aussi bonne que juste.

Dans son allocution de départ à l'endroit du Conseil de direction, notre secrétaire/trésorière comptant 43 ans d'ancienneté a suggéré que le MAAC se retrouve en une situation de crise de gouvernance. Elle n'avait pas tort. ✨

Middle (E)

from page 17

or in any of the legislation that governs MAAC's activities. In fact, there are provisions for a director to 'register dissent' on decisions they are strongly opposed to. That would suggest that it is the duty of a director to be vocal about decisions they feel go against the best interests of the Association or are incompatible with good, fair governance.

In her departing address to the Board, our Secretary/Treasurer of 43 years suggested that MAAC is in a crisis of governance. She wasn't wrong. ✨



Karl Gross's Stearman. 1/3 size with a Moki 250 powered. / Le Stearman de Karl Gross. Échelle un tiers, mû par un Moki 250



Roy Rymer - 61172L

Zone Director

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Zone Directors' columns should normally contain zone-related news, but this will be an exception. In the last issue of Model Aviation Canada, the Manitoba/Northwest Ontario Zone column discussed the challenging duties and responsibilities of a ZD. Representing our members on the Board while making the best decisions can be challenging, but there are some basic principles that need to be kept in mind.

The Zone Director Manual (ZD and DZD Duties) states "The Director is the local representation of the association and is also a member of the MAAC board of directors, and as such, their first responsibility is to act in the best interests of the organization, followed by those of their zone."

In my opinion, the real meaning of this division of loyalties is easy to misunderstand. All directors, in fact, represent their constituents as they sit on the Board meeting and, more widely,

represent the members as a whole. The organization is not separate; it is the sum of its parts and thus, its only interest is to provide support and strengthen the myriad of special interest groups that combine to create the whole. If it does not do that, then, it has no purpose whatsoever.

At its heart, the phrase 'act in the best interests of the organization' means to protect the whole enterprise, including all of its constituent parts. The phrase is really a stern warning that the directors are not to allow narrow parochial interests, and most especially not their own self-interests, to govern their actions. That isn't to say, however, that the perspectives of special interest groups should be dismissed. Quite the opposite, in fact. Conscientious and dutiful directors should seek out and listen to the ideas of the members and bring those ideas to the Board as a part of the discussion.

The directors of MAAC are elected from 13 distinct geographical zones. It is not only inevitable, it is right that they are 13 individuals that bring 13 voices to the table. Those voices should all be heard, and the opinions considered carefully

and respectfully when debating motions. Consensus should be sought through discussions, and care would be taken to do no harm to any of the many constituent groups within the organization.

That is the duty the directors have to MAAC as a whole.

Of course, with 13 individuals representing 13 different regions, there will be disagreements from time to time. Directors are ethically obligated to express their opinions on any subject that comes before the Board, most especially if those opinions differ from those expressed by others. Doing so is one of their most sacred responsibilities. With all opinions on the table, the Board should seek to find consensus without pitting one position against another. Ultimately, what is best for the Association should become clear and that decision should be the one taken.

But what if a director, after hearing all of the positions, disagrees with a decision that has been made? It was suggested that directors who disagree with a decision should resign. That requirement isn't found in any of MAAC's governance documents

continued on page 16

MANITOBA NORD-OUEST ONTARIO (D)



Randy Hepner - 73393
Directeur de zone
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Je vous offre mes meilleurs vœux du Nouvel an. J'espère que tout le monde a passé un heureux temps des fêtes et que 2022 se déroule bien jusqu'à maintenant (c'est la saison des projets à construire, ouais!). Pour les modélistes qui veulent prendre part à des séances de vol cet hiver, les rassemblements de vol intérieur ont repris, mais cette fois, ils se déroulent au terrain de soccer intérieur de Winkler.

Communiquez avec moi pour de plus amples détails, si vous en avez besoin.

AU SEIN DE LA ZONE

Pour cette chronique, j'ai pensé vous entretenir du rôle du directeur de zone et comment il doit interagir avec les membres et les clubs au sein de la zone. Chacun des directeurs se voit remettre un manuel qui précise ses tâches. Deux citations – traduction libre – sont importantes :

« Faites la promotion de la sécurité et du plaisir. »

« La fonction principale du directeur de zone, c'est d'agir comme bougie d'allumage afin de provoquer de l'activité au sein de la zone. »

Cela dit, les rapports entre le directeur de zone et les clubs sont surtout « à distance » et je ne suis pas à veille de m'immiscer dans les affaires d'un club ou l'autre.

Saviez-vous que le terrain de vol d'un club du MAAC/approbation écrite ne sont pas liés précisément à n'importe quel volet d'activité de modélisme? Cela signifie qu'un club traditionnel de maquettes d'avions n'a aucunement besoin de l'autorisation du directeur de zone pour permettre à ses membres de lancer des fusées, de s'adonner au vol circulaire, à du vol libre ou à la conduite de voitures ou de bateaux télécommandés.

Malheureusement, le contraire n'est pas vrai. Un sérieux problème d'espace aérien serait créé si quelqu'un se mettait en devoir de piloter un système aérien télépiloté (SATP) ou RPAS en anglais) depuis un terrain où évoluent des appareils de vol circulaire, de vol libre, des fusées, ou des véhicules de surface. C'est un problème sur lequel se penche présentement le MAAC



Some awesome presents under the Hepner tree, all of which will expand the scope of fun this summer! / Cadeaux bien chouettes sous l'arbre de Noël des Hepner, ce qui ajoutera au plaisir, cet été!

afin de clarifier la situation.

Aussi, si vous êtes membre du MAAC, ça signifie que vous pouvez vous adonner à ces activités hors des terrains de vol, en autant que vous observiez le Code de sécurité. Ce qu'autorisent les clubs à titre individuel, c'est une tout autre paire de manches. Mais toute restriction est l'apanage des règlements du club et ne devraient pas être exigés au nom du MAAC.

GARDER L'ESPRIT OUVERT

Toutefois, je crois que nos leaders communautaires devraient se rappeler que les clubs ont besoin de l'argent de leurs membres afin de survivre et que d'attirer – et de garder – des membres, ce n'est pas une mince tâche.

Ce qui m'amène à ce que je veux faire valoir par cette chronique. Comment pouvons-NOUS, collectivement, encourager davantage de plaisir dans un environnement moderne et assujéti à

suite à la page 81

MANITOBA NORTH WEST ONTARIO (D)



Randy Hepner - 73393
Zone Director
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Season's greetings and Happy New Year. I hope everyone had an enjoyable 2021 holiday season and that 2022 is going well so far (building season yeah!). For those who want some flying activities this winter, indoor flying has resumed but this time at the Winkler Indoor Soccer field.

Contact me for details as needed.

IN THE ZONE

This column, I thought I would touch on the Zone Director's role and how they should interact with the members and clubs in the zone. Every director gets a manual with their Zone duties clearly spelled out. Here are two quotes that, I think, are important:

"Promote safety and fun"

"The zone director's prime function with respect to their zone is to act as a spark plug to ignite the zone into activity."

That said, the relationship between the zone director and the clubs is mostly hands-off. and I am not about to start meddling in club affairs.

Did you know that a MAAC club field/site sanction is not specific to any category of MAAC modelling activities? That means that a traditional R/C airplane club does not need a zone director's permission to permit their club members to launch rockets, fly control line, free flight, or drive RC cars or boats.

Unfortunately, this does not work in reverse. Flying RPAS from a legacy control line/free-flight/rocket/surface vehicle-only site could be a serious airspace problem -- an issue MAAC is working on clarifying.

Also, being a MAAC member means you can enjoy any of those activities off club sites, provided you follow the relevant Safety Code. What individual clubs allow on club premises, however, is an entirely different part of the equation. But any restrictions are purely club rules and should not be in the name of 'MAAC'.

OPEN MINDS

However, I think our community leaders should remember that clubs need membership dollars to survive, and that



Accomplished pilots Ken Kalynuk, Marc Sharpe, Randy Hepner, Ray Grenkow and Joe Beasley are all smiles after a foamie sortie. / Ken Kalynuk, Marc Sharpe, Randy Hepner, Ray Grenkow et Joe Beasley – tous des pilotes émérites – affichent de larges sourires après une séance de vol avec leurs foamies.

attracting and retaining members is no easy task.

Which brings me to my main point of this article. How can WE collectively encourage more fun in a modern regulated environment?

There is a good article about clubs in the AMA equivalent of our magazine, Model Aviation 12/2021, titled "Fostering an active flying club in the Modern era", by Dave Scott. There are many take-aways, but I want to focus on one related item from something else I read online. I have never heard of this happening in Zone D and hope I never do:

Put yourself in the shoes of someone with a SAFE-equipped trainer who shows up at their local club this spring, eager to join and learn to fly. Then, imagine being told that 'foamies' aren't real models or that the club won't allow the use of SAFE. Can you imagine that really happening?

DIVERSITY IS FUN

For Christmas this year, my adult kids gave me an Estes Rocket set and a free flight balsa tissue airplane kit. The best gifts ever as I had already decided my 2022 will be about having a wide range of fun.

What if I show up wanting to join/visit your club to fly my Estes Rocket or rubber band- powered free flight model and am told NO – this club is RPAS only?

What about a member who wants to join your club but only flies helicopters or multi-rotor – is that accommodated or shunned?

Consider any of those items singularly or together through the eyes of a new member



Dan Fyfe and Babhru Yasha ready for some free flight action. A dirt bike is a crucial FF recovery device. / Une moto de sentier, voilà un accessoire crucial afin de récupérer une maquette de vol libre.

or a member who wants to try new things -- how attractive is that to join your club, or MAAC, by extension?

The point I am trying to make is that our hobby and MAAC's structure isn't about any one segment and especially not about one segment against another – it's supposed to be all inclusive and fun.

One of the great things about Zone D is that many of the clubs/members 'get it' and make room for everyone's interests. Generally, what I see is everyone trying to have FUN.

So as a ZD, I want to spark club leaders and ignite some enthusiasm to being as welcoming as possible. Move FUN up

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VALLÉE DE L'OUTAOUAIS (G)



Dedicated members turned a field into a flying site. / Des membres dévoués ont transformé un champ en terrain de vol.

Photo by Barney de Schneider



Mike Anderson - 17752

Directeur de zone

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Bienvenue en 2022. J'espère que tout le monde a passé un bon temps des fêtes non dramatique et que vous rêvez déjà de faire voler quelque chose par une belle matinée fraîche du printemps.

Dans cette chronique, l'Ottawa Remote Control Club veut partager l'histoire de la perte de son terrain de vol et de la création d'un nouveau. Merci au président (et directeur de zone adjoint) Jeff Nidd ainsi qu'au vice-président du Club, Barney De Schneider, pour ce compte-rendu.

L'ARC-EN-CIEL AU TERRAIN DE L'ORCC

« Malgré le fait que le plus récent variant de la COVID-19 est maîtrisé, plusieurs clubs ont eu de la difficulté à composer avec la pandémie. Comment se protéger soi-même ainsi que nos membres? Ensuite, on affronte le dilemme des membres qui ont investi de l'argent dans leurs maquettes sans pouvoir pour autant les faire voler.

« Les années 2020 et 2021 ont été difficiles pour bien des clubs et l'Ottawa Remote Control Club (ORCC) a reçu un coup encore plus dur. Au moment où la saison de vol 2019 se concluait, notre propriétaire terrien nous a informé qu'il ne renouvellerait pas notre bail. Ainsi, notre



Too inclement to fly outside? Alan Nixon enjoying his Klik 21 in the Arena directly behind our field. / La météo ne se prête pas à du vol extérieur? Alan Nixon s'amuse dans l'aréna derrière notre terrain de vol à l'aide de son Klik 21.

Photo by Barney de Schneider

exécutif a échauffé un plan consistant à confier à un courtier immobilier (un de nos membres) la tâche de rechercher un nouveau terrain de vol.

« Est-ce que nous devons acheter du terrain ou pouvons-nous conclure un bail? Nos membres se sont attelés à la tâche et ont rapporté chaque possibilité à notre coordonnateur ainsi qu'à l'exécutif du Club. En fin de 2019, nous avons approché notre propriétaire terrien et il a généreusement accepté de garder nos deux conteneurs et notre équipement sur place jusqu'au printemps 2020.

« Tout le monde a célébré le temps des fêtes en 2019 et la menace du coronavirus devenait de plus en plus réelle. Nous

avons quand même réussi à être les hôtes de notre Fun-fly hivernal 2020 au terrain de Drummond, tout juste avant le premier confinement de la pandémie de la COVID-19 et la fin de notre époque au terrain en question.

« Le sort a voulu que l'un de nos plus fidèles membres a identifié un possible nouvel emplacement, à seulement 5 km plus loin. Nous avons signé un bail à la mi-mai 2020 et la véritable planification du déménagement a commencé. Nous avons dû composer avec les règlements ontariens sur le confinement et les rassemblements publics. Nous les avons respectés et nous avons procédé au principal déménagement

suite à la page 82



Enjoying the rainbow after a passing shower on training night. / Un arc-en-ciel après une légère pluie, un soir de formation d'élèves-pilotes.

Photo by Barney de Schneider



Mike Anderson - 17752
Zone Director
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Welcome to 2022. I hope everyone had a safe, no-drama Holiday season and that you're already dreaming of flying something on a cool spring morning.

In this issue, the Ottawa Remote Control Club has a story to share about losing one field and making a new one. My thanks go to ORCC President and Deputy ZD Jeff Nidd and ORCC's VP Barney De Schneider for their story.

THERE IS A RAINBOW AT THE ORCC FLYING FIELD

"While the latest strain of COVID-19 is being brought under control, many clubs have found the pandemic difficult to handle. How do we protect ourselves and our club members? Then, there is the dilemma of members having money tied up in planes and not being able to fly them.

"While 2020 and 2021 were hard for most clubs, the Ottawa Remote Control Club



John Weekes reliving his early days and attracting fellow members to the joy of control line flying. Here he is demonstrating his quick-build indoor Baby Ringmaster. / John Weekes revit sa jeunesse et attire des confrères aux joies du vol circulaire. Ici, il offre une démonstration de son Baby Ringmaster rapidement construit pour le vol intérieur.

Barney de Schneider

(ORCC) was dealt an additional devastating blow. Just as the 2019 summer flying season was winding down, our property owner informed us that he would not be renewing our lease. In response, the executive of the club came up with a plan to task a local realtor (one of our members) with leading the search for a new field.

"Do we buy land, or can we find a lease? Our members went to work searching for a new field and reporting each new possibility to our search coordinator and to the club executive. When 2019 was rapidly coming to an end, we approached our longtime landlord and he generously agreed to keep

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SAINT-LAURENT (J)



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La chronique de ce mois-ci nous provient de notre assistant directeur de zone, Steve Woloz. – Fabien Gagné

LE CORONAVIRUS

Typiquement, à ce moment-ci de l'année, la saison de vol intérieur constitue une bonne alternative afin de maintenir notre agilité aux manettes. Ce n'est pas le cas, gracieuseté du variant Omicron du coronavirus. Qu'est-ce qui viendra ensuite? Pour l'instant, nous nous tournons vers nos simulateurs de vol ou, pour ceux qui disposent d'un grand sous-sol, vers nos multicopters (avec ou sans lunettes de vol par immersion).

DRONES CINEWHOOP

Pour ceux qui n'ont pas été exposés au micro-drone, c'est un bon moment de les examiner. Qu'est-ce que c'est? Ces aéronefs sont typiquement dotés de quatre moteurs, ils utilisent un circuit imprimé miniature qui est monté sur un cadre léger mais durable (une combinaison de plastique, de TPU et de fibre de carbone renforcée). Un circuit intégré miniature agit à titre de récepteur, contrôleur de vol, émetteur vidéo et transpondeur de télémétrie.

Ces engins constituent tout un accomplissement puisqu'ils combinent plusieurs composantes miniaturisées normalement installées dans de plus gros exemplaires. Les marques populaires comprennent Eachine, Emax, Happymodel, Mobula, Crazy Bee, etc. Les modèles d'entrée de gamme comme l'Eachine 65 ou le Tinyhawk 2 coûtent moins de 200 \$ entièrement équipés d'une caméra et d'un module d'écran pour la télémétrie et sont prêts à être appairés (l'opération du binding) et à voler.

Pour visionner l'image des caméras embarquées, vous pouvez utiliser un moniteur DVR de 7 pouces ou, histoire de profiter d'une immersion, vous pouvez vous munir de lunettes de vol par immersion (First Person View en anglais ou FPV) au coût d'entre 150 et 500 \$.

Bien que les maquettes d'entrée de gamme soient typiquement de la variété

« bind and Fly », certaines – comme la Happymodel Cinewhoop 8 – nécessitent un assemblage tout simple et peuvent être préparées pour le vol en l'espace de deux heures. Des ensembles complets – drone, émetteur et lunettes – se trouvent à environ 300 \$.

La plupart de des drones comportent un

grillage autour des hélices, Typiquement, ils nécessitent des batteries LiPo de l'ordre d'entre 1S et 3S et volent pendant 4 à 6 minutes sur une charge. Vous pouvez faire évoluer ces maquettes à l'aide de votre propre émetteur comme FLYSKY, TARANIS, Spektrum ou Futaba. L'un des

suite à la page 80

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Zone Director

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This month's column is coming from our Assistant Zone Director, Steve Woloz.

– Fabien Gagné

THE CORONA VIRUS

Typically, at this time of the year, winter indoor flying is a good alternative to keep our flying skills in tune. Whoops. Not so, thanks to the Omicron Variant of the Corona virus. Who knows what will follow? So for the moment, the best we can do is use our flight simulators, or for those who live in a home with a larger basement, fly small multi-rotors with or without FPV goggles.

65-75 MM CINEWHOOP DRONES

For those who have not introduced themselves to the micro drone, now is the time to consider them. So what exactly are they? These craft typically have four motors, use a miniature integrated circuit board which is mounted onto a lightweight but durable frame made of a combination

of plastic, TPU and reinforced with carbon fiber. A miniature integrated circuit board acts as the receiver, flight controller, video transmitter and also as a telemetry transponder.

They really are a great accomplishment in that they combine many miniaturized micro components normally contained in much larger flying craft. Popular brands include Eachine, Emax, Happymodel, Mobula, Crazy Bee, etc. Entry-level models such as the Eachine 65 or Tinyhawk 2 cost less than \$200 fully equipped with a camera and an on-screen display module for telemetry, and ready to bind and fly.

To see the image projected by the onboard cameras, you can use a small 7-inch DVR monitor or for full immersion, get a set of FPV goggles which can cost anywhere from \$150 to \$500.

While the entry-level models are typically bind and fly, some however, such as the Happymodel Cinewhoop 8, require some simple assembly and can be flyable within two hours. Full combos which include the drone, transmitter, and goggles may be priced at approximately \$300.

Most of these drones have complete propeller surrounds. Typically, they run

on inexpensive 1S to 3S LiPo batteries and fly 4-6 minutes on a single charge. You can operate these models with your own transmitter such as FLYSKY, TARANIS, Spektrum, FUTABA. One of the good things is that they typically weigh less than 250 grams and as such, are exempt from TC regulations.

In summary, these micro drones are a hoot to fly, and are a great way to maintain your flying skills in the winter, especially with the COVID-19 confinement. They might also be a great way to introduce you to a whole new world of our hobby if you have not yet got there. Try them – you will love them.

LOOKING FORWARD TO SPRING 2022

I am hopeful that by the spring of 2022, the COVID-19 threat will be well under control and many clubs will be planning their upcoming events.

Please do not hesitate to request an event sanction when inviting pilots from other clubs. Club executives can simply send in a request by filling in the appropriate forms on their own member dashboard accessible via the MAAC website! ✈

SUD EST DE L'ONTARIO (L)



Leslie Farkas - 21370
Directeur de zone
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L'hiver est arrivé et puisque nous sommes privés des activités habituelles de vol intérieur, notre sport/loisir est en hibernation. C'est le temps de construire de nouveaux avions et de se préparer à la saison de vol de l'été prochain.

LE MAAC, UN ORGANISME SPORTIF?

Au début janvier, Tom Mills (membre du Remote Control Flying Club of Toronto, le RCFCT) m'a demandé de l'aide de la part du MAAC.

La propriété sur laquelle se trouve le Club fait partie des terres qui sont destinées à être employées lors de l'aménagement du futur Aéroport international de Toronto Est. Toutefois, avec tous les délais occasionnés dans le développement, l'intendance de ce terrain a été confiée à Parcs Canada.

Le 7 décembre 2021, le principal usager (locataire) de la propriété a reçu une lettre de Parcs Canada l'intimant de cesser l'utilisation de maquettes d'aéronefs télécommandés sur la propriété en question.

Après une discussion avec Steve Woloz - président du Comité d'obtention et de préservation de terrains de vol - nous préparons une réunion avec des représentants du gouvernement à Gatineau (Québec).

Nous sommes d'avis qu'il serait plus facile de représenter les intérêts des nos membres si nos activités étaient reconnues comme étant un sport au Canada. Nous jouissons d'une structure de compétition qui inclut des concours de calibre international (par des championnats)...

RONALD HIGGS 184L, MEMBRE FONDATEUR

Comme des discussions sérieuses sont en cours sur l'avenir du MAAC, voici un pan d'histoire à l'intention des membres un peu plus récents de notre association.

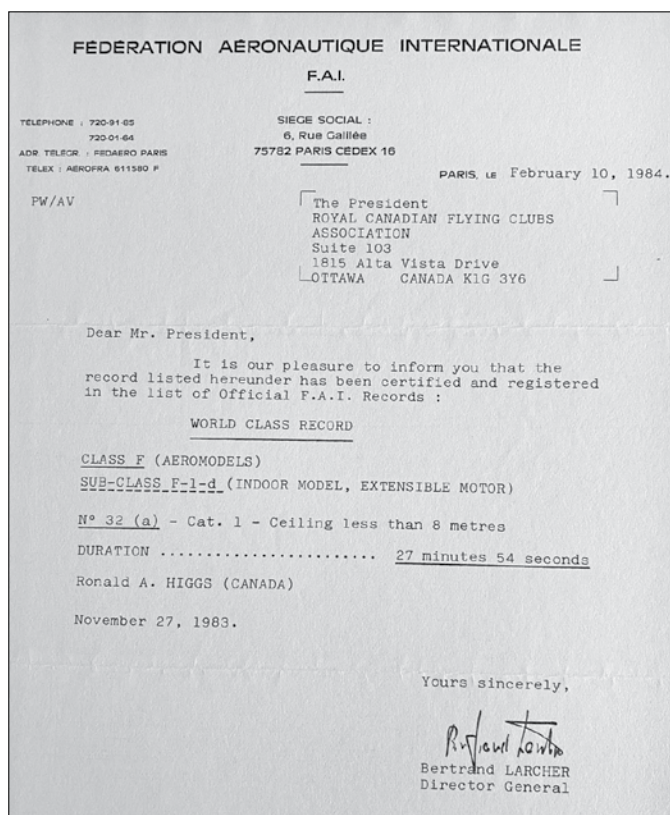
J'ai reçu un appel du président de notre Comité des archives, Fred Messacar. Une dame du nom de Carolyn Higgs, fille de Ron, l'informait que Ron et sa femme Shirley venaient d'aménager dans une résidence pour personnes âgées. Carolyn voulait savoir comment disposer des maquettes et du matériel de modéliste de son père.

J'ai voulu en savoir un peu plus long sur l'un de nos membres fondateurs et j'ai eu le plaisir de rencontrer Ron en personne. Je me suis tourné vers quelqu'un qui le connaît bien; ce n'était guère une tâche facile puisque plusieurs de ses amis ont quitté vers ce grand pâturage vert, là-haut.

La persévérance a rapporté puisque j'ai retracé Andy De Mallo (MAAC 6385L) qui a bien voulu partager ce qui suit :

« Et maintenant, que dire de notre ami Higgysy... C'était un type intéressant mais plutôt privé. Comme il préférerait les concours de l'AMA américaine, il 'faisait sa petite affaire' pendant les concours et les séances de réglage de ses maquettes. Malgré tout, nous aimions toujours inspecter son impeccable véhicule afin d'y admirer ses maquettes tout aussi impeccables.

suite à la page 81



SOUTH-EAST ONTARIO (L)



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Zone Director

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As the winter has arrived and without the usual outdoor activities, our sport entered into its hibernation. Now is the time to build new planes and prepare for the summer season.

MAAC AS A SPORT ORGANISATION?

Early in January I was contacted by Tom Mills, a member of The Remote Control Flying Club of Toronto (RCFCT), asking for help from MAAC.

The property on which the club is operating is part of the land designated for the future East Toronto International airport. However, with all the delays in development, the stewardship of the land was assigned to Parks Canada.

On December 7th the primary tenant of the property received a letter from Parks Canada to cease and desist the use of remotely piloted aircraft on the leased property.

Following a discussion with Steve Woloz, the Chair of the Getting and Keeping Flying Fields committee, we are preparing for a meeting with Government personnel in Gatineau.

We both feel that representing our members' interests would be easier if we were recognized as an official sport in Canada. We have a structured competition ladder that includes international competition at a recognized World Championships level...

FOUNDING MEMBER RONALD HIGGS 184L

As there are some serious discussions about the future of MAAC, here is a little bit of history for the newer members of our association.

I received a call from our Archives Chair, Fred Messacar, that he was contacted by Carolyn Higgs, Ron's daughter, to let him know that Ron and his wife Shirley had moved in to a home care facility. She was



looking for some help with deciding what to do with his models and modelling materials.

I wanted to find out a bit more about one of our founding members as I did have the pleasure of meeting Ron in person. I reached out for somebody who knew him well; it was not an easy task because many of his friends have left us and now are flying in greener pastures.

Persisting always brings results and after finally finding Mr Andy De Mello, 6385L, he shared the following.

"Now for our friend Higgsy... He was an interestingly but very private person. Since he preferred AMA events he kept to himself during contests and trimming sessions. Even so, we all loved to go over to his impeccable vehicle to admire his impeccable models.

"He was a genius model builder creating professional looking models predating by many years the European models which were admired and sold these days.

"He was a great hand-launch glider flyer, picking thermals to launch reaching great heights and probably lost a good share of his gliders.

"I'm not sure of his records at the US Nationals but I'm sure he did well, and as

usual always attracting attention from other competitors by the perfection of his models.

"He was way ahead of his time in creating professional looking models that we're now admiring at competitions these days. No more oil soaked tissue and balsa wood "toy aeroplanes."

Fred and I met with Carolyn at Ron's house in Scarborough. What we saw confirmed the accuracy of Andy's words. Beautifully crafted models (some of them may have never been flown) of different categories like F1A (glider), F1B (rubber power), F1C (gas power) F1D (indoor free flight)

He was a fierce competitor but also spent time to build models with his children Carolyn and Kevin.

The biggest International accomplishment of his is setting the F1D - Indoor World record of 27 minutes 54 seconds on November 27 1983.

His dedication to his family, our association and aircraft modeling should serve as an example for generation to come.

Thank you Ron for the memories and we wish You and your family well. ✨

SUD OUEST DE L'ONTARIO (M)



Frank Klenk - 32001L

Directeur de zone

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facebook.com/swontzonemaac/

L'assistant directeur de zone Bill Fry (membre des Sky Harbour Modelers de Goderich, Ontario) nous envoie la contribution de ce mois-ci :

VOL HIVERNAL

« Les activités de vol hivernal et d'intérieur sont en pause sauf dans le coin de Hanover, alors qu'Allan Abell (MAAC 18279) fait continuellement voler quelque chose sur la neige depuis sa cour arrière. Nous avons inclus une photo d'Allan en compagnie de son Aeronca Sedan qu'il a assemblé depuis un kit de Mercury, un kit qui est considéré comme une pièce de collection, de nos jours.

« À l'origine, l'Aeronca Sedan a été offert en kit en guise de maquette de vol libre; Allan l'a converti en appareil à propulsion électrique. Son copain de vol George Garlock (MAAC 3845) a aperçu le kit en question au magasin de passe-temps de Bill Huckins, à Owen Sound. Il l'a acheté et tous deux l'ont assemblé en version télécommandée et électrique. Allan a assemblé les ailes d'un morceau parce qu'elles semblaient fragiles sur les plans. Le 25 novembre 2019, l'avion miniature était prêt à voler.

« Si quelqu'un voulait construire cette maquette, Allan possède toujours les plans; vous n'avez qu'à lui demander. L'Aeronca Sedan vole bien doucement et ne possède aucune mauvaise habitude; Allan l'a piloté à 23 reprises, l'année dernière.

« Allan a aussi produit plusieurs vidéos qu'il a affichées sur YouTube. Vous pouvez observer l'action au : https://www.youtube.com/watch?v=boXlmV3_Rqc

« Notre zone couvre un vaste territoire jusqu'à la pointe de la péninsule de Bruce et pourtant, nous n'entendons pas beaucoup parler des clubs davantage au nord : Kincardine, Port Elgin, Hanover, Owen Sound et un peu plus au sud, Stratford. Laissez-moi savoir ce que vous faites, envoyez-moi une liste d'activités comme des Fun-flies ou toute autre activité et je tenterai de m'y rendre.

« Puisque nous jasons d'évènements de type Fun-fly, j'ai remarqué que cinq



Allan Abell and his Aeronca Sedan. / Allan Abell et son Aeronca Sedan.

évènements sont affichés au calendrier/site Web du MAAC. C'est encourageant. Toutefois, c'est beaucoup moins d'évènements que par le passé. Je sais bien que la COVID-19 a ralenti les activités MAIS je suggère que les clubs planifient leurs rassemblements comme si de rien n'était et qu'ils les postent au site Web du MAAC et dans les pages de cette revue. Cela crée de l'enthousiasme, de l'anticipation et le regard positif de choses à venir, ce dont nous avons besoin pour la saison de vol 2022.

« Si les plans changent, ce n'est pas un gros tracé puisqu'on peut remettre à plus tard. Entre-temps, discutez-en pendant votre prochaine réunion de club et demandez aux organisateurs de se pencher là-dessus. Mieux encore, offrez votre aide afin que l'évènement voie le jour.

« C'est chouette de constater que le Club Forest Lakeside a planifié son Fun-fly en juin ET son rassemblement Annual Scale Rally, en juillet. Peter Doupnik a déjà prévu deux rassemblements de jets... l'un en juillet, l'autre en septembre. Les modélistes de Goderich ont prévu notre Zone Camp and Fly de la zone Sud-ouest pour le mois d'août.

« Le Club Sky Harbour Modelers de Goderich a perdu sa piste de gazon, l'été

dernier. Pendant que nous recherchions un nouveau terrain de vol, nous sommes entrés en communication avec l'Open Sky R/C Model Club un peu plus loin dans la même localité. Après en avoir jasé avec Bryon Purdon (président de ce deuxième club), nous avons décidé d'amalgamer les deux clubs. Les négociations ont débuté et nous faisons maintenant évoluer nos maquettes au terrain de ce club. Le nouveau club s'appelle les Sky Harbour Modelers.

« Le nouveau terrain est magnifique mais il comporte sa part de défis : des arbres de deux côtés, par exemple. Nos membres ont appris à piloter malgré ces obstacles naturels. En boni, trois nouveaux membres se sont ajoutés et soudainement, plusieurs vétérans qui ne pilotaient plus beaucoup ont commencé à se présenter sur place.

« Semble-t-il que le nouveau défi ait renouvelé l'intérêt de tout le monde et maintenant, il y a beaucoup d'activité au terrain lors des journées désignées. Le défi – et le changement – ont été profitables. Nous pilotons maintenant nos maquettes malgré des vents de 30 km/h parce que les arbres mentionnés plus haut protègent la piste sur ses derniers 30 pieds. Notre ancien terrain se

suite à la page 80

SOUTH-WEST ONTARIO (M)



Frank Klenk - 32001L

Zone Director

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Assistant Zone Director Bill Fry, with the Sky Harbour Modelers of Goderich Ontario, writes this month's article for us:

WINTER FLYING

"Winter and all outdoor flying is on pause, except in the Hanover area where Allan Abell (MAAC 18279) flies continually in the snow from his back field. We have included a picture of Allan with his Aeronca Sedan, which was built from a Mercury kit, which are considered a collector item, nowadays.

"This Aeronca Sedan was originally kitted as a free flight model, which was converted to radio control. His flying buddy George Garlock (MAAC 3845) spotted the vintage Aeronca Sedan kit at Bill Huckins' Hobby shop in Owen Sound. He bought it and they put it together as a radio control electric airplane. Allan made the wing as one piece as the plans looked a little weak. November 25th, 2019, it was ready to fly.

"If someone would like to build the model, Allan does have the plans available; just ask. The Aeronca Sedan is a very gentle flyer with no bad habits, he flew it on 23 different days, last year.

"Allan also produced many YouTube videos, check him out at: https://www.youtube.com/watch?v=boXlmV3_Rqc

"Our zone covers all the way up to the tip of Bruce peninsula, and yet, we hear little from the northern clubs: clubs in Kincardine, Port Elgin, Hanover, Owen Sound, and more southern, Stratford. Let me know what you are doing, send me a list of activities like Fun Flies or other activities and I will try to attend.

"Since we are talking about Fun Fly events, I notice we now have five events listed on the MAAC calendar/website. This is very encouraging to see. However, it is way less than in previous years. I realize COVID-19 has slowed us down BUT I suggest that clubs plan their events regardless and get them up on MAAC website and in our magazine. It creates enthusiasm, anticipation and a positive outlook we all need as we all look forward to the upcoming 2022 flying season.



George Garlock, left, and Allan Abell with the freshly built Aeronca Sedan. / George Garlock (à g.) et Allan Abell en compagnie de l'Aeronca Sedan, récemment construit.

"If plans change, big deal, it just gets postponed. In the meantime, be sure to discuss this at your next club meeting and get your event organizers working on this and better yet, volunteer to help make it happen.

"It's great to see that Forest Lakeside has planned their annual Fun Fly (June) AND their Annual Scale Rally (July). Peter Doupnik has already planned two jet events... one each in July and September. Goderich has planned our Southwest Zone Camp and Fly for August.

"The Sky Harbour Modelers in Goderich lost their grass flying field the past summer. While looking for a new field, we contacted the Open Sky R/C Model Club just up the road from us here in Goderich. After talking to Bryon Purdon, the club's President, it was decided to amalgamate the two clubs. Negotiations started and we are now flying at the Open Sky field as one club called Sky Harbour Modelers.

"This new field is in great shape, but it has a few challenges, trees on two sides for instance. Our members have taken up the challenge of trees and are learning to fly

here. A bonus to all this is that we gained three new members and suddenly, many members who were flying very little are showing up frequently.

"The new challenge has renewed everyone's interest and now, the field is very busy on flying days. It appears that a challenge and change are a bonus. We now fly in winds of up to 30 km/hour because the trees shelter the landing strip for the last 30 feet. Our old field was right on the shore of Lake Huron and the wind was always a constant challenge.

"The point to all this is to try a new way to interest your members. Fly in the winter, fly off water, have a Fun Fly, have a family barbeque night, have a training night, provide a bit of interest to attract new activities and encourage members.

"Are you having a Fun Fly or contest this coming season? Let me know. I think we can work around COVID-19 and still have fun. The Sky Harbour Modelers are hosting the Zone Fun Fly (Camp and Fly) at the Goderich Airport this August and all of us look forward to seeing friends again and a weekend of flying. See you in the pits." ✈

Large Electrics Made Simple





Photo by Gabor Botka

by Richard Gareau

After having flown nitro powered models for over 35 years, I made the switch to electric power some 15 years ago. At first, small airplanes powered by brushed Speed 400 running on NIMH batteries were the only models available, but as lipos and brushless motors became more popular and affordable larger models started to be powered by electric power plants. My hangar slowly filled with larger planes year after year but still 120cc 35% scale IMAC or 3D style planes were not really an option. Even after spending countless hours calculating the weight of a Plettenberg or Hacker 120cc equivalent motor plus batteries I could never find a combination that would truly compete with Internal combustion power plants. Yes, one could put together a 35% plane with an electric motor but the outcome was always 2 to 3 pounds heavier than the I.C. counterpart. Not to mention much shorter flight time with 4 or 6 packs of batteries to charge per flight. Don't get me wrong, I love electric power but not enough to pay more for less performance...

This changed for me a little over a year ago when I meet Mr. Jim Kitt through Facebook, Jim introduced me to a new reality, 35% and 40% Imac/3d style electric-powered planes that are lighter and more powerful than their I.C. counterparts. I was immediately hooked, I had to have one.

After further research I found that as far as airframes go the Extreme Flight 104" Extra V2 is one of the lightest 35% airframes presently on the market so that would be the base for this project. To power it I decided to go with the StinGR 120, a belt-drive reduction system that uses a Scorpion Helicopter motor and reduces the RPM by a factor of 3.33. This allows this rather small and light motor to turn a 28 X 13 Falcon electric propeller at 6800 RPM producing up to 64 lbs of thrust at a relatively low 175 amps. A 200 amp Scorpion Tribunus II ESC (the lightest 200 amp ESC I could find) was next on the shopping list followed by 2 6s 8000 SMC Batteries in series. I finally had the foundation for the light and powerful large scale Extra.

Let's look at some numbers.

Electric		Internal combustion	
StinGR120 Motor and drive	1,463g	GP 123	2,300g
200s Tribunus II ESC	224g	Ignition	202g
SMC Batteries 12s 8000	1,858g	Servo	46g
Bullet connectors	30g	Canisters & Hardware	1,050g
		Gas tank & Gas	396g
		Ignition Battery	250g
Total	3,575g	Total	4,224g



Photo by Serge Leroux

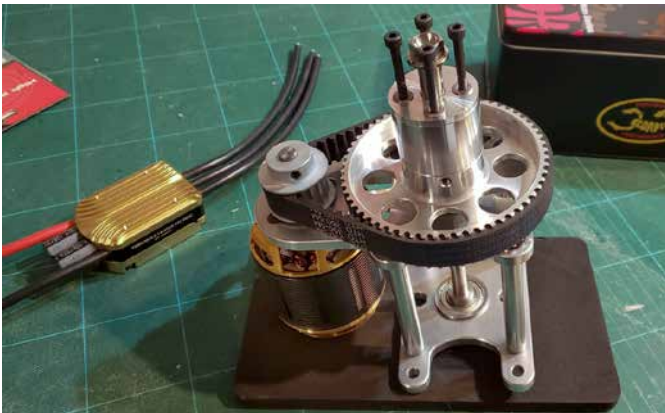


As we can see in the motor/engine comparison, the electric set-up is now 649g lighter! But the weight saving does not end here! I opted not to use RX batteries but go for two 30 amps external BECs which are lighter saving yet another 150g bringing the total weight saving to 799g or 1 ¾ lbs. I also chose to change the stock light wheels with Kavan ultra-light wheels for another 173g savings.

Ounces completed my 104" extra comes in at 11,7kg or 25.8lbs ready to fly, fully charged batteries and all! Most gas powered 104s I know of come in at about 12.7kg or 28lbs. Needless to say I was a very happy modeller when I weighed the finished product. You could decide to forgo the weight decrease and use a larger capacity battery, but the flight duration does not increase that much as it takes more energy to lift that extra weight. I also have a set of 9700mah batteries, but the flight is only 20 seconds longer than with the 8000's. I prefer the lighter set-up myself but to be fair my son prefers the heavier 9700 packs.

I would like to add a few more details about the two main components of this powerful set-up. Jim Kitt the maker of the StinGR120 spent a lot of time developing this system. What is now a considerable efficiency advantage was achieved one little improvement at the time. The Scorpion Motor used to be rewound to Jim's specification using 1.8mm single strand copper wire. This was such an efficiency improvement that it has now been adopted by Scorpion for all their 5035 motors. The engineering and design of the belt drive reduction is also a thing of beauty, it takes all of the prop loads off the motor shaft allowing the motor work more efficiently. The motor is also moved away from the prop axes and spinner bringing it closer to the cowls vent openings for better cooling. If you would like to contact Jim you may email him at jim@ithikon.com.

I did not know about SMC batteries before this project, but I will be upgrading my battery inventory to SMC from now on. SMC





claims they have sourced out materials that give them an energy density advantage over their competitors. I don't know how they do it but I can vouch for the fact that these are the smallest, lightest 6s 8000 I have ever seen. They are barely bigger than some 6s 5500 that are out there and they do not lack power delivering that's for sure. I have also found out they are a Canadian-based company which is a nice bonus! You can find them at <https://begoracing.com/> or <https://www.smc-racing.com/>. My LHS orders them for me which is always nice.

The flight report: From the first moment the Extra was airborne I knew this was an extraordinary plane, after 2 clicks of up trim and one click of left aileron she was tracing laser straight lines. The planes is agile and precise, it is floaty but rock solid. I was afraid the light weight might make it vulnerable to stronger winds but not so, it goes where you aim it no matter what. My son who is a much

better 3d pilot than I am, loves the low and slow characteristics of the plane and the excessive amount of power it has to instantly pull out of any situation. Personally, I have been flying RC for over 50 years, I have never flown such an exquisite plane.

One last note: The comparison I made between the electric set-up and gas set-up is not to try to prove that one set-up is superior to the other. It is simply to compare this accessible electric set-up to the tried and true internal combustion standard. If you are a fan of electric RC aviation and was holding back on getting a 35% plane, I believe the time has come for you to start enjoying these bigger planes. Based on this set-up the cost is more affordable than ever and the plane will really performs in a stellar way for 8+ minutes.

For more information on large electric RC airplanes you can follow these groups on Facebook. HV Aviation - Electric Powered Aircraft - StinGR RC Aviation ✈️



Interlake Radio Control Model Club 2021 in Review



Marc Sharpe's stunning P-61 Black Widow.

By Ken Kalynuk

2021 provided a season of challenges for the Gimli IRCMC. Despite the severe drought and record-breaking summer temperatures, the Gimli flying field stayed in good shape with few surface cracks. 70mm and larger EDF jets were able to utilize this grass field with their stock retracts along with the normal assortment of rc models.

Changing Covid regulations on the size of outdoor gatherings meant that the traditional long weekend gatherings were up in the air. The IRCMC executive were able to strike a balance on Covid regulations and gathering sizes and give flyers the opportunity to fly regularly and when flying was allowed in groups was allowed, lingering smoke from forest fires added to the challenge.

We also remember three outstanding IRCMC members who passed away in 2021, Wilf Ansel, Kerry Fingler, and Gil Lamothe. We remember their smiling faces and will miss their presence at the field.

Covid restrictions did ease for the August long weekend. Aeromodellers arrived from Thunder Bay, Dryden, Kenora, Steinbach, Portage, Altona, and Winnipeg and took in the opportunity get flying in from dawn to dusk. Also, a special presentation was made to Jerry Fingler in recognition of the 49 years that Cellar Dweller Hobbies supported the aeromodeling hobby in Manitoba.

Numerous successful maiden flights were accomplished at Gimli. The highlight was Marc Sharpe's complex twin engine scale model of a P-61 Black Widow WWII night fighter. This 99-inch wingspan model is powered by a pair of DLE 30 gas engines. Two years prior at the Gimli Gathering of Aeromodellers, Gerry Fingler was selling the P-61 plans, cowls, and canopies. Marc purchased the P-61 package from Gerry, scratch built the model and successfully brought the P-61 project to operational status.

Each fall, hope springs eternal that we close out the Gimli flying season with consecutive days of flying in "autumn summer" conditions. We've been shutout most years, with frigid temperatures and even snow. This year from September 30th to October 3rd, we were blessed with a week of warm days and light winds. Eight boondocking rv's joined the day flyers for this extraordinary week of fall flying.

The annual IRCMC fee is only \$60, less than a daily Tim Hortons cup of coffee for a month. IRCMC offers a superb grass field, no power lines to hit, no trees to smack into, clear approaches for landing, and a large area for rv parking. IRCMC has become the go-to field to maiden those large complex r/c models.

The morning sun is about to peak over the horizon, the smell of fresh coffee rises off the camp stove, three WWI SE5 biplanes take off in formation for dawn patrol, there is no wind, dead calm, it's going a splendid flying day. Come and Experience IRCMC Gimli! ✈️



The flyers at the Gimli/IRCMC Fall Camp-out in 2021.



Marc Sharpe's poses with his stunning P-61 Black Widow.



The Gimli/IRCMC west pit area.



Jim Ballany and Dan Fyfe with a Vulcan bomber.

Fostering a More Active Flying Club

UNDERSTANDING THRIVING AND DECLINING CLUB TRENDS



This article originally appeared in the AMA publication Model Aviation's December 2021 issue. It is being reproduced with the permission of the author.

By Dave Scott.
Owner/Instructor, 1st U.S. RIC Flight School

INTRODUCTION

Starting approximately 15 years ago, many model airplane clubs started seeing a decline in membership, fewer new people joining, and interested visitors to the flying field often not returning. This trend continues to this day. Whenever this subject is brought up, the usual justifications related to the economy and peoples' changing interests are given as to why this is a sign of the times, as if nothing can be done about it.

I visit a lot of clubs throughout the Midwest US, and elsewhere, on behalf of my flight school, and despite all the standard reasons people give to justify their club's decline, I know of several clubs that are currently thriving, and most importantly have a large percentage of members that actively fly. Whether large or small, near cities or rural, the successful clubs that I visit all display very similar, and easily copied, characteristics.

The aim of this article is to highlight the tendencies on display at clubs that do well at acquiring and retaining members, and conversely, to look at why others are in a state of decline. By doing so, I hope to present several easily adopted solutions to help stem the decline and promote club growth.

Of course, those who feel that the membership has no role in their club's decline will probably take offense to some of the club behaviours that I will shine a light on, whereas I'm certain that those who are members of thriving clubs will think this article merely states the obvious.

For the sake of discussion, let's say that your club sponsors a model display at a mall or hardware store. As a result, five enthusiastic new people show up at your flying field the following weekend expressing interest in joining the club and flying. Is your

club prepared to accommodate them and thereby retain them as members? Or, is your club stuck in a pattern of telling newcomers that they'll first have to learn how to set up an airplane, then, depending of the availability of the instructors, they can expect some crashes and to make any number of trips to the flying field before they'll be able to fly on their own.

Of course, to the veteran members of the club that all sounds perfectly normal. However, as many clubs are finding out, that no longer works in today's instant gratification society where so many other activities are vying for peoples' discretionary time and promising to deliver immediate fun.

ALWAYS PROMOTE FLYING

The first significant trait on display at successful clubs in the modern era is that their leadership is constantly promoting flying! For example, when a potential new member visits the flying field, the club leaders do everything they can to get that person in the air as soon as possible, or at least ask him or her to accompany them while they fly. The point is, an interest in airplanes and flying is what primarily draws people to the sport, and it is what RIC aviation offers that they can't get anywhere else (especially since the training requirements and cost of full-scale aviation have become prohibitive for most people).

The typical busy person today enters the sport to have fun, as well as for the freedom that flying represents and as an escape from the stress of day-to-day life. The reason for joining a club is mainly to have access to a well kept dedicated flying site and access to more experienced modellers for help. The camaraderie and everything else that goes with being a club member is always secondary to flying at the beginning.

Furthermore, to the consternation of many veteran modellers, the typical RIC pilot today looks at the process of setting up an airplane as mainly a means to fly, and would prefer to not spend a lot of time working on their airplanes.



Recognizing all this, effective club leaders focus on "accentuating the positives" whenever they encounter a potential member or interested spectator, such as, a dedicated runway to fly off of, experienced members to help answer questions, and the fact that technology is making it easier and cheaper than ever before for people to enjoy the sport. They're like any good car salesmen who smartly pitches the cars best features in order to elevate a person's enthusiasm before getting into the weeds of price, fees, etc .

Failing clubs, on the other hand, tend to jump right into bringing up dues, prohibitive rules, duties, costs, etc., whenever an interested visitor/potential member shows up at the field, and then wonder why the person never came back.

FOCUS ON BEING A FLYING CLUB

It has to be said that if the reason for the club's existence (a dedicated environment to fly model planes) becomes no longer the main focal point, the primary reason to join or remain part of the club no longer exists.

In these cases, the non-flying majority of the club will invariably steer the focus and resources of the club to activities not related to flying, such as club politics and alike, causing people who were originally drawn to the sport to have fun flying to have little reason to come back. Of course, there will always be conflicting interests and politics in any organization, but they are far less noticeable when there's a lot of flying taking place in the club.

Herein is the rub.

For a variety of reasons, such as seldom having a plan before flying and the deemphasizing of fundamentals in favour of the latest technology and design, the flying skills of the average club flyer typically plateau within 3-5 years. As a result, those who don't become discouraged or lose interest often turn to constant

tinkering and acquiring new equipment to get their kicks.

That would be fine, except when constant tinkering is presented to the average new-comer as standard operating procedure, what they mainly see are an endless series of obstacles that get in the way of flying and fun. As these perceived obstacles chip away at their enthusiasm, or as the result of a negative experience like a club member disassembling their airplane rather than helping get it in the air, reasonable people will start thinking about other activities that don't involve so many hurdles.

The conundrum that many clubs are therefore facing today is this: While the veteran members act as though it would literally take the fun out of the hobby if everything worked and nothing needed to be changed, newcomers and those trying to improve their flying skills would consider that to be ideal.

Of course, if a newcomer is himself inclined toward tinkering, he won't find a better outlet than R/C aviation. However, all too often veteran flyers forget how intimidating it is to be newbie and how much more there is to learn than anyone expects. Thus, the temptation early on to impress your newbie audience by sharing the setup expertise you developed over many years can prove highly daunting for the newcomer.

Therefore, effective club leaders, motivated by wanting each member to have a positive experience, make every reasonable effort to keep things simple and remove obstacles that would get in the way of people enjoying flying at the club field. Consequently, anytime a member brings a new airplane to the flying field, the leadership refrains from pointing out all the things they don't like or would do differently, and instead performs the essential checks to ensure that the plane is airworthy (e.g., CG, correct travels, batteries), and then does their best to get it into the air as soon as possible.

Don't misunderstand me. If you're familiar with 1st US R/C Flight School and my training and setup manuals and articles, you know that I'm a big proponent of doing everything possible to improve performance and therefore speed of learning. Even so, the reality is that many of the improvements that I make to the planes used in the school would barely be detectable by the average club flyer.

So the point is, whether it's a recreational club environment or commercial RIC flight school, the main thing is to get the basics correct, knowing that refinements only help to fine tune airplanes that are fundamentally sound to start with.

Effective leaders know that it is not wise to bring up all the minute ways to "make things better" until a person first has a good handle on the fundamentals!

LATEST AND GREATEST?

Another factor contributing to declining club membership is the tendency of the people that everyone looks to for advice to recommend the latest-greatest equipment and setups that line up more with their own interests and ways of doing things, rather than what best lines up with the skills and interests of the members asking for advice. The problem is it won't matter how valid your advice is if it's beyond the abilities of the most of the membership and causes them to become discouraged or give up on flying before realizing any benefit.

On the other hand, effective leaders try to make practical recommendations that they feel will give each member the greatest likelihood of success.

Consider the E-flite Apprentice basic trainer; Veteran modelers typically advise any newbie buying an Apprentice to forgo the basic radio offered with the plane, and instead buy a radio with more features. However, the radio offered with the Apprentice is preset by the factory, so all the newcomer has to do is charge the batteries and fly. Those who "upgrade" to a more capable radio now have to overcome the challenge of learning a lot of confusing terminology and how to program it, rather than experiencing the immediate gratification of flying.

We all know that learning to program radios has taken over as one of the greatest challenges in the sport, and it is often counterproductive to thrust that daunting task on any newcomer whose motivation for getting into the sport was to have fun and already has so much else to learn. Of course, at some point they'll have to learn to set up a plane and radio, and possibly even enjoy it, but setting the precedent of expecting to face a complicated process of programming before flying is very intimidating for any newbie, and often erodes their enthusiasm before even getting to fly.

Furthermore, despite many clubs struggling to get and keep new members, many older members continue to frown up-on airplanes like the Apprentice that utilize modern 3-axis stabilization. This technology is aimed at making learning to fly much easier and less likely to involve significant repairs. Because some of these planes require unconventional control techniques compared to the way the newbie will eventually fly. Veteran modellers will also often frame stabilization technology as a crutch and subsequently convince the newbie to turn it off.

However, what good does it do to point out that those who learn with the stabilization turned on will have to learn different control techniques in the future, if before they get to that point they become discouraged and quit the sport!

Conversely, active clubs today with a high retention rate never

discourage, but rather encourage the use of anything that helps new members be able to safely fly on their own whenever they wish. Plus, those systems aimed at speeding up success in the air can usually be diminished or turned off as the pilot's confidence increases and they're no longer needed. Furthermore, since Safe technology often enables new pilots to solo the first day, it solves the biggest challenge facing clubs for the past 40+ years of finding committed instructors who are available to train on a regular basis.

RETENTION

One of the biggest contributors to clubs struggling to retain active flyers is the tendency of the leadership at the field to continually push members to purchase more advanced equipment and increasingly larger airplanes, under the guise that doing so will help them to fly better. While that might be partially true, this has contributed to the phenomena of people leaving their clubs after four or five seasons when the sport is no longer enjoyable.

FYI, these are the former members that no longer attend your club, but they continue to fly park flyers close to home strictly for fun.

While the club's more experienced members are pitching radios with more features, bigger flies better, and 'what the pros use', seldom brought up is the additional complexity associated with those components. Hence, one can visit clubs all across the country and see large numbers of people preoccupied with learning how to program their radios and operate their equipment instead of actually using it to fly!

You'll also notice that within weeks of any member giving into getting a substantially bigger "better" airplane, their attendance tends to drop off. If you question them about it, they'll have a list of excuses about how it's been too windy, they've been too busy and/or it's become more convenient to fly helis and parkflyers closer to home. Yet, the only thing that's different from when they used to attend the club field on a regular basis is that their equipment became appreciably more expensive and complicated to operate, and thus the excitement about going to the flying field has been replaced with the fear of jeopardizing their substantial investment.

We can reassure them that the fear and anxiety does subside and they'll eventually enjoy an elevated sense of satisfaction if they stay at it. Yet, for the vast majority of flyers who got into the sport as a fun hobby, it is rare today to see someone who will remain active in the club when flying is no longer fun.

Therefore, another important characteristic of successful clubs is that the leadership never makes members feel as if they are operating inferior equipment or tries to push them to purchase equipment that is out of their comfort zone. If the members are successful with what they have, eventually the grass is greener effect will kick in and they'll choose on their own to take things to the next level... or not.

The new reality is that while technology can be wonderful, it has also made people's day to day lives a lot busier. Clubs that are thriving today recognize that many people simply don't have the time to methodically learn all the technical aspects of the sport the way that veteran modellers have. Heck, a lot of people today don't even have a dedicated place to work on their planes.

So, rather than trying to return to the old ways, successful clubs in the modern era are open to all types of flying and support the fact that the only/best option for a lot of people is to fly mainly Ready-To-Fly setups that are easy to store and transport.

I know of several clubs that attribute a large part of their decline

to RTF parkflyers and helis making it easier for people to fly near home instead. On the other hand, the existence of low cost easy to fly parkflyers has also made it much easier for people to get into the sport, and thus more people are flying RIC models today than ever before. That means that the pool for clubs to draw members from has never been larger.

For example, when people reach the limits of what they can do with their simple parkflyers, most guys will start looking at larger more capable airplanes that can also handle more wind, and therefore need to find a bigger flying field as well. It's no different than people saying to me that because it's becoming easier for people to teach themselves, there will no longer be a need for an R/C flight school. In reality, interest in the school has tripled in recent years thanks in part to more people entering the sport.

So, rather than eliminating the need for clubs, in many cases parkflyers are helping to stem the decline and making it easier for more members to get stick time. So, although it may appear to the veteran members that parkflyers are contributing to less club participation, it is more likely that those clubs simply don't offer much more than what flyers have access to closer to home.

PUSHING PAST THE LIMITS

Even though I'm a 3D pilot myself, it is easy to see that another major contributor to club members losing interest in flying is the tendency of 3D pilots to encourage those around them, no matter their ability, to purchase 3D airplanes and equipment. Add to that, much of what people read and view online is also aimed at enticing pilots to pursue 3D.

The unspoken reality is that learning to fly 3D requires such lightning fast reflexes and endless hours of practice that most flyers will never become proficient 3D flyers. Plus, no one mentions that the trade-off for setting up a plane for 3D is that it becomes more difficult to fly in general. Also, a result of the manufacturers' fixation on maximizing 3D performance is that planes have become so lightly constructed that the average sport flyer often can't make it through a weekend without breaking something on landing.

Consequently, with so many pilots basing their equipment and setup choices on flying 3D at some point, many end up struggling or hitting a plateau instead, especially when the complicated process of learning to program and trim for 3D turns out to be much easier said than done. When these realities mount up, those who don't become discouraged and quit can often be seen flying less and less, preferring instead to spend their time making changes to their equipment and getting involved in non-flying club activities.

BEST PRACTICES

Now that all this has been said, the following is a summary list of some of the most productive tendencies on display at many of the country's vibrant clubs. Just remember; just because you can't do everything that has proven to work for other clubs, giving a few of these strategies a try is certainly better than doing nothing at all.

- All successful clubs promote a policy of never allowing a spectator to sit off to the side by themselves, but rather encourages its members to introduce themselves. If the spectator expresses an obvious interest, invite them to check out the planes and to sit with the members.

At the end of the visit, it is good send a visitor home with tips on what to search for to get started in the sport. Obviously, newbies don't even know what questions to ask yet, so all the printed forms needed to join AMA and the club (even if they'll be joining online),

and if possible a printout of a RTF basic trainer, are ready to hand to any interested spectator before they leave.

- When talking with a potential member, members refrain from airing dirty laundry and tales of failure. Instead, they accentuate the positives of how technology is making it easier to fly than ever before, and by joining the club he or she will have access to a dedicated flying site and experienced pilots who can offer advice when needed.

- As long as a person's equipment is airworthy, leaders of clubs with high retention rates hold off on pointing out everything they would change or improve upon, but do their best to help that person experience the thrill of seeing their airplane in the air as soon as possible.

- Unless it's appropriate, leaders of active clubs avoid framing members' equipment as inferior and trying to persuade them to purchase ever more complex/expensive equipment under the guise that it will make them better flyers. Instead, they emphasize that the main things are to have fun within their individual comfort zones, and while good equipment is important, correct practice is a lot more important.

- Rather than promoting complex flying and equipment setups, leaders of successful clubs try to give practical recommendations based on what they feel gives each member the greatest likelihood of success based on their immediate skills and interests. Effective leaders correct the impression that the route to becoming a better pilot is to try to mold yourself after the club's best 3D flyer, but instead hype the fact that the awesome thing about the hobby is that there are so many different options available.

FINAL OBSERVATIONS

Maybe my efforts to help stem the 15 year trend of declining club membership will prove to be wishful thinking. However, I make my living in the sport, and I fly large aerobic airplanes that require well maintained runways, and therefore I have much more than a casual interest in clubs doing well. That said, I have to bring up a couple final observations.

Although I'm sure there are exceptions, I know that if a club does not appoint leadership that actively flies - so has a personal stake in maintaining a pilot friendly environment - club politics almost always takes over until eventually so many people have been turned off there are barely enough members to sustain the club.

Furthermore, in order for a club to experience growth, it must have an individual or two in positions of leadership who possess the natural inclination to map out a club mission statement along with a step-by-step plan of action aimed at cultivating an active fun flying club. Thus, whenever people in the area hear about the club and decide to check it out, they will encounter an appealing club that looks like it would be fun to be involved with.

Growth often doesn't happen right away. Consequently, throughout the process, some members will likely try to sabotage the leadership's efforts because they think they know better. That's when having a plan in place helps keep things moving toward the club's stated objectives, rather than allowing the diversions common to any group undertaking from sapping everyone's enthusiasm.

Of course, there are many other things that successful clubs are doing - attractive websites, community involvement, etc. - but it all starts with getting the basics right of fostering an environment that promotes flying and encourages people to have fun and pursue their own particular interests. Happy flying! ✈

Lloyd Shales and the Minnow



By Richard Barlow

Lloyd Shales, MAAC #203L, was a remarkable, though modest, man. Sharing his passion for the hobby he generated a wealth of printed material, several model designs and countless workshops with cadets, schools, church groups. All efforts that earned him the MAAC Lifetime Achievement award. Sadly, Lloyd passed away on January 3rd of this year.

His best-known design, the Minnow, was initially designed as a low cost project for the Westwings Christian Aviation Club in Kingston, the Christian "fish" symbol was displayed on the wing and thus the name "The Minnow."

No Canadian design has ever been kitted and built in quantities to rival the success of the Minnow. It is easy to build, relatively robust, looks like an aeroplane and consistently flies well. It is the ideal model for teaching youngsters building and flying; Many thousands have been constructed and flown successfully.

In the hands of experienced builders, flights of a minute or more are guaranteed. Hard-bitten RC modellers often compete with these during the winter in school gymnasiums.

Originally, the Minnow was kitted with butt joints throughout, but when Rolly Siemonsen, started to help in early 2009, the design changed, incorporating small sockets into which ribs are glued in laser cut parts. This made the model much easier to assemble and considerably stronger for minimal weight gain.

A few months later, Rolly purchased a laser cutter of his own and continued production. These newer laser cut kits are still available, both as single models and also as ten-packs for group projects. Over the years, minor refinements have produced what we see today.

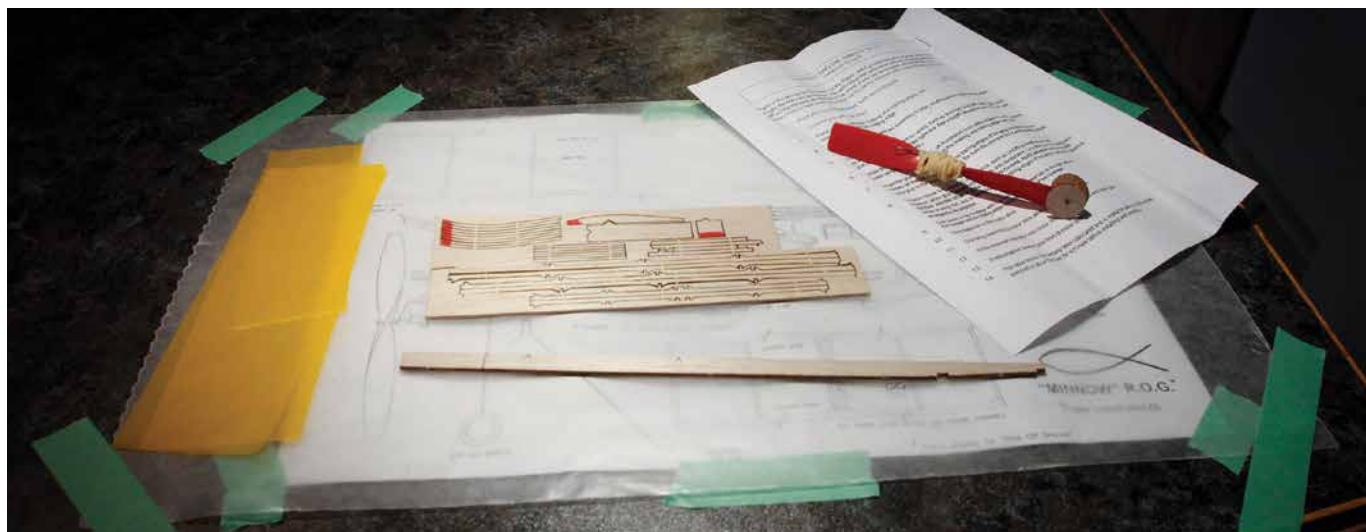
At the Toledo exposition of 2016, I personally approached several kit manufacturers in the hope of seeing the Minnow produced in the USA. One manufacturer, Retro RC, who has taken over the production of the complete Lee Campbell kit line, immediately showed interest.

Retro RC went a stage further than simply kitting the mod-



el for general sale. A modified version is being used across the USA for the Science Olympiad. This version is much modified and comes two models in each package. Kits are very complete, including sanding sticks and building jigs.

MAAC has also taken up kitting the design, as well as making kits of the Sparrow catapult glider. The Minnow will live for many years to come. ✈



The Sparrow and Minnow Project



Pictures and story by Cato Hansen

I would like to start this write-up with some background information. The Minnow and the Sparrow were designed by Lloyd Shales and later engineered by Rolly Simonsen into a laser cut version. Both models have been used as an educational construction subject for teaching science classes and in Scouts, Air Cadet Squadrons, Boys and Girls Clubs and a host of other groups in this country and beyond. The kits were made available to all for a minimal of cost, likely with a lot out of Mr. Shales' own pocket.

The purpose of these model is to introduce youth to building models and understanding how airplanes work. The added bonus is that hopefully, that experience will light a spark and we just might get someone interested in aviation at any level. We know that many pilots, astronauts, and members of the aeronautic community started out as model builders and flyers.

If you want to learn more about Lloyd Shales, you can look to an article by Richard Barlow in the January 2017 issue of MAC Magazine and again with an award presentation in the March-April of 2020 issue.



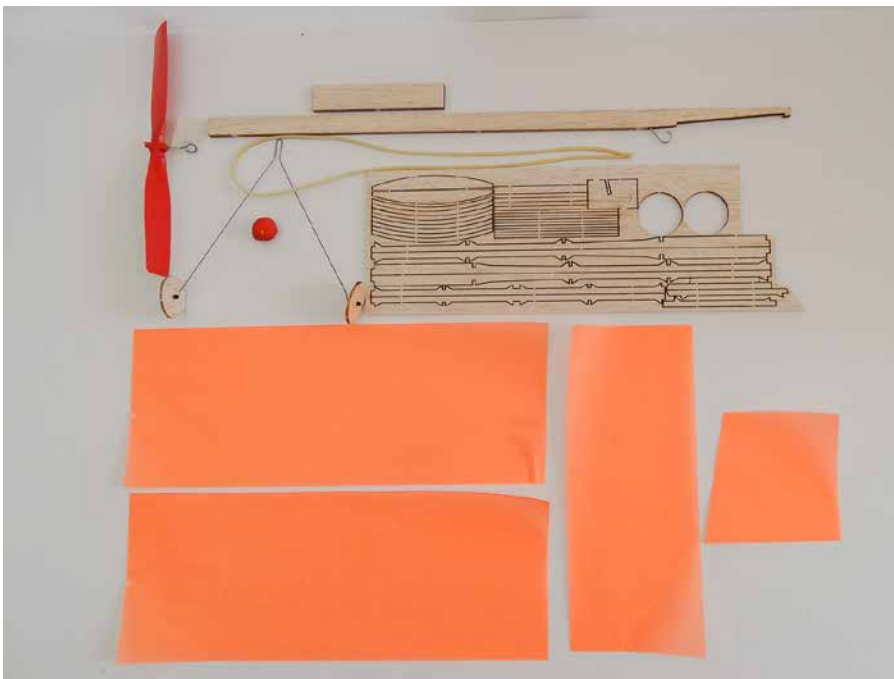
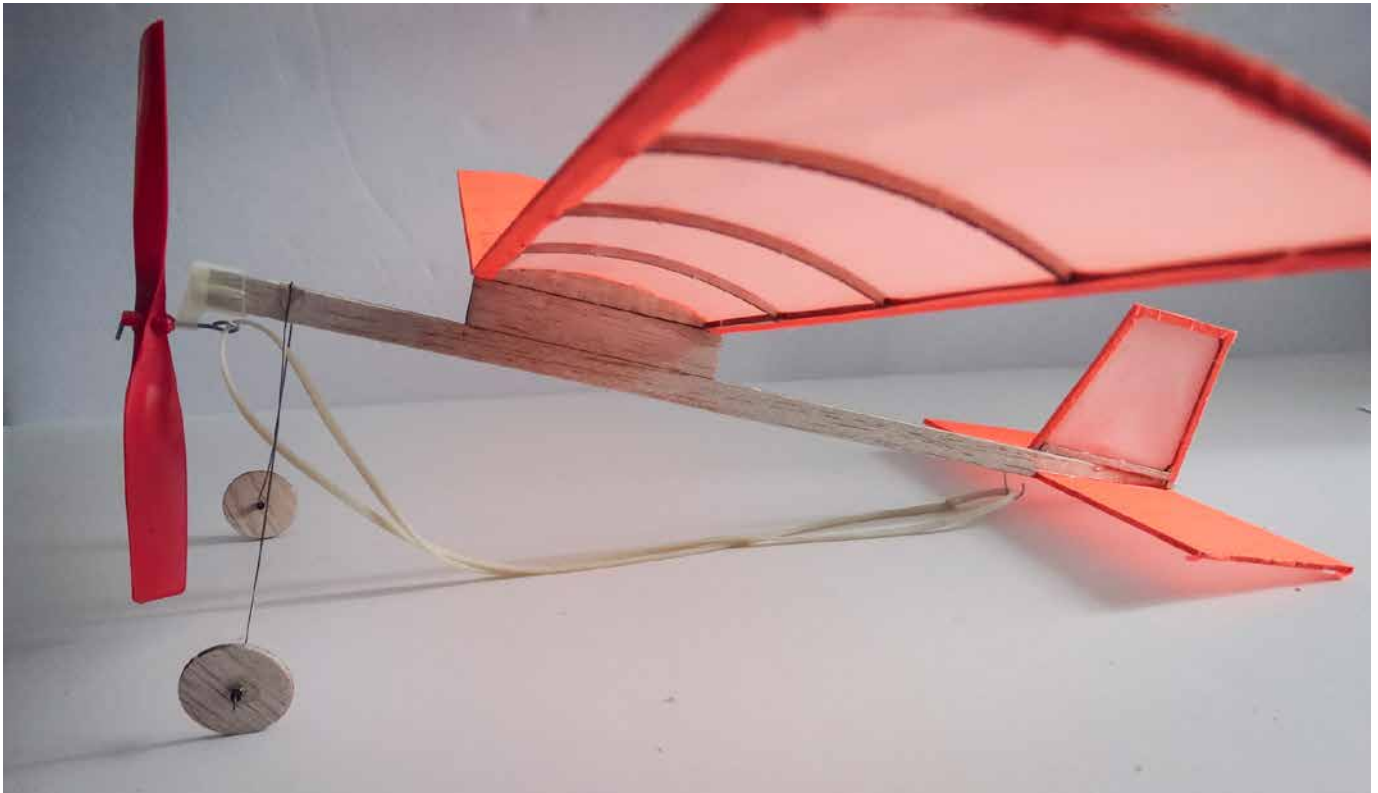
Last year, MAAC decided to take on the Minnow and Sparrow models as something they could offer as a teaching aid. The way everything was going this year, getting a project of the ground turned out to be a little bit of a challenge. But the kits are ready to go.

Some adjusting had to be done with the design files, and a big thank you goes out

to Kevin Baker a MAAC Member and part owner of www.AtlantexCreativeWorks.com in the Halifax for doing this and the laser cutting for us for a reasonable price.

THE SPARROW

The Sparrow is a much simpler and faster kit to build, and the glue of choice would be hot glue or thick CA. This catapult launch



and place in the jig, glue the fuse to the wing for a nice and straight finish.

THE MINNOW

The Minnow is a simple 'stick and tissue' rubber powered model. As you see in the photo, the kit comes with all the materials you need, including pre-cut tissue for the covering. There is also a set of straight ribs included in the kit if you decide to go with a flat wing, but there is one rib missing so you have to cut one out yourself. While it is a more complex build than its sister model, the use of locating tabs for the wing ribs and the precision of the laser cut parts makes assembly easy for the beginner.

HOW TO ORDER

If you decide to order the kit from MAAC, we have made sure that the price of the kits is as low as possible. Because of the cost of shipping is the same for one or 10 kits is the same, MAAC is only selling the kits in groups of 10 at a time, using Canada Post prepaid shipping boxes. When you receive your kits, they will only contain one set of drawings in scale of 1:1, plus all your ordered kits in each package.

The Minnow kits will sell for \$8 each and the Sparrow will sell for \$7.50 each, shipping included. If you like less than 10, e-mail me at chansen@nbnet.nb.ca for shipping cost

glider has a solid wing with an airfoil. To make the kit from the laser cut blanks, I modified my old 4" planer knives to get the airfoil cut in one swipe, and I also have to sand the wing tips to shape. I also have to make the cut for the wingtips done by hand, so that is all done ready for the package. All the builder has to do is crack and glue them!

The kit includes the rubber/stick/nail items if you would like to do the Catapult version but remember it could be a dangerous dart if not supervised. Suggestion is the glider version for smaller students.

A dihedral jig could come in handy if you do a group of students. With the jig you would carefully crack both wing tips, glue



300 Minnow kits and 200 Sparrow kits ready for separation and part assembly.

as Canada Post smallest shipping box cost \$ 17.99, and the kits must be shipped in a cardboard box due to the fragile state of balsa. When you receive your kits, they will only contain one set of drawings in scale of 1:1, plus all your ordered kits in each package. Arrange your order and payment with the Main Office at office@maac.ca and they will contact me for delivery.

DRAWINGS AND INSTRUCTIONS

The rights for these kits were given to MAAC by Lloyd so everybody can to enjoy and use them. A PDF of the drawings

and instructions for both the Minnow and the Sparrow will be posted to the MAAC Website as a free download. So, if you would like to make your own kit, download the plan and the instructions and it is all yours. The drawings are full size and take up an 11x17 sheet of paper, so you'll probably have to take the file to a local copy/print shop to be printed. The purpose of this is to be able to give anybody the benefit of Lloyd's generosity in promoting modeling in general. So please use it freely for personal projects, as long as you don't sell the kits that you make.

So there you go, I hope I have made you think about starting to build something easy and fun either for yourself or with a group of kids. Heck, it could also make for a fun group project for a club meeting this winter. No matter what route you go, it would be great to gather everyone with a Minnow or Sparrow at your favorite indoor flying site and have a friendly competition!

A warning, however. If you use the Minnow or the catapult version of the Sparrow outside, they have been known to catch a thermal and disappearing into the far away blue! ✨



A handy wing jig if you are building several Sparrows in group projects.

MIRROR, MIRROR ON THE WALL, WHAT IS THE "NUGLIEST" PLANE OF ALL?



How practical is no forward visibility? Wittman Chief Oshkosh Racer, introduced 1931

PHOTO: Chuck Clark, Ottawa, Canada

By Jonathan Harper

Having built a number of scratch builds in the last couple of years, my venture into Nugly airplanes occurred quite by accident and I only realised it after one of my RC online friends suggested I always build ugly airplanes. I begged to differ, explaining that I build nice and ugly planes, and with that my online friend proceeded to coin the phrase "Nugly" aircraft. This term immediately struck a chord with both of us, capturing that strange attraction that a lot of us had to non-conventional aircraft.

Some time passed, I decided to take a break from my recent scratch build and start research for the next scratch build project. I thought it might be fun to solicit ideas on line, so I posted a thread entitled "Mirror, mirror on the wall what is the Nugliest plane of them all?". Turns out that Nugly perfectly describes a lot of RC modelers idea of a preferred scratch build subject. Many people contributed some superb examples, which generated some

interesting discussions and a 10 fold increase in the number of Nugly airplanes that I am now aware of...enough Nugly subjects to build for two lifetimes.

It turns out that Nugliness is a very personal thing, with each person's criteria being slightly different. Universally though, it seems that the subject plane should possess some odd quirk, or characteristic and/or un-aerodynamic feature or features that make it strangely alluring, or yes, verging on ugly.

General Nugliness Criteria (varies from modeller to modeller):

- Initially unattractive to the eye
- Never or rarely modelled as an RC plane
- Bonus if it has some unusual story to it
- Logic defying counterintuitive design, rarely streamlined
- Preferably flown, although experimental's and fictitious are OK
- Add other Nugly criteria to suit your taste!

Sadly, it is rare for RC model airplane manufacturers to select a truly Nugly airplane for mass production, I suspect because they



Nugly to the bone, twin engine with inverted gull winglet below main wing. Fleet 50K Freighter, introduced 1938 PHOTO: 1000aircraftphotos.com, Dan Shumaker Collection



There are even more modern nice and ugly planes! Looks like a guppy trying to hide! Fairey Gannet, Introduced 1953. PHOTO: Frederick Perry, England



Oh, my eyes! I am sure the designer thought it was beautiful! Transavia PL-12 Airtruck, Introduced 1965.

PHOTO: 1000aircraftphotos.com, From Peter Rye Collection

fear it would not be a big seller. This means that the only way to have a truly unusual airplane is to make it yourself. There is an element of magic and satisfaction, designing, modelling, owning, and flying a “one off” Nugly model, something that no one else has modelled recently, or ever.

The inter-war period is a particularly rich source for eccentric and unusual plane subjects that most have not seen or heard of. These planes were unusual because it was before computers design, each idea had to be built and tried, leading to some odd and disturbing outcomes.

My sense is that a Nugly scratch build can be successful partly

because the subject plane is not well known. What is necessary, is to capture the spirit of the airplane in the model. For instance, if you were to model a Spitfire, it would have to be next to perfect in scale and detailing because everyone is so familiar with the type. Whereas, a semi-scale Nugly airplane is often well received, because of its unknown past, with less detail.

Because I generally build semi-scale, I don't measure things a lot. I just try to get things in proportion and to look right. Perhaps when retired, I might try a super scale build. This is what is great about the “Nuglies”...you decide to go sport or super scale, or build specific parts to super scale, and no one will criticize you.



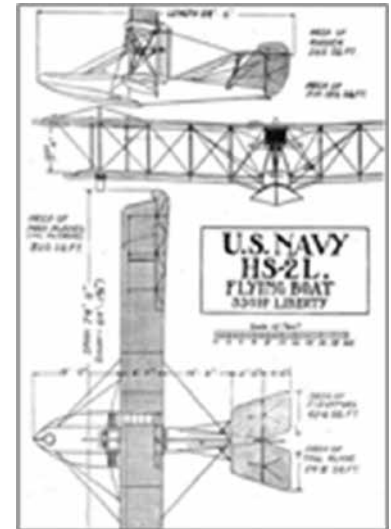
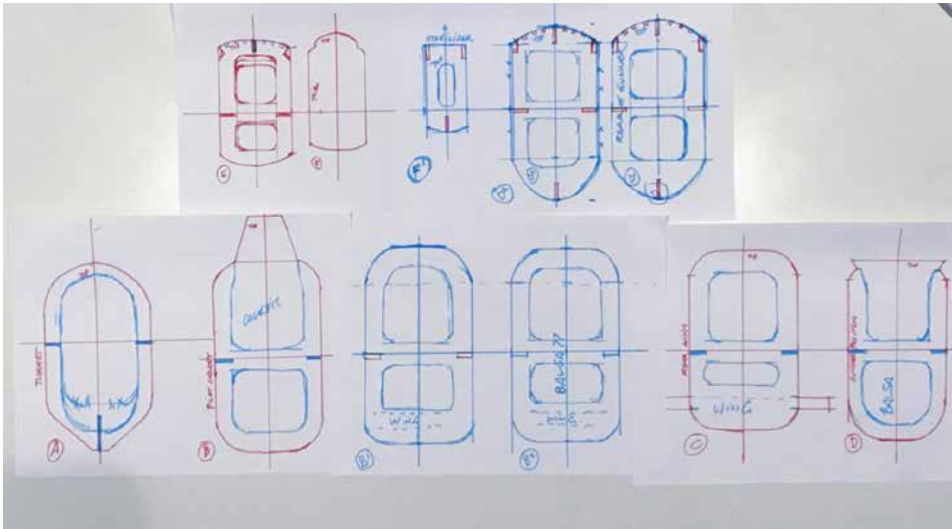
The Caproni Stipa resembles a flying toilet paper roll, high on the Nugliness meter.

Caproni Stipa, introduced 1932 PHOTO: 1000aircraftphotos.com, From Ian MacDonell Collection, Australia



Crazy cicada livery makes this racer a standout from the crowd. Hall cicada racer, introduced 1932

PHOTO: Dan Shumaker collection, California



It is easy enough to elevate a semi-scale Nugly model to appear very scale by super detailing one or two to the planes features that enhance its overall nugliness. Added detail, like flying wires, detailed fake motor, painted textured wood propeller, added panel lines, cockpit detailing, scale pilot, windscreens, weathering, or scale hatches, allow the model to appear more scale than semi scale. Happily, most of these details add very little weight when done properly.

On occasion, it only takes a special or unusual livery or paint job to add that little bit of Nugliness. Over the years, some planes have been painted in outlandish schemes pushing the boundaries of the normally staid liveries of the mainline planes and manufacturers. Alternatively, a captured P47 or P51 with a German livery would almost qualify in my mind.

A truly Nugly plane may have several eccentricities that defy logic. Scratch building a Nugly airplane will allow you to exercise your design skills, with each Nugly build teaching you modeling skills for the next more challenging Nugly build. As you build the model, the planes inner Nugliness surfaces, and you become aware of what makes that subject truly special.

By the time you are finished the model and aware of its inner beauty, it is difficult to understand why others see it as ugly at first glance! Many have found that there is a great feeling of satisfaction, making and flying a plane that no longer exists. Better yet, often you end up having the only flying example in the world.

Some planes have names that add to their Nugly mystique. How about a Rocheville Arctic Tern anyone? Look it up. You will be

treated to a wonderfully ugly float plane with passenger cabins in the floats.

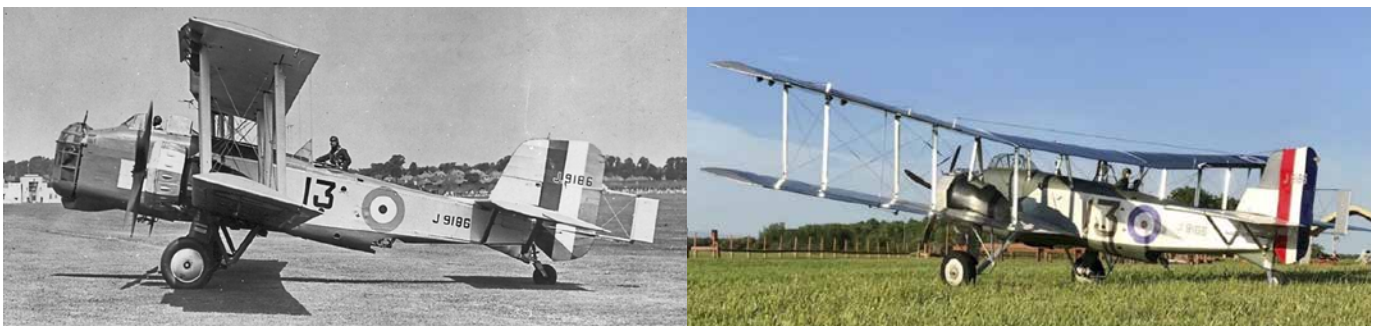
It is amusing arriving at the flying field when no one knows what your plane is. My favourite comments are when someone asks, “Do you think that will really fly”, or “Wow that sure is ugly, what the heck is it?”. Some are more polite and say “Um,...that plane looks really, um..., special”. Warms my heart each time.

THE ROAD TO NUGLINES

Nowadays, we have no excuses for not trying to build an Uber Nugly model aircraft. I start with the online research stage to find a Nugly subject - made very easy with the Internet. Use google and type in ugly aircraft and thousands of images come up.

Once you see an image of an unusual aircraft, Wikipedia is the next resource with a wealth of initial information and history. You can quickly find three views, and period photographs to provide the necessary information for a scale build. Also check online, to see if others have built the particular RC plane you are thinking of building. When I was starting out I found setting up a build thread on an RC website was an invaluable resource for advice... listen and evaluate advice, decide for yourself if you agree or not – not all of the advice will be right for your project.

If you are tackling your first own design scratch build, I would suggest you ease into it with a balsa kit or two, then an easy first nugly build. I started my first own design Nugly scratch build with the 1931 Chief Osh Kosh monoplane pylon racer, and then progressed to more and more complicated aircraft. This allowed



It is hard to make the first bomber with a motorized nose gun turret, look good. Boulton Paul P-75 Overstrand, introduced 1933

1000aircraftphotos.com, From Bill Ewing Collection



Sikorsky's always look like complicated contraptions. Truly a Nugly duckling. Sikorsky S39, introduced 1930.

PHOTO: Chuck Clark, Ottawa, Canada

me to develop techniques and skills that made the next, more difficult build, manageable.

I have found if you have built a few commercial kits you already have the design and build skills needed to doodle a Nugly aircraft design on 3-view plans enlarged to your chosen scale. You don't have to design it all at once. Pick a scale and wing span, look at other kit all up weights to get an idea of a reasonable target weight, say 6lbs to work toward. That said, I always under estimate the final all-up-weight.

WING AND TAIL DESIGN

I usually start with the tail feather and wing design taking cues from the 3-view drawings, often mimicking the actual structure. Substitute ply wing ribs at the wing saddle, landing gear and strut

connection locations. Carbon fire wing strut ribs really help provide lightweight wing strength.

FUSELAGE DESIGN

On the final size 3-view, markup proposed structure, proposed fuselage former locations, and interpolate between known former 3 view drawing former profiles. Formers should be ply where landing gear and wing saddles are located. Balance of formers can be balsa, keeping rearward formers as light as possible. The lighter the rear, the less nose weight for balance... the lighter the flying weight!

Locate fuselage horizontal stringers in sufficient quantity to support sheeting or heat shrink covering. I leave the landing gear design to the last so it can be adjusted to suit the fuse and wing as built.



Could be described as huge wheel pants with a plane attached. Curtiss 60 A-12 Shrike, introduced 1944
1000aircraftphotos.com, Aubrey Gratton collection



What is not to like: twin engine bomber, nose turret & gull shaped underwing? Bellanca 77-140 Bomber, Introduced early 1930's 1000aircraftphotos.com, David Horne Collection



FINAL AUW AND ELECTRICS SELECTION

I generally fly electric these days especially with twin engine aircraft because it eliminates an engine out crash scenario. About half way through the build it is important to estimate where your actual AUW is headed so you can start selecting appropriate motors, props, batteries and ESC. I weigh everything built and then add weight allowances for everything that is missing including batts, motors, esc etc. Then I use Ecalc to select a combination of electric motor, prop, esc, and battery that results in at least 100W/lb power output. 100W/lb seems to work for most aircraft even with lots of flying wire drag. If you want to do serious aerobatics you will need to aim for 150W, but Nuglies normally would not normally do aerobatics

There - the hard part is done. Now you can start your own design.

TEST FLYING A NUGLY:

Read up online to find descriptions of the flight characteristics of the actual scale aircraft. I have found that the models actually have similar flight characteristics. No need to be discouraged if it is described as a poor flyer. Ideally find a friend who is an expert flyer to do the first flight. Saves on Balsa!

Nothing beats a thorough preflight and a few good taxi tests. I have found that skipping taxi testing is a mistake!

Know your flying skill Level - less complicated monoplane aircraft are more predictable, ask for the help of a test pilot for the more wonky aircraft unless you are an expert flyer.

Have a friend video your first flight. Even if it is a crash, a lot can be learned by re-watching and analysis the carnage as it happens. Little repairs and adjustments can be made in the airfoil selection or

wing or stabilizer angle of attack, add a little wash out, etc. Since it is a one off, significant trimming is to be expected.

I am certain that there are many closet Nugly fans out there. I hope these few examples inspire you to give scratch building an eccentric aircraft a try. Do some research, pick an unusual subject, enlarge 3-views to scale, buy some balsa and CA glue and get cutting. Most of all, enjoy the handcrafted process of recreating some forgotten aeronautical history. You won't regret it. The process is as rewarding as it is challenging!



A tri-motor on a fairly small plane. Bellanca 28-92 racer, introduced 1937

1000aircraftphotos.com, Dan Shumaker collection

GETTING AND KEEPING FLYING FIELDS

Steve Woloz - 7877L

Committee Chair

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SAVE OUR FLYING FIELDS

As chairman of the Getting & Keeping Flying Fields (obtention et préservation de terrains de vol) Committee, I would like to inform you of what it does and how you may need to call upon it for help.

What kinds of threats do our present flying fields face across Canada? As of year-end 2021, I have been advised of four clubs in the Saint-Lawrence Zone that face the risk of losing their current flying fields. These problems are not unique to our zone and I am well aware that other ones face similar threats, such as:

- landowner not willing to renew lease
- land rezoning
- urban sprawl

- neighbour complaints
- Farmland Protection Agency Non-Compliance and Eviction Order

ACTION REQUIRED

There are four options when faced with these threats:

1. Try to find a peaceful compromise between the affected club and those threatening you.
2. Protest and defend your rights.
3. Do nothing and hope the storm blows over.
4. Look for a new site.

HOW/ WHY DID I BECOME INVOLVED?

I first became acquainted with the Getting & Keeping Flying Fields Committee approximately ten years ago when several of the clubs in the Saint-Lawrence Zone were faced with eviction notices by the Commission de la protection du territoire agricole du Québec (CPTAQ.) Through this

process, I was involved in many meetings to save affected clubs and while we were victorious in some cases, the results were not so fortunate in others.

This MAAC Committee Needs Your Help

MAAC has dedicated funds to help clubs defend their location if they are threatened and asked to vacate. Clubs may be able to defend their site through a number of tactics, particularly if they feel they have acquired rights over many years of occupancy and especially if they have a long-term lease in place with the landowner. However, be advised that the process of defense is tedious and may become expensive if special reports from agronomists and lawyers may be required.

MAAC has some funds dedicated to help affected clubs. The Save our Flying Field Committee needs volunteers from different zones to help out and share the know-how. Please do not hesitate to contact me if you wish to become a part of this vital group. ✈

OBTENTION ET PRÉSERVATION DE TERRAINS DE VOL

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SAUVEGARDONS NOS TERRAINS DE VOL

En ma qualité de président du Comité d'obtention et de préservation des terrains de vol, j'aimerais vous informer de ce qu'il fait et comment vous pourriez avoir besoin de son aide.

Quelles sont les menaces qui guettent les terrains actuels au Canada? En fin d'année 2021, on m'a avisé que quatre clubs au sein de la zone Saint-Laurent se butent à la possible perte de leur terrain respectif. Ces problèmes ne sont pas uniques à notre zone; je sais que d'autres doivent affronter de telles menaces, comme :

- Le propriétaire terrain ne veut pas renouveler le bail
- Nouveau zonage du terrain
- Étalement urbain
- Plaintes de la part des voisins

Enfreinte à la loi sur la protection des sols agricoles et ordre d'éviction.

ACTION REQUISE

Si un club affronte de telles menaces, quatre options se présentent :

Tenter de trouver un compromis pacifique entre le club affecté et les personnes qui exercent les menaces.

Protester et défendre vos droits.

Ne rien faire et espérer que « ça passera ».

Se mettre à la recherche d'un nouveau terrain.

COMMENT ME SUIS-JE IMPLIQUÉ?

Je me suis d'abord familiarisé avec le Comité d'obtention et de préservation des terrains de vol il y a environ dix ans alors que plusieurs clubs de la zone Saint-Laurent se sont fait remettre des avis d'éviction de la part de la Commission de la protection du territoire agricole du Québec (CPTAQ). Par le biais de ce processus, j'ai participé à plusieurs réunions afin de

sauvegarder les terrains des clubs affectés; nous avons célébré certaines victoires mais les résultats n'étaient pas aussi heureux en d'autres cas.

Nous avons besoin de votre aide

Le MAAC a identifié des sommes d'argent afin d'aider les clubs à protéger leur terrain respectif s'ils se font intimé de quitter. Ces clubs pourraient pouvoir se défendre grâce à plusieurs tactiques, particulièrement s'ils possèdent un bail à longue échéance avec le propriétaire terrien. Toutefois, soyez avertis que ce processus de défense de droits est laborieux et pourrait s'avérer dispendieux si des rapports d'agronome et d'avocats sont requis.

Le MAAC, comme mentionné, possède certains fonds. Ce comité a besoin de bénévoles en provenance de diverses zones afin d'aider et de partager leur savoir-faire. N'hésitez pas à communiquer avec moi si vous voulez faire partie de ce groupe essentiel. ✈

AWARDS ADVISORY GROUP

Rodger Williams - 9587L

Committee Chair
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We are pleased to submit the annual report of our last Awards Committee meeting and year-end report for 2021.

This year was a better year than last with more applications for the various categories. The Committee has processed all of the entries and forwarded them to the Board of Directors for their approval.

The committee consist of the following:

Rodger Williams, Fred Messacar, Mark Winstanley, Karl Gross, Kevin McGrath and Roy Rymer.

REPORT FOR 2021:

I would like to start off by thanking all of the members of the Committee and Linda Patrick for compiling all of the documents for review. All of the members including myself are prepared to stay on as the Awards Committee.

This year was very quiet due to the

COVID-19 pandemic. but we were still able to have a meeting to go over the following candidates.

A meeting of the Awards Committee Advisory Group (ACAG) was held December 7, 2021, via "GoTo Meeting" commencing at 2:00 p.m. The awards are as follows:

HALL OF FAME

With this year's grouping, there were two applications. There is some more information required so we will call a second meeting in January to complete our findings and make our recommendations to the Board of Directors.

LIFETIME ACHIEVEMENT AWARD

This year, we had two Lifetime Achievement award applications with both being recommended to the Board of Directors.

BURSARY

Again, there was one candidate and we, the committee, recommended to the Board of Directors to be granted the bursary award based on his accomplishments and continued

schooling in aeronautics. The candidate had an excellent presentation.

LEADER

This year, there were thirteen Leader member applications. All of the criteria were met and we recommended that they all be approved.

PIONEER

No Pioneer applications were received.

SUBMISSIONS

Please pay special attention to the criteria for each award and get them ready for next year as per the time frame for nominations. The correct procedure is required in order to have your candidate's application approved, especially the years of consecutive membership.

Please note that the names of the successful candidates have been omitted because some of them have no idea that they are going to receive their award or may not have been notified, as of yet. ✨

GROUPE CONSULTATIF SUR LES PRIX DE RECONNAISSANCE



Rodger Williams - 9587L

Chef de Comité
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Il nous fait plaisir de vous soumettre le rapport annuel 2021, y compris les détails de notre plus récente réunion.

Cette année a été meilleure que la précédente puisque davantage de mises en candidature ont été soumises. Le Comité les a toutes traitées et les a fait suivre au conseil de direction à des fins d'approbation.

Ledit comité est composé de : Rodger Williams, Fred Messacar, Mark Winstanley, Karl Gross, Kevin McGrath et Roy Rymer.

LE RAPPORT 2021

Je débute en remerciant tous les membres nommés plus haut ainsi que Linda Patrick pour sa compilation des documents aux fins d'examen. Tous les membres – y compris moi-même – sont disposés à continuer de siéger.

Cette année a été passablement tranquille en raison de la pandémie de la COVID-19. Mais nous avons réussi à organiser une réunion afin d'examiner les candidatures.

Cette réunion s'est déroulée le 7 décembre 2021 par le biais de GoTo Meeting, à compter de 14 heures. Les prix sont les suivants :

TEMPLE DE LA RENOMMÉE (PANTHÉON)

On retrouvait deux candidatures. Il nous faut davantage de renseignements alors nous organiserons une deuxième réunion en janvier afin de compléter les dossiers et de formuler nos recommandations au conseil de direction.

PRIX DE L'ACCOMPLISSEMENT À VIE

Cette année, nous avons reçu deux telles candidatures, qu'à d'ailleurs approuvées le conseil de direction.

BOURSE

Une fois de plus, il n'y avait qu'un candidat et le comité a recommandé au conseil de direction la remise de la bourse selon les accomplissements de la jeune personne et d'après son parcours scolaire aéronautique (toujours en marche). La présentation était excellente.

LEADER

Cette année, nous avons examiné 13 demandes. Tous les critères ont été satisfaits et nous avons recommandé l'approbation de tout le monde.

PIONNIER

Aucune telle mise en candidature ne nous est parvenue.

SOUSSIONS

Veillez lire attentivement les critères de chaque prix et préparez la candidature que vous voulez soumettre pour l'année prochaine selon les échéanciers précisés. Il faut utiliser la bonne procédure afin de faire approuver le dossier de la personne que vous nommez... surtout les années consécutives d'adhésion.

Veillez aussi noter que dans ce texte-ci, le nom des personnes méritantes n'a pas été mentionné parce que certaines d'entre elles n'ont pas la moindre idée qu'elles recevront un prix et, conséquemment, elles n'en ont pas encore été averties. ✨

PUBLIC RELATIONS

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Over the previous year, and indeed even before that, MAAC members have asked about some of the decisions MAAC has made. Decisions such as the discontinuing of the Early Bird crests and the elimination of the pilot wings.

Small things or not, these were a part of a culture of oneness as an organization. These members say they counted on this sense of belonging and feel there has been no good reason given as an explanation for the loss.

Those same questioning members are also concerned by the regular lament by various MAAC insiders that the membership and the hobby are withering, yet they don't see any effort by MAAC executive to move to promote the Association or the hobby at

all. They say, surely more time effort should be spent promoting our beloved pastime if MAAC can thrive, yet they see none.

The members coming forward, also say they want a timelier dynamic flow of information from MAAC across all zones. They are turned off by MAAC being maligned on social media by keyboard warriors and want a Canada-wide MAAC run/managed open forum for real-time and accurate information. They feel that important decisions are being made behind a screen, so they can't scrutinize the process, and want in!

The obvious answer to all these complaints and issues is for the members to get involved! Always attend and/or audit Board of Director meetings, Zone meetings, and especially the Annual General Meeting. Utilize the chat options in virtual meetings and use the question board to get the message to the executive.

The Executive, Board of Directors

and MAAC as a whole absolutely belong exclusively to the paying membership as a whole. Not getting involved and staying informed means we lose some awareness and control of what OUR MAAC becomes.

In other words:

- Read every issue of Model Aviation Canada and learn the issues, decide if you support them and act on your convictions if you realize any.

- Attend/audit and comment at every meeting you can. Talk to your Zone Director and ask him how you can help and share your concerns with them as well. By the way, the audit link for Board meeting is: <https://global.gotomeeting.com/join/129850293>. Meetings are usually on Monday nights, starting @ 8:00pm EST. One hour is usually the time limit. Any member can log in and audit. However, you cannot participate. In-camera meetings are not available to members at large. ✈

RELATIONS PUBLIQUES

Roy Rymer - 61172L
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Cette dernière année – et même auparavant – les membres du MAAC ont commencé à remettre en question certaines décisions qu'a prises le MAAC. Je parle de décisions comme la cessation de la distribution des écussons d'adhésion précoce (le renouvellement avant le temps) et l'élimination du programme d'obtention des « ailes » de pilotage.

Qu'elles soient considérées pédales ou non, ces petits gestes faisaient partie de la culture d'homogénéité de notre organisme. Les mêmes membres qui se plaignent disent qu'ils comptaient sur ce sens d'appartenance et sont d'avis qu'aucune raison valable n'a été offerte en guise d'explication de cet abandon.

Ces mêmes membres s'inquiètent aussi des lamentations de plus en plus régulières des membres bien placés au sein du MAAC voulant que le nombre de membres et que le passe-temps sont en perte de vitesse et que, malgré cela, ils ne voient pas l'exécutif du MAAC déployer bien des efforts afin de faire la promotion de l'Association et de notre

passe-temps. Selon eux, si le MAAC peut croître, il faudra que davantage de temps et d'effort soient investis afin de justement faire la promotion de notre passe-temps chéri. Ils prétendent ne rien voir de tel.

Les membres qui s'avancent afin de faire connaître cette opinion avancent aussi qu'ils désirent une meilleure circulation d'information – et ponctuelle – en provenance du MAAC et vers toutes ses zones. Ils sont écoeurés de lire l'acharnement à l'endroit du MAAC sur les médias sociaux de la part de « guerriers du clavier » et réclament un forum ouvert et pancanadien qu'administrerait justement le MAAC afin d'y lire de l'information aussi précise qu'en temps réel. Selon ces mêmes personnes qui se désolent de l'état des choses, les décisions importantes se prennent actuellement derrière un écran, si bien qu'ils ne peuvent en surveiller le processus... et elles veulent en savoir davantage!

La réponse évidente à toutes ces plaintes et problèmes qui surgissent... c'est que les membres s'impliquent! Ils devraient toujours arriver en ligne et écouter les réunions du Conseil de direction, les réunions de zone et surtout, l'Assemblée générale annuelle (A.G.A.)

du MAAC. Vous pouvez utiliser les options de conversation « chat » lors de rencontres virtuelles et utiliser la fonction « questions » afin de passer votre message à l'exécutif.

L'exécutif, le Conseil de direction et le MAAC proprement dit appartiennent à ses membres en règle. Si nous ne nous impliquons pas et ne demeurons pas informés, cela signifie que nous perdons le portrait d'ensemble et le contrôle de ce que NOTRE organisme devient.

En d'autres mots :

Lisez chaque numéro de Model Aviation Canada et apprenez les enjeux; décidez si vous les appuyez et agissez selon vos convictions.

Présentez-vous/écoutez – et commentez – chaque réunion possible. Parlez à votre directeur de zone et demandez-lui si vous pouvez aider et partagez vos griefs avec lui. En passant, le lien afin d'écouter les réunions du Conseil de direction, c'est : <https://global.gotomeeting.com/join/129850293>. Les réunions se déroulent habituellement le lundi soir à compter de 20 heures (heure de l'Est). La durée est habituellement limitée à une heure. Tout membre peut ouvrir une session virtuelle et écouter. Cependant, vous ne pourrez participer. Les réunions à huis clos ne sont pas accessibles aux membres « at large ». ✈

RADIO SPECTRUM

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The AMA History Project Presents:
Biography of PAUL BEARD

The following was published as an online exclusive article for Model Aviation magazine in 2013, written by Rachelle Haughn.

Paul Beard, who is today referred to as “the Father of Spread Spectrum,” began his RC career sailing miniature yachts in 1978. From there, he moved on to many different genres of aeromodeling.

“[Paul] has brought the model aviation community the single greatest advancement in 30 years. It is for this accomplishment that I submit him for consideration into the AMA Model Aviation Hall of Fame,” wrote Charles Anderson, president of the International Radio Controlled Helicopter Association.

“Long before he invented Spread Spectrum technology, Paul took his first job at British Telecom (BT), in Martlesham Heath, England, in 1978. While working there, he earned a degree in electrical and electronics engineering from the University of Manchester, located in Manchester, England. He continued to work as the head of group at BT, where he helped develop voice and data systems and terminals, until 1989.

“Paul moved to the U.S. in 1989, taking a position at VMX Inc., located in San Jose, California. He continued to work as a product developer of computer and telecommunications systems until he founded his own business, Alation Systems, in 1998.

“He invented, launched, and sold the WirelessUSB product line through Alation Systems, which earned him four international electronics products awards. However, this wasn’t, by far, the end of his inventing days.

“In 2001, Paul began looking for a way for RC radios to operate without interference from other radios, or a model’s engine, motor, or ESCs. He tirelessly worked to perfect Spread Spectrum technology, and in 2004, he became Vice President of engineering at Horizon Hobby.

“He and the company launched the first successful system for surface models. He continued to advance the Spread Spectrum, which led to the successful release of Spektrum DX6 in October of 2005.

Spektrum DX7 followed in October of 2006.

“Paul created many more hobby-specific developments after the launch of Spread Spectrum including a sail winch, a tachometer, the Throttle Jockey Governor servo, the Rev Max (altitude) Limiter, and the world’s first park flyer DSS DX6 in 2005.

“He also had a hand in the designing of consumer products such as the \$999 Compaq PC, the Fisher-Price RC Racer radio, and the Mattel Barbie camera.” ✨

SPECTRE RADIO

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Le projet History de l’AMA américaine présente :

La biographie de PAUL BEARD

Ce qui suit a été publié en ligne à titre exclusif pour la revue américaine Model Aviation en 2013. L’auteure est Rachelle Haughn.

« Paul Beard, de qui on parle aujourd’hui comme étant le ‘père de la technologie de spectre étalé (Spread Spektrum), a entamé sa carrière d’adepte de maquettes télécommandées par la course de voiliers en 1978. Il a ensuite sa palette d’activités à plusieurs genres de l’aéromodélisme.

« (Paul) a offert à la communauté de l’aéromodélisme l’avancée la plus significative en 30 ans. C’est en vertu de cet accomplissement que je soumetts sa candidature au sein du Temple de la renommée de l’AMA’ écrivait Charles Anderson, président de l’International Radio Controlled Helicopter Association.

« Bien avant qu’il ne conçoive la technologie de spectre étalé, Paul a occupé son premier emploi chez British Telecom (BT) à Martlesham Heath (Angleterre) en 1978. Pendant qu’il y travaillait, il a obtenu son diplôme en ingénierie électrique et électronique à l’University of Manchester, dans la ville du même nom. Il a œuvré à titre de chef de goupe; c’est à cette époque qu’il a contribué à concevoir des systèmes et terminaux de données de la voie, et ce, jusqu’en 1989.

« Paul a déménagé aux États-Unis en 1989 au moment où il a accepté un poste chez VMX Inc. (San José, Californie). Il y est demeuré à titre de concepteur de produits (ordinateurs et systèmes de télécommunications) jusqu’à ce qu’il fonde sa propre entreprise, Alation Systems, en 1998.

« Il a inventé, lancé et vendu la gamme WirelessUSB par le biais d’Alation Systems, ce qui lui a valu quatre prix internationaux de produits électroniques. Toutefois, ce n’était nullement la fin de son époque d’ingéniosité.

« En 2001, Paul a commencé à rechercher une façon d’éliminer l’interférence d’autres systèmes (émetteurs, moteur de maquette

ou contrôleur de vitesse) sur les émetteurs de maquettes télécommandées. Il a travaillé sans relâche afin de perfectionner la technologie de spectre élargi et, en 2004, il est devenu vice-président de l’ingénierie chez Horizon Hobby.

« Cette grande entreprise et lui ont lancé le premier système de téléguidage pour des maquettes de surface. Il a poursuivi le perfectionnement de cette technologie, ce qui a mené au dévoilement des émetteurs Spektrum DX6 en octobre 2005. La série DX7 a suivi, en octobre 2006.

« Paul a contribué à plusieurs autres développements propres au modélisme, y compris un treuil de voile, un tachymètre, le servo Throttle Jockey Governor, le Rev Max (qui limite l’altitude des maquettes) et la première télécommande pour Park Flyers, le DSS DX6 en 2005.

« Monsieur Beard a aussi contribué à la conception de produits de consommation comme l’ordinateur Compaq à 999 \$, l’émetteur pour le RC Racer de Fisher Price ainsi que l’appareil photo de la Barbie (de Mattel). » (traduction libérale) ✨

WEBSITE

Peter Schaffer - 44429

Committee Chair

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There is an expectation that the committee chairman writes committee articles for our magazine in 600 words and supply two pictures. Imagine a picture of a desktop computer, a picture of a large monitor, a picture of a printer, a picture of a tablet and a picture of a smart phone. Pick two and imagine them interspersed in this article.

If you want to see fewer words, pick four pictures, or expand the picture size of the first two you selected. Our imaginations can be more satisfying than the digital world. We are part-way there already.

But where is there, and where did we start from? These columns are supposed to be a bit about what happen and a bit about being a futurist.

This column explores connections to the past, connections within our community and connections to our future. The MAAC website is just a tiny part of the digital world we live in. There is much entertainment and information available related to our flying passions, just a few clicks away on YouTube or Google.

But MAAC's website serves a different purpose. It is focused on using its scarce resources on member services, not posting pictures of pink elephants stomping a drone into the ground.

WHAT HAS BEEN ACCOMPLISHED?

The website group continues its tradition of building better online administration and communication tools for the members, club administrators, committees, the Board of Directors, and the MAAC headquarters administrative staff.

MAAC's investment in technology has offset the negative impacts inflation and the rising operational costs would have had on the MAAC bottom line. In addition, the built programs have made it possible for the members to seamlessly acquire or renew their membership, for clubs to make changes to their club information and renew their club membership

The value and the robustness of MAAC's digital infrastructure really shone through, as the COVID-19 pandemic progressed. It was something to be very proud of. Our organization never missed a beat. The staff were able to work remotely from their homes, online membership and club renewals proceeded as per normal.

REGULATORY CHANGES

The Transport Canada MAAC Exemption created an additional workload for the website team. A whole new element was built to manage the pilot information, as per the expectations in the Exemption. Additional report generators have been created to provide the data information that must be provided to transport Canada, as per the Exemption.

The digital world has made it possible to hold virtual Annual Zone Meetings (AZM) and Annual General meetings (AGM). The

e-blast message tool was indispensable to the operations of the 2020 and 2021 AZMs. The 2019 and 2020 AGMs could not have been held if the current digital tools and databases did not exist. Members from all over Canada could participate due to the technology, instead of the few who live within short driving distances of an in-person meeting of the not-so-distant past. The 2022 AGM will be virtual again.

None of the above would have been possible, without the many previous years of work of building data sets, tools for members to update the information and report generators to analyze the information.

IN 2022

Looking into the crystal ball: organizations such as ours face near-constant changes to tasks, roles, teams, and strategies... with innovation at the forefront of it all.

Futuristic thinkers have the ability to look past the events of today and into the possibilities of tomorrow. If an organization is too slow to adapt to the internal and external pressures to change, it will quickly become outdated and irrelevant to everyday processes and priorities.

The 2022 work plan is just as ambitious as in previous years. There is much to do in our process of continuous improvement. The big project on the horizon is to make everything behind the scenes work seamlessly, on all platforms. It was something we have been wanting to do, but other items were a higher priority. ✈

SITE WEB

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Les attentes des uns et des autres, c'est que président de comité rédige des articles pour notre revue, et ce, en 600 mots et qu'il fournisse deux photos. Imaginez-vous une photo d'un ordinateur personnel, d'un gros moniteur, d'une imprimante, d'une tablette et d'un téléphone intelligent. Pigez deux de ces photos et imaginez-les intercalées dans

cet article.

Si vous voulez voir moins de mots, choisissez quatre photos ou augmentez la dimension des deux premières que vous avez choisies. Notre imagination nous sert parfois mieux que l'univers numérique. Nous y sommes déjà, en partie.

Mais c'est où, « là » et où avons-nous commencé? Ces chroniques sont censées parler de ce qui est en train de se produire et de faire des prédictions quant à l'avenir.

Cette chronique explore les liens au passé, des connections à l'intérieur de

notre communauté et les connections vers l'avenir. Le site web du MAAC n'est qu'une infime partie du monde numérique dans lequel nous vivons. Par de simples clics, vous pouvez trouver une mine de divertissement et de renseignements afférents à notre passion du vol, par le biais de YouTube ou de Google.

Mais le site web du MAAC remplit une autre fonction. Ses minces ressources sont axées vers le service aux membres et non à afficher des photos d'éléphants roses qui

suite à la page 84

VOL CIRCULAIRE

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Mes salutations, tout le monde. J'espère que vous avez un bon Noël et je vous souhaite une Bonne année... meilleure que la dernière.

CONSULTATION

Le Comité consultatif sur la sécurité du MAAC a demandé à notre Comité du vol circulaire sa rétroaction sur la rédaction d'un nouveau document de sécurité pour notre discipline. Les discussions se poursuivent alors je n'ai encore rien à vous rapporter là-dessus. Je m'attends à en savoir davantage d'ici à ce que vous lisiez cette chronique.

L'objectif des deux présidents des comités concernés (vol circulaire et vol circulaire acrobatique), c'est de faire en sorte que les adeptes puissent continuer de faire voler leurs maquettes grâce à notre feuille de route exemplaire (en matière d'accidents) et sans embûches. Après tout, comment améliorer nos règlements alors que nous n'avons déploré aucune réclamation d'assurance suivant un accident, pas plus que nous avons reçu une quelconque plainte. Il est évident que nous faisons bien les choses!

N'OUBLIONS PAS NOTRE PASSÉ

Parfois, vous entendrez des personnes dire qu'il n'y « a pas d'avenir à se tourner vers le passé » (expression assez commune en anglais). Au contraire!

Cela porterait à penser que nous n'aurions plus besoin des musées, bibliothèques ou de sites historiques. Ce mode de pensée en porterait certains à jeter des documents historiques et à tout numériser, par souci d'espace. Pourquoi quitter le domicile alors que nous pouvons tout faire à partir d'un ordinateur?

Cela me rappelle un ami qui a récemment endommagé le disque dur de son ordinateur personnel et de son disque de sauvegarde lors d'un incident électrique isolé. Il a tout perdu, y compris ses photos souvenirs. Terrible tournure des événements qui lui a coûté 5 00 \$ pour qu'un expert réussisse à récupérer ses données! Malgré cela, il devait tout



This Oliver Tiger MK IV-powered Vintage A "Tiger Terror" was a NATS finalist, pitted by Dave Finch at the 2015 British Nationals. Note the period-correct sewn hinges. / Un Tiger Terror (mû par un Oliver Tiger MK IV Vintage) qui est devenu un finaliste des épreuves NATS. Dave Finch s'est occupé de l'aire des puits lors des British Nationals de 2015. Notez les pentures cousues, conformes aux maquettes d'époque.



The largest Vintage speed class. This is a SuperTigre .60-powered Class 7 Vintage Weatherman Speed model. Flown (with no pylon) by Sal Angeloni of Italy. It pulls like a beast! / Voici la plus grande catégorie, Vintage speed. L'appareil illustré est une maquette Weatherman de vitesse de catégorie 7 (Vintage). Motorisation par un SuperTigre .60.

CONTROL LINE



Left is the ubiquitous 1950 Matt Kania-designed Ringmaster flown the world over. Right is a George Aldrich designed 1957 Flite Streak. Old designs for sure, but good and rugged for training and sport flying. / À g., le Ringmaster mondialement connu qu'avait conçu Matt Kania en 1950. À dr., un Flite Streak (design de George Aldrich en 1957). Ces designs sont vieux, bien sûr, mais ils sont robustes pour la formation ainsi que le vol sportif et volent encore très bien.

Photo by Paul Gibeault

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Greetings, everyone. I hope you've had a good Christmas and I wish you all a better New Year.

CONSULTATION

The MAAC Safety Advisory Group (SAG) has asked for the C/L Committee's input into the making of a New C/L Safety Document. Discussions are ongoing, so nothing to report yet. However, I expect that by the time you read this column, more will be known.

The combined Control Line Chairman's and Control Line Precision Aerobatics Chairman's goal is to allow us to continue flying with our perfect safety record with few, if any, impediments to our current method of flying. After all, how do you improve on no insurance accidents or complaints with our current rules? We obviously must be doing something right!



This 1956 Vintage A class Dimple Dumpling was flown by me to 5th place at the World Cup in 2016 Australia. Builder David Bailey used an Australian Rothwell 2.5 Vintage legal engine for power. / J'ai piloté ce Dimple Dumpling de 1956 (catégorie Vintage A) et remporté la 5e place lors de la Coupe mondiale de 2016, en Australie. Son constructeur, David Bailey, a utilisé un moteur Rothwell (australien) 2,5 Vintage (et légal).

réorganiser ses fichiers parce que ces derniers étaient pêle-mêle. Pourquoi me suis-je donné la peine de vous raconter ça?

Notre discipline du vol circulaire comporte une bonne part de passé, même aujourd'hui. Si les activités du passé étaient si plates, pourquoi les adeptes insistent-ils encore à piloter une routine acrobatique de plus de 50 ans?

Parce que c'est amusant!

Parce que la séquence décrite ne peut être exécutée à la perfection par une maquette.

Ainsi, nous sommes toujours à la poursuite de ce vol parfait. Nous comptons aussi des organismes internationaux qui préservent l'esprit du vol et des conditions d'antan.

La très présente et très populaire Société des modélistes antiques (Society of Antique Models, SAM) en est un et elle compte plusieurs chapitres de par le monde. Pourquoi ne pas se tourner vers la motorisation électrique, puisque c'est plus simple? Parce que plusieurs personnes retirent beaucoup de plaisir à faire tourner des moteurs à explosion et à les régler.

On retrouve aussi la Model Engine Collectors Association (MECA), qui compte des milliers de membres de par le monde qui adorent tout ce qui concerne les moteurs à carburant! Plusieurs pilotes de vol circulaire utilisent des moteurs qui ne sont plus commercialement disponibles. Mais grâce à Internet (on y trouve des pièces) et à des amis qui font de l'usinage, la plupart de ces moteurs demeurent en état de tourner et le seront pendant encore un bon moment.

Nous vénérons nos moteurs à combustion interne. Pour nous, on ne saurait ressentir autant de plaisir en nous tournant vers la propulsion électrique, le vol de vitesse, la course ou une quelconque épreuve de combat.

Dans mon jeune temps, j'aimais beaucoup le vol libre intérieur pendant l'hiver et le vol circulaire pendant le reste de l'année. À ce jour, je préfère toujours les maquettes de vol circulaire parce que, pendant que je me trouve au bout de la poignée et des filins métalliques, je revis ma jeunesse.

Le vol circulaire requiert 100 % de concentration. Cela signifie que je ne peux me soucier des tracas de la vie pendant mon parcours. C'est comme si j'actionnais un bouton vers mes jeunes années. Apparemment, je ne suis pas seul à ressentir cela...



This superbly crafted 1.5cc-powered Oliver Cub Vintage 1/2A Team Racer was built and raced by Ken Nubold of England. This is the smallest racing class. / Voici un superbe 1/2A Team Racer (mû par un Oliver Cub Vintage de 1.5 c.c.) qu'a construit et piloté le Britannique Ken Nubold. Il s'agit de la catégorie des plus petites maquettes de course.



Dave Lewis pull tests his "Vintage Class B" Team Racer powered by the venerable Enya .29 side exhaust plain bearing engine. This is the largest of the vintage racing classes. a/ Dave Lewis effectue un test de « tire » sur les filins de son « Vintage Class B » Team Racer. Motorisation par un vénérable Enya .29 à échappement latéral (roulements simples). C'est la plus importante des catégories de maquettes antiques de course.

Si jamais vous reculer dans le temps, le vol circulaire offre plusieurs catégories : sport, acrobatie, course, épreuves de vitesse. Tout cela grâce à des maquettes de fabrication artisanale et des moteurs qui ne vous coûteront pas une fortune.

J'ai bien hâte de voir les maquettes que vous a laissées Saint-Nicolas dans votre bas

de Noël, Entre-temps, voici un petit aperçu de maquettes antique de vol libre, qu'ont amoureusement assemblées des modélistes à l'aide de balse, d'enduit-colle (dope) et de papier de ricin. Elles volent encore en compétition, que ce soit avec des moteurs conventionnels ou diésels. ✨

DON'T FORGET OUR PAST

Sometimes, you'll hear people say 'there is no future in dwelling in the past.' Au contraire!

Such sentiments would suggest there is no use for museums, libraries and historical sites. This mindset would also lead one to throw away all historical papers and digitize everything on a computer to save space. Why bother even leaving the house if we can do everything on a computer?

This reminds me of a friend who recently damaged his computer's hard drive and back-up through a freak electrical incident. He lost everything but most importantly, his souvenir photos. It was a terrible thing that, in the end, needed a forensic professional to retrieve his data for \$5,000.00! Even then, the 95% recovered data was scattered all over and needed a complete reorganization. So why do I bring this up?

The C/L flying discipline has a good deal of the past still present in it. If the past was so boring, why would control liners still insist on flying an aerobatic pattern that's well over 50 years old?

1. Because it's still fun!
2. Because the pattern as described cannot be flown perfectly by a model.

So, we continue to seek that ever elusive perfect flight. We also have international organizations that are dedicated to preserving the spirit of flight just like it was "back in the day".

The ubiquitous Society of Antique Models (SAM) is just one of these international organizations with chapters all over the world. Why don't we just all go electric since it's easier? Because there's joy in running and tuning gas engines.

There is also the Model Engine Collectors Association (MECA). They have thousands of members worldwide who really like anything to do with gas-powered motors! Many C/L fliers use engines that are no longer commercially available. But between the internet (for finding parts) and machinist friends, most can be kept in running order for a very long time.

We love our IC (internal combustion) engines. It seems electric speed, racing and combat just doesn't do it for us just yet in terms of having fun.



I love flying the 1956 design Dimpled Dumpling. Oliver Tigre powered, no shut-off, swept forward landing gear for those very exciting high speed bouncy landings! /

J'adore piloter le Dimpled Dumpling (design de 1956). Mû par un Oliver Tigre, aucune interrupteur (shut-off), train d'atterrissage orienté vers l'avant pour ces atterrissages et rebondissements à vitesse élevée!

Photo by Paul Gibeault

In my youth, I really enjoyed indoor free flight in the winter and control line flying during the rest of the year. To this day, I still like the control line models better because when I'm at the end of the flying handle for that brief period in time, I'm right back in my youth.

Control line flying requires 100% of my concentration. This means no worrying about all of my other real-life problems during that engine run. It's like turning on a temporary switch to my youth. Apparently, I'm not the only one who feels like this...

So, if you ever want to "return to your youth", control line offers many classes of sport, stunt, racing and speed events that feature homemade models and using motors that won't break the bank.

I look forward to what model goodies Santa has left in your Christmas stockings. In the meantime, here's a small taste of Vintage C/L models, lovingly hand-built with balsa, dope and tissue that are still being competitively flown with glow and diesel motors to this very day. ✈

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VOL CIRCULAIRE ACROBATIQUE

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Le vol circulaire acrobatique est pratiqué selon les règlements afférents de l'AMA américaine. Le cycle d'approbation de ces règlements est de deux ans et pour 2021, neuf modifications ont été approuvées. Vous devriez les examiner à cette page web de l'AMA : <https://www.modelaircraft.org/rule-proposals/cl-aerobatics>.

Deux règlements sont particulièrement significatifs et j'en parlerai dans le cadre de cette chronique.

Le règlement CLA21-09 élimine complètement la dimension des filins et le tableau schématique du test de tension sur ceux-ci et d'exigences matérielles. Le nouveau règlement exige que quels que soient les filins, raccords et poignée utilisés, ces accessoires doivent réussir un test de tension de 10 G. Exemple : une maquette de 64 onces (4 livres) – batterie installée si par motorisation électrique – doit réussir un test de 40 livres de ses filins, raccords et poignée.

À titre comparatif, le tableau utilisé précédemment spécifiait que des filins d'acier inoxydable de 0,015 – approuvés pour une défaillance à 20 livres ou à 40 livres pour deux filins – étaient prévus/requis pour une maquette tout juste sous la barre des quatre livres. C'était un test de 10 G.

Histoire de clarifier les choses, les filins d'acier inoxydable ne sont plus dictés, pas plus qu'une épaisseur de filin.

Le raisonnement derrière le test des 10 G, c'est qu'une maquette de vol circulaire qui vole à vitesse normale exerce une tension (sur les filins) d'environ 2,5 G. Si on applique un facteur de sécurité de 4, les filins doivent alors encaisser une tension de 10 G. Advenant que l'un des filins se casse, celui qui reste dispose d'une marge de 5G, deux fois la tension de ce que la maquette impose comme charge en vol.

Ce nouveau règlement autorise l'utilisation continue de filins d'acier inoxydable ou de fil à pêche tressé (la gamme Spectra, entre autres).

Le réputé pilote acrobatique Dennis Adamisin a lancé un fil de discussion sur Stunthangar relativement à son essai des filins de marque Spectra, au [https://](https://stunthanger.com/smf/open-forum/adventures-in-spectra/)



stunthanger.com/smf/open-forum/adventures-in-spectra/

La bonne méthode d'arrimer le nœud n'est pas précisé, non plus. Un nœud bien exécuté, c'est essentiel. Le lien de Stunthangar offre un lien vers une vidéo qui illustre les nœuds qu'utilisent les pilotes de combat et qui fonctionnent mais aussi d'autres nœuds; on retrouve de la discussion sur des évaluations de tension.

Le règlement CLA21-11, lui, redéfinit comment exécuter la manœuvre du trèfle à quatre feuilles. On y retrouve plusieurs détails sur la définition du règlement.

En gros, ce nouveau règlement modifie l'entrée dans cette manœuvre, passant des 42 degrés habituels à plutôt une entrée à partir du vol en palier (rectiligne). J'ai exécuté la manœuvre tel que maintenant décrite à plusieurs reprises cet été et j'ai trouvé qu'il est aisé de s'y adapter; même que dans une brise corsée, elle est plus sécuritaire.

L'ancienne façon de l'amorcer – à 42 degrés – et de virer par grosse brise à cette

altitude faisait souvent en sorte que la maquette hésitait tandis que la puissance du moteur était possiblement marginale, voire même pire si on ratait la manœuvre.

Une fois de plus, j'encourage tout le monde qui évolue en vol circulaire acrobatique d'examiner ces modifications de règlements.

SHARK EVOLUTION

Finalement, voici des photos de la nouvelle maquette électrique Shark Evolution de Peter Hanson, un nouveau produit qu'offrent Yuriv et Andrey Yatsenko.

Comme les versions précédentes – à combustion interne – du Shark, cette maquette entièrement démontable vole très bien. Elle suit sa trajectoire, peut entamer des virages très nets, revient rapidement au vol en palier et a fière allure en l'air.

J'encourage notre communauté à soumettre du matériel en prévision de prochaines chroniques. Mes armoires sont vides, pour ainsi dire, et notre chronique a besoin de vos contributions! ✈

CONTROL LINE PRECISION AEROBATICS



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CLPA in Canada is flown according to AMA Control Line Aerobatics rules. The AMA CLA rules cycle is two years and for 2021, there were nine approved rule changes. All of these approved rule changes can and should be reviewed at this AMA webpage <https://www.modelaircraft.org/rule-proposals/cl-aerobatics>

Of these nine approved rules, there are two that are very significant and will be highlighted in this column.

CLA21-09 eliminates completely the line size and material requirements pull test chart. The new rule requires that whatever type of lines, clips and handle used pass a 10G pull test. Example: a 64-ounce (4 pound) model -- battery in for electric power -- must pass a 40-pound pull test of lines, clips and handle.

For comparison purposes, the pull test chart used previously specified 0.015 stainless steel lines which were rated at a minimum break strength of 20 pounds or 40 pounds for two lines for a model weighing just under four pounds. Again, a 10G pull test.

To clarify, stainless steel lines are no longer specified nor are there specific line diameters.

The basis for the 10G pull test is that the CLPA plane at normal speed pulls about 2.5G. If a safety factor of four is applied, then, the lines must withstand 10G. In the event of one line breaking, the remaining line has a margin of 5G or two times what the model is actually pulling.

This new rule allows for the continued use of SS lines or braided fishing line (Spectra among others).

Check out this link to a thread on Stunthanger started by noted stunt pilot Dennis Adamisin on his evaluations of Spectra: <https://stunthanger.com/smf/open-forum/adventures-in-spectra/>

The correct method of securing the knot is not specified, either. A properly secured knot is essential. The Stunthanger link provides a video link to the type of knot combat pilots have found to work but also other knots and pull test evaluations discussed.

CLA21-11 redefines how the Four-Leaf-Clover is to be flown and judged. There is a lot of detail included in the rule definition.

Essentially, this new rule changes the entry into the manoeuvre from the traditional 42 degrees to entry starting from

normal level flight. I flew the manoeuvre as now described many times this past summer and find it to be easy to adapt to and in a stiff breeze, I found it to be safer to complete.

The old entry from 42 degrees and turning into a stiff breeze at that elevation could often cause the model to flounder where power was perhaps marginal or go slack if the correct positioning of the manoeuvre was missed.

Again, I encourage everyone involved in CLPA to review all of the rule changes.

SHARK EVOLUTION

Finally, here are some photos of Peter Hanson's new Shark Evolution, the new electric offering from Yuriy and Andrey Yatsenko.

Like the previous IC versions of the Shark, this fully take-apart electric-powered model flies extremely well. The model tracks smoothly, is capable of turning crisp sharp corners, locks quickly back to level flight and looks great in the air.

I appeal to all of the CLPA community to submit material for future columns. The cupboards are bare and our column needs your input! ✨

SAM/VOL LIBRE EXTÉRIEUR

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CONCOURS

JACK-MCGILLIVRAY OPEN

17 ET 18 JUILLET 2021

par Tony Mathews

Leslie Farkas et moi avons décidé de remettre à plus tard les concours Canada Cup/Huron Cup (FAI) jusqu'en août 2021, en espérant que nos amis américains pourraient se déplacer au nord de leur frontière afin d'y prendre part.

Plutôt que de gaspiller la fin de semaine initialement prévue, nous avons décidé d'organiser un autre concours auquel pourraient participer nos confrères de club et Leslie a eu la merveilleuse idée de rendre hommage au regretté – mais sensationnel de son vivant – maître du vol libre, Jack McGillivray.

Nous avons décidé de présenter un mélange d'épreuves FAI et « ouvertes » de sorte à voir évoluer plusieurs types de modèles en l'air au cours de la fin de semaine.

Les prévisions météo ne s'annonçaient pas très bonnes, même le vendredi précédent mais tout au long de l'été, nous avons eu droit à des bulletins qui n'avaient pas été précis; les conditions changeaient d'heure en heure. Ces prédictions météo en ont effrayé quelques-uns mais la participation a été bonne le samedi matin... y compris la visite de visages que nous n'avions pas vus depuis plusieurs années. Heureusement, le spécialiste de la météo s'était trompé et, bien que nuageux, ce samedi matin nous a offert des vents légers en provenance de l'Est.

Les épreuves FAI ont été lancées; trois des quatre maquettes de FiB ont terminé leur vol dans le maïs qui était déjà haut, du côté ouest du terrain. Patrick MacKenzie a vécu un peu de malchance : l'hélice de sa maquette s'est repliée sur les ailes, le forçant à abandonner la première ronde... mais au moins, son avion n'a pas fini sa course dans le maïs!

Tony Mathews – c'est moi – a oublié d'apporter son téléphone cellulaire pendant qu'il pourchassait sa maquette dans le maïs et, après l'avoir récupérée, il a marché pendant presque 1 km dans la mauvaise

direction. Même une boussole aurait aidé! Je tenterais d'éviter de commettre la même erreur, la prochaine fois!

Leslie Farkas a été le seul concurrent à abandonner la ronde 1 de FiA.

Pendant la deuxième ronde, la vitesse du vent a diminué mais il a commencé à souffler du nord-est et généralement, les maquettes volaient dans les limites de la tourbière. C'était une journée très agréable, en fin de compte et plusieurs vols « max » ont été consignés et il a été facile de récupérer ces maquettes.

Lors de la troisième ronde, Bernard Guest a été forcé d'abandonner après avoir connu un piètre lancer... sa maquette n'était plus du tout dans le circuit prédéterminé. Les juges acrobatiques lui ont cependant décerné une très bonne note!

Patrick MacKenzie effectuait le vol d'essai d'un nouveau Souper P-30. Cet appareil a semblé très bien voler et Patrick a affiché plusieurs vols « max » entre ses tentatives de FiB. Ce dernier avait aussi apporté deux toutes nouvelles maquettes de FiB et arrivait à effectuer ses lancements en retardant l'hélice. Ses appareils avaient fière allure et ont très bien volé.

Dima Silin a aussi procédé au vol d'essai de sa nouvelle maquette de P-30 munies de gouvernes de mousse. Il réussissait à faire les réglages correctement.

John Foley nous avait appelé plus tôt en semaine afin de nous demander si nous pouvions lui préparer des moteurs de caoutchouc pour sa maquette de catégorie libre (Open) qu'il n'avait pas fait voler depuis environ 60 ans! Il s'agissait du design ultra-léger et classique Blimp (Open Rubber) du regretté Jack McGillivray; John voulait le faire voler à la mémoire de son ami.

John avait appliqué des pièces sur le papier de ricin afin de réparer des trous mais son avion avait tout de même belle mine, compte tenu de son âge! Quels vols d'essai à virages ont prouvé que sa maquette était encore bien réglée!

Avec un peu d'aide de la part de Bernard, John a inscrit un vol officiel qui s'est avéré tout à fait majestueux! Sa maquette est entrée dans une petite poche thermique mais n'a pas dérivé trop loin, le tout en l'espace de deux minutes. Sûrement que Jack observait de là-haut et qu'il approuvait de ce qu'il voyait!

Nous avons tenté de convaincre John

d'effectuer trois vols mais il avait réussi son hommage posthume à Jack et était très satisfait. Nous lui avons fait promettre de ramener sa maquette l'année prochaine (en 2022) afin de la lancer une fois de plus!

Une controverse a éclaté pendant la quatrième ronde de FiA. Jama Danier a lancé sa maquette alors que le filin de remorquage était encore attaché. L'avion a effectué un looping et a commencé à décrocher. Le chronométrateur n'a pas vu le fanion (petit drapeau) se décrocher et a accordé un « essai » à Jama. Lors du deuxième lancement (avec une autre maquette), Jama a réalisé un vol complet « max ». Mais plusieurs modélistes avaient vu le fanion se décrocher de la maquette. Décision : Jama pourrait continuer jusqu'à ce qu'une solution soit trouvée.

Entre-temps, les modélistes inscrits en FiC, Yury Shvedenkov et Rotislav Perchinsky, ont réalisé de beaux vols « max ». Ces derniers avaient décidé de camper au milieu du terrain, éloignés de nous, et nos oreilles ont apprécié! Rost a abandonné pendant la ronde 2 avec seulement 9 secondes; pour sa part, la maquette de Yury a réalisé un « max ».

Je leur ai demandé comment ils avaient réussi à éviter la récolte de maïs puisqu'ils étaient plus près de celle-ci (vers l'ouest) que nous. Réponse : ils ne l'ont pas évitée. Mais grâce au GPS, les deux concurrents n'ont eu aucune difficulté à récupérer leur maquette respective.

Peter Allnut – homme sans âge, dirait-on – a réalisé de bons vols mais il a dû abandonner lors de la dernière ronde. Deux concurrents se retrouvaient à devoir en découdre en FiA : James et Vidas Nikolajevs... qui attendaient impatiemment leur ronde d'élimination fly-off.

Ladi Horak a suivi dans les traces de Bernard et sa maquette a accompli un vol acrobatique en ronde 4 en raison d'un mauvais lancement. Je m'en suis mieux tiré et j'ai réalisé l'unique pointage complet en catégorie FiB.

La plupart des concurrents et quelques-unes des épouses ont franchi la courte distance menant au chalet de Ladi afin de prendre part à un rassemblement social et déguster un barbecue. Leslie avait préparé des hamburgers maison et nous avons eu

suite à la page 83

SAM / FREE FLIGHT

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CONTEST REPORT

JACK MCGILLVRAJ OPEN

JULY 17TH TO 18TH, 2021

By Tony Mathews

Leslie Farkas and I decided to postpone the Canada Cup/Huron Cup FAI contests until August with the hope that our American friends would be able to travel north of the border to participate.

Rather than let the weekend previously scheduled go to waste, we decided to hold another contest for our club flyers and Leslie had the wonderful idea to pay tribute to our late, great all-around Free Flight master, Jack McGillvray.

We decided to make a mixture of FAI events and Open events so we could see many types of models in the air over the weekend.

The weather forecast for the weekend did not look promising as late as the Friday before, but, all summer, we had experienced forecasts not proving to be accurate as the active and variable conditions could change by the hour. A few people did get scared by the forecast, but we had a promising turn-out on Saturday morning, including a few faces we haven't seen for many years. As it turned out, the weatherman was wrong again (thankfully!) and Saturday morning was overcast with light winds from the East.

FAI events began with three out of four F1B models landing in tall corn on the West side of the field. Patrick MacKenzie had the misfortune of a prop fold on the wing and dropped the first round, but at least avoided the corn!

Tony Mathews forgot to bring his cell phone while hunting for his model in the corn and after finding the model, got turned around and walked nearly a kilometer in the wrong direction! Even a humble compass would have helped! I'll try to avoid that mistake next time!

Leslie Farkas was the only F1A flyer to drop the first round.

Round two saw a reduction in wind speed and a slight shift towards the North-East and generally, models were staying within the confines of the sod farm. A very

pleasant day settled in and many nice maxes were recorded with fairly easy retrieval distances.

Round three saw Bernard Guest drop with a poor launch, putting his model well off pattern. The acrobatic judges gave him a high score!

Patrick MacKenzie was test flying a new Souper P-30. It looked to fly very well indeed and he put up several nice maxes in between F1B flights. Patrick has two new, modern F1B models and is getting the hang of launching with a delayed prop. His models looked good and flew very well.

Dima Silin was also testing a new P30 with foam flying surfaces. It was starting to get into trim as well.

John Foley called us earlier in the week and asked if we could make him some rubber motors for his Open rubber model which had not flown in something like 60 years! It was Jack McGillvray's classic "Blimp" lightweight Open Rubber design which John wanted to fly to honour his memory of Jack.

John had patched several holes in the tissue and the model looked in remarkable shape for such an old airplane! A few low turn test flights showed the model still in trim!

With Bernard's help, John put up an official flight which was absolutely majestic! A beautiful flight that floated in a gentle patch of lift and did not drift very far at all in two minutes. Jack must surely have been watching and approved!

We tried to talk John into making three flights but he had accomplished his tribute and was very satisfied. We made him promise to bring the model back next year to give it a go again!

Round four saw a controversy in F1A. Jama Danier launched his model with the line still attached. It looped and began stalling badly. The timekeeper did not see the flag come off the model and gave Jama an attempt. On the re-flight (with a different model) Jama maxed. But several flyers had seen the flag come off the model. It was decided to let Jama continue until this could be sorted out.

Meanwhile the F1C flyers, Yury Shvedenkov, and Rostislav Perchinsky were putting up some nice maxes. They had decided to camp out in the middle of the field, away from the rest of us, which

certainly saved our ears! Rost dropped 9 seconds only in round 2 while Yury maxed out.

I asked how they had avoided the crops since they were situated closer to the West than we were and the answer I received was that they didn't. But with GPS, they had no issues retrieving.

The ageless Peter Allnutt was flying well but unfortunately dropped the last round. So there were two clean in F1A, with Jama and Vidas Nikolajevs waiting for a fly-off.

Ladi Horak followed Bernard's lead and had an acrobatic flight in round 4 with a poor launch. I managed to stay clean and ended up with the only full score in F1B.

Most of the competitors and some of the wives travelled the short distance to Ladi's cottage nearby and enjoyed a great social event with a BBQ and discussion. Leslie had prepared homemade hamburgers and we had a great time amongst Ladi's backyard forest. We really appreciate Ladi hosting this annual BBQ. It's one of the highlights of the year!

The gentle breeze dropped off and most of us headed back out to the field in magical, calm conditions to witness the F1A fly-off. Jama was testing a new carbon winged flapper with a Brian Eggleston airfoil. Vidas had an LDA model which he had trimmed in 2019 before the World Champs.

Both launched well, but Jama was higher and did just under 8 minutes for a convincing win. But a discussion with the round four timekeeper and the CD resulted in Jama receiving a corrected score of 43 seconds for the flight and thus, his fly-off score was nullified.

This put Vidas into first with Peter Allnutt second and Chris Lenartowicz in third.

Sunday morning dawned very calm with an ideal wind direction from the North. We had five flyers in Coupe D'hiver (F1G) with Dima Silin trying out the event for the first time. Patrick MacKenzie also had a new Coupe (a Souper Coupe to match his Super P30!) which he was flying and trimming as he went along. Bernard Guest had one of Barry Condon's old 40-gram Wakefield models and was going to try flying it in Open Rubber.

Patrick brought out his "Copy Cat" Open

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SAM/VOL LIBRE EXTÉRIEUR

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L'année dernière (2021) a été tranquille pour le vol libre intérieur puisque la plupart des lieux de rassemblement était fermée en raison de la pandémie. Nous espérions que le Championnat mondial de FiD soit disputé en décembre. Voici ce qui est arrivé.

Le Championnat mondial de FiD, prévu pour le mois de mars 2020 a été annulé deux semaines auparavant. Quelle frustration! Notre équipe était prête à entrer en action – les maquettes, les billets d'avion, les réservations, tout était prêt.

L'évènement a été remis au début décembre (6 au 9) 2021 et tout portait à croire qu'il irait de l'avant. Notre équipe (Arend Borst, Edmund Liem et Dmytro Silin) s'est réunie à Vancouver pour une journée de pratique. Nos maquettes étaient fin prêtes depuis mars 2020. Nous avons testé plusieurs nouvelles combinaisons d'élastiques et hélices. Nous nous étions mieux préparés!

Les mauvaises nouvelles sont arrivées tout de suite après cette rencontre. Edmund a été obligé d'annuler sa participation pour des raisons personnelles.

Nous avons la chance de connaître un remplaçant. Vlad Linardic, notre ancien coéquipier et président de comité, s'est manifesté. Une fois de plus, nous avons une équipe complète!

Nous avons établi la marque chrono à atteindre ou dépasser : 150 minutes de temps de vol. Puisque les deux meilleures rondes (sur un total de six) comptent envers le pointage, chacun d'entre nous devait afficher des temps de vol de 25 minutes. Raisonnablement très ambitieux derrière les 150 minutes : Selon les Championnats mondial et européens précédents, 150 minutes au sein de l'équipe nous assureraient une place sur le podium d'équipe.

Eh bien voilà, le sort nous a encore joué un vilain tour. Tout juste quelques jours avant notre départ, le Championnat (celui de 2020) en Roumanie a été carrément annulé. Nos amis roumains ont été en mesure de nous trouver une façon d'accéder à la mine de sel afin de pratiquer pendant quelques jours. Nous avons décidé d'y aller!

Il n'est pas facile de faire évoluer des maquettes dans la mine de sel. Lorsque que



vous faites voler l'une des vôtres à domicile ou dans un gymnase local et que celle-ci atteint le plafond, vous pensez alors : « j'aimerais donc avoir un plafond plus élevé! » Eh bien, dans la mine, ce plafond se trouve 54 mètres plus haut. Le problème est tout à fait inversé : « Comment vais-je faire grimper mon avion jusque là-haut afin de maximiser mon temps de vol, mais sans que la maquette se coince à quelque part? » De plus, ces maquettes doivent être suffisamment robustes et raides afin d'encaisser le coup en grimper rapide. Rappel : nous parlons aussi d'une maquette d'environ 1,4 gramme munie d'un élastique de 0,4 gramme. Après cinq jours de vols, nous étions à tout juste quelques minutes de notre objectif de 150 minutes.

Le meilleur chrono d'Arend était de presque 23 minutes. Le mien était de 25,5 minutes. Vlad a atteint les 26,5 minutes! Est-ce que vous vous demandez ce qui arrive

à une maquette qui se coince tout en haut de la mine? Le plafond est plat mais on retrouve toujours des passerelles sur les flancs. Si votre maquette termine son envolée sur l'une d'elles, vous ne pouvez pas tout simplement marcher quelques pas et la ramasser au sol. Quelques rares mineurs sont formés afin de récupérer ces avions miniatures. Il leur faut 20 minutes pour grimper les 200 marches jusqu'en haut et pour retourner leur butin à l'emplacement de vol.

Puisque nous sommes aux prises avec une autre vague de COVID-19, nous devons tous demeurer à la maison. Trois concours postaux ont été lancés et se poursuivent : Scraps, Walkalong Gliders ainsi qu'Embrio. Nous venons d'apprendre que le Spring Fling de Pontiac (Michigan) est prévu cette année pour le samedi, 30 avril.

Veuillez communiquer avec moi ou consulter notre page Facebook pour lire les détails (Indoor Free Flight).. ✈

INDOOR FREE FLIGHT



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The 2021 was a quiet year for Indoor Free Flight as most of our venues were closed due to the global pandemic. We were hoping that the F1D World Championship will take place in December. Here is what happened:

The 2020 F1D World Championship (in March of 2020) was cancelled two weeks before the start. What a frustration! Our team was ready to go – models, airplane tickets, reservations.

The event was rescheduled for December 6-9, 2021. The postponed Championship was still a go at the end of 2021. Our team, Arend Borst, Edmund Liem, and Dmytro Silin, was able to get together in Vancouver for one day of practice. Our models were ready since March 2020. Anyway, we tested several new rubber motor – propeller combinations. We became even more prepared!

The sad news came right after the

meeting. Edmund had to cancel his participation for personal reasons. We were lucky to have a substitute for the team. Vlad Linardic, our former team member and former Committee Chair, stepped up.

We set the team goal – 150 minutes. As two best rounds count out of six, each of us should repeatedly put up 25 minutes flights. The reason behind 150 minutes is very ambitious. Based on past World and European championships, the 150 minutes total would guarantee a spot at team podium.

And then, it happened again. Just a few days before our departure, the postponed 2020 World Championship in Romania was completely cancelled. Our Romanian friends were able to arrange access to the salt mine for several days of practice, so we decided to go!

Flying in the salt mine is not easy. When you fly a rubber-powered model at your home or a local gym and you hit the ceiling, you'd think "I wish I had higher ceiling!" Well, in the Mine the ceiling is 54 meters high. The problem becomes quite the opposite – "How do I climb all the way up to

maximize my flight time, but don't get stuck up there?" Your model, a 1.4-gram model airplane with just 0.4 gram rubber motor on it, must be strong and stiff enough to withstand loads during a fast climb.

At the end of five days of flying, we were just a few minutes short of our 150 minutes goal. Arend's best flight was almost 23 minutes. My best time was 25.5. Vlad was able to pull 26.5!

Do you wonder what happens if a model gets stuck on the very top of the salt mine? The ceiling is actually flat, but there are catwalks on the sides. If your model gets on a catwalk – you can't just go and pick it up. There is a couple of specially-trained miners that can handle indoor models. It takes 20 minutes to climb up 200 stairs to the very top and then get to the flying site.

With another COVID-19 wave, we all have to stay home. There are three postal contests running now – Scraps, Walkalong Gliders, and Embrio. We've also just found out that the Spring Fling in Pontiac MI is scheduled this year for Saturday, April 30. Please contact me or visit our Facebook group for details – Indoor Free Flight. ✈

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PROBLÈME DE MICROLOGICIEL SUR LES DX6

L'émetteur Spektrum DX6 est devenu un incontournable au sein de la gamme de cette compagnie. Discontinué au profit du NX6, le DX6 a tout de même plusieurs années de service en réserve. Mais pour l'instant, ce dernier vit un problème de micrologiciel (firmware, en anglais) Airware (version 2.08).

Apparemment, une partie du code du NX6 s'est infiltré dans le micrologiciel du DX6 en cours de conception. Malgré son nom, l'émetteur NX6 est à 7 voies; la voie supplémentaire sert aux fonctions de modification.

Le code erroné signifie que sur certains écrans – notamment en mode « Reverse » -- le DX6 pense qu'il est doté de sept voies et essaie, sans succès, de les montrer toutes. Résultat : il est très facile de renverser la mauvaise voie... comme je l'ai découvert en aidant à changer une voie alors que je me trouvais au terrain de vol.

Même si j'ai soigneusement choisi mes débats, j'ai inversé la voie des ailerons en sortant de l'écran. Heureusement, l'écrasement qui a suivi a été moins destructeur qu'il aurait pu l'être. Oui, nous aurions dû vérifier le débattement des ailerons avant le décollage... Mon acte de contrition, c'était de réparer la maquette.

Si vous avez un émetteur de génération DX6, G2 ou G3, vous avez deux options :

Soyez très prudents en utilisant l'écran de mode « Reverse » et revérifiez que vous avez bien configuré ce que vous voulez faire ou

Retournez au micrologiciel 2.07.

Le principal désavantage de ce dernier, c'est qu'il n'offre pas l'accès à la fonction « Forward Programming » pour les récepteurs comme les AR630 et AR631.

Heureusement pour les usagers, le 26 janvier 2022, Spektrum a distribué la version 2.09 d'Airware, ce qui corrige un problème spécifique aux émetteurs DX6 et DX6e, en plus d'apporter certaines améliorations et correctifs à la gamme des émetteurs DX.



Turbo Timber Evolution using floats on the snow. / Turbo Timber Evolution sur flotteurs dans la neige.

Notez que ce problème n'affecte en rien l'opération normale de l'émetteur et qu'il n'affecte pas les autres émetteurs Spektrum.

Localisation de problème : L'Émetteur en premier

Plusieurs problèmes surgissent en vol télécommandé et requièrent qu'on localise le problème; certains d'entre nous pensent même que ça fait partie du plaisir de nous adonner à notre passe-temps! L'un d'entre eux, c'est lorsque la maquette ne répond pas correctement au signal de l'émetteur. Par exemple, le moteur ne démarre pas lorsqu'on actionne la manette des gaz.

Pour identifier et corriger le problème, il est important d'adopter une approche songée et systématique afin de poser notre diagnostic. Histoire de vous aider, voici un conseil qui s'applique à n'importe quel type d'émetteur :

Amorcez votre localisation de problème par votre émetteur.

Ceci signifie que vous devez débrancher votre maquette, retirer l'hélice (par sécurité) et vous concentrer sur ce que l'émetteur essaie de dire à votre maquette. En d'autres mots, examinez soigneusement ce qui se passe sur l'écran lorsque vous actionnez les contrôles. Analysez comment les barres témoins s'agitent avec les manettes et les interrupteurs et notez le chiffre affiché qui est associé avec les positions de contrôle.

Par exemple, en certaines instances, le moteur qui ne veut pas démarrer parce que la voie réservée aux gaz ne descend pas suffisamment bas pour armer le contrôleur de vitesse; il pourrait suffire d'abaisser

le « trim » des gaz. L'écran vous aidera à décider si c'est là, la réponse.

Bien sûr, l'émetteur peut être parfaitement réglé et le problème pourrait se trouver ailleurs, tel qu'un contrôleur de vitesse qui doit être recalibré. Mais débutez toujours en examinant la programmation de l'émetteur, ne serait-ce que pour éliminer cette possibilité.

DES FLOTTEURS SUR LA NEIGE

Lorsque vous lirez ceci, il y aura probablement encore de la neige au sol. Bien que les skis soient la façon habituelle de s'adapter aux conditions hivernales, les flotteurs peuvent être une alternative très efficace, comme le montre la photo de mon Turbo Timber Evolution préféré.

Deux conseils.

Premièrement, les flotteurs conviennent parfaitement sur neige folle mais son aisément endommagés sur de la glace, alors renforcez-en le dessous avec, par exemple, le ruban Scotch extrême ou le Duck Tape orange fluo, pour de la visibilité supplémentaire.

Deuxièmement, les flotteurs ne changent pas de cap aisément sur la neige, alors si vous voulez vous éviter une expédition de récupération – et de faire de gros trous de botte sur votre piste improvisée – améliorez vos aptitudes de déplacement au sol de votre maquette. Atterrissez en aval de vous de sorte à faire faire du taxi à votre avion en remontant le vent vers vous. Passez au débattement accru (« high rate ») sur la direction et appliquez les gaz par saccades afin de faire virer votre avion. ✈

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DX6 FIRMWARE PROBLEM

The DX6 has been a mainstay of the Spektrum DX transmitter line for years. Now discontinued in favor of the NX6, the DX6 still has many years of service ahead of it. But right now, it has a problem with the current Airware (version 2.08).

Apparently, a bit of NX6 code slipped in during preparation of the DX6 firmware. Despite its name, the NX6 is a seven-channel transmitter, with an extra channel that works for switching-type tasks.

This erroneous code means that in some screens, notably Reverse, the DX6 thinks it has seven channels and tries, unsuccessfully, to display all of them. As a result, it's all too easy to reverse the wrong channel, as I discovered while helping to change an auxiliary channel at the field.

Although I checked very carefully, I inadvertently reversed the aileron channel as I exited the screen. Fortunately, the resulting crash was less destructive than it might have been. Yes, we should have checked aileron direction before takeoff, so my penance was repairing the model.

If you have a DX6, G2 or G3, you have two options:

1) be very careful when using the Reverse screen, and double check that you get it right

or

2) revert to Airware 2.07.

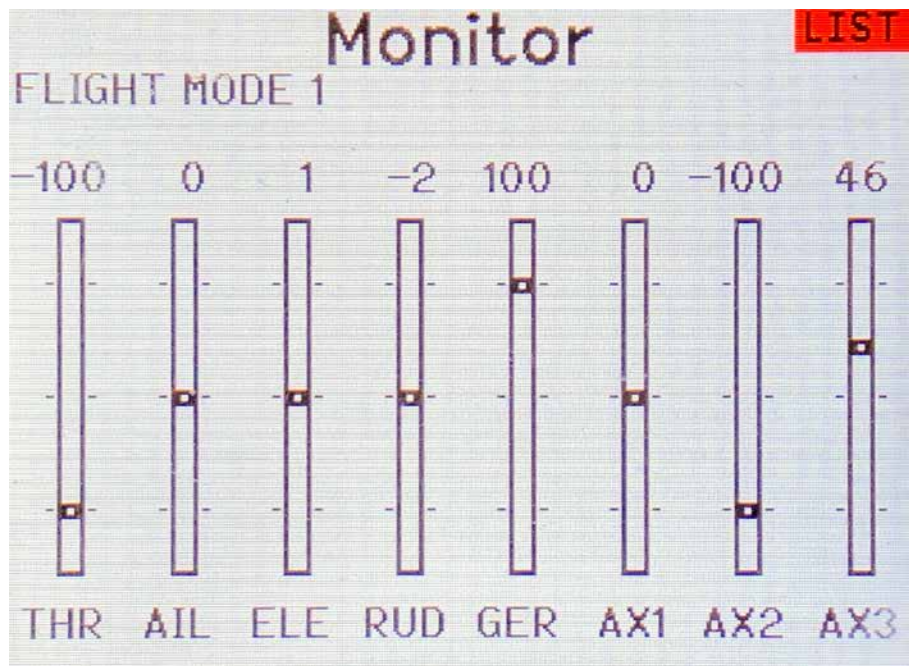
The main disadvantage of the latter is that it doesn't provide Forward Programming access for receivers such as AR630 and AR631.

Happily, on January 26, 2022, Spektrum issued Airware version 2.09, correcting this specific problem for the DX6 and DX6e and making various improvements and fixes for the DX range.

Note that this issue doesn't affect normal operation of the transmitter or apply to any transmitters other than the DX6.

Troubleshooting: Transmitter First

There are lots of problems in RC that require troubleshooting; some of us think



NX10 monitor screen. / L'écran du NX10.

that's part of the fun of our hobby! One type occurs when the model doesn't respond correctly to the transmitter commands. For example, the motor doesn't start when the throttle is advanced.

To identify and correct the issue, it's important to adopt a thoughtful and systematic approach to diagnosis. To help you, here's a tip which applies to whatever type of transmitter you are using:

Start your troubleshooting with the transmitter.

This means, unplug the model, remove the propeller (for safety) and focus on what the transmitter is trying to say to the model. In other words: Look really carefully at what happens on the monitor screen when you move the controls. Analyze how the bars move with the sticks and switches, and note the numbers associated with control positions.

For example, some cases of the motor failing to start result from the throttle channel not going low enough to arm the ESC; this may be as simple to solve as lowering throttle trim. The monitor screen will help you to decide if this is the answer.

Of course, the transmitter may be set

up perfectly and the problem may lie elsewhere, such as an ESC that needs to be recalibrated. But always start by examining the transmitter programming, if only to eliminate it from the list of suspects.

FLOATS ON SNOW

When you read this, there may well still be snow on the ground where you fly. Though skis are the usual way to adapt to winter conditions, floats can be a very effective alternative, as the picture of my favourite Turbo Timber Evolution shows.

Two cautions.

First, floats are great on soft snow but can be easily damaged on ice, so reinforce the bottoms with, for example, Scotch Extreme Strapping Tape or fluorescent orange Duck Tape for winter visibility.

Second, floats don't turn well on snow, so to avoid trekking after the plane on landing, making footprints in the nice smooth snow, sharpen your ground handling skills. Land downwind of yourself so you can taxi upwind towards you. Use high rate on rudder and give short but strong blasts of power to get the model to turn. ✨

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Eh bien, Bonne année, tout le monde! Avec un peu de chance, l'année qui commence aura un air un peu plus normal, mais mon vœu n'a aidé en rien lorsque je l'ai prononcé pour 2021.

Si vous vous êtes gardé au courant de vos NOTAMS du MAAC, vous avez probablement lu que les ententes réciproques entre le MAAC et l'AMA américaine n'existent plus. Depuis toutes les années que je suis membre du MAAC – environ 40, maintenant – c'était un fait accompli.

Ce que ça signifie maintenant pour les membres qui sont des pilotes de maquettes à turbine? Rien si vous n'avez pas l'intention de piloter vos maquettes aux États-Unis. Si c'est cependant votre intention, vous aurez à franchir certaines et nouvelles étapes. En premier lieu, vous devrez devenir un membre associé ou en règle de l'AMA.

Si vous avez déjà voyagé dans ce but aux États-Unis, vous devriez vous être déjà muni d'un certificat ou enregistrement Small UAS (pour petits engins non-habités télépilotes) de la FAA américaine. Si vous ne l'avez pas fait, c'est assez simple de se le procurer, moyennant environ 5,00 \$US, je crois, après quoi les autorités vous enverront votre carte. Lorsque je m'en suis occupé il y a quatre ou cinq ans, la tâche était plutôt ardue : j'avais besoin d'une adresse IP américaine. Les administrateurs semblent avoir évolué en ce que je n'ai pas eu de difficulté à renouveler mon adhésion l'année dernière à l'aide d'une adresse de chez Shaw.

Ensuite, vous devrez effectuer un test TRUST de la FAA. Je ne l'ai pas fait – côté logistique, je ne me rends pas à des rassemblements ou clubs américains. Celui que je fréquentais dans l'état du Washington a pris fin depuis quelques années.

« TRUST » signifie « The Recreational UAS Safety Test ». Il est administré en deux parties. Dans la première, ce sont des

renseignements sur la façon de le réussir. Dans la deuxième, on vous présente un examen à choix multiples. On ne peut échouer puisque toute mauvaise réponse vous enjoint de ressayer jusqu'à ce que vous obteniez la bonne réponse. Ce test est gratuit.

Si vous êtes un membre du MAAC et que vous avez obtenu votre certificat d'opérateur (de maquettes à) turbine, vous êtes qualifié à piloter une telle maquette en sol américain. Aucun changement, aucune qualification supplémentaire, voilà, c'est fini. Allez vous amuser. Plus que jamais, il est important que vous obteniez votre certificat canadien si vous voulez piloter l'un de vos appareils aux États-Unis.

Et maintenant, la grande question : comment un Canadien muni d'une adhésion à l'AMA se qualifie-t-il pour piloter un jet à turbine avec un tel certificat? Dans le document du programme pour maquettes de turbines de l'AMA américaine – disponible au site web de l'organisme – on retrouve au bas :

« Puisque la majorité des concurrents étrangers qui se rendent à des événements parrainés par l'AMA s'apercevraient qu'il est difficile de se conformer aux exigences d'obtention d'un certificat d'exemption pour appareils à turbine, le conseil exécutif de l'AMA a approuvé la disposition suivante en date du 1er janvier 1997 : 'L'AMA acceptera une lettre de l'Aéro Club national qui stipule que le pilote est qualifié et expérimenté en maniement (pilottage) d'une maquette mûe par turbine.' Bien que les concurrents étrangers ne doivent pas obtenir une exemption (pour appareils à) turbine, ils doivent quand même se conformer aux exigences du programme de (maquettes à) turbine de l'AMA, à l'exception des points 20 à 32. » (traduction libre)

J'étais en contact avec mon vis-à-vis aux États-Unis, Robert Klenke, de la Jet Pilots Organization (JPO) et j'ai logé une requête au nom des pilotes qualifiés (détenteurs du certificat canadien) afin que le libellé de notre certificat canadien soit inclus dans le passage plus haut. (Si vous ne connaissez pas la JPO, il s'agit d'un groupe à intérêt particulier qui offre une

direction à emprunter et des conseils quant à l'opération sécuritaire des maquettes à turbine.)

Je vous dirais que les choses s'annoncent bien. L'exécutif de l'AMA m'a dit que le libellé de l'Aéro Club du Canada – ce qui nous offre la disposition nous permettant de voler sous l'égide du certificat canadien – suffit. Demeurez aux aguets pour toute mise à jour.

Vous pourriez dire qu'il vous suffira d'obtenir une exemption « turbine » de l'AMA au moment de vous rendre aux États-Unis. Peut-être certains pilotes pourront-ils s'en prévaloir mais possiblement pas tout le monde. Si vous passez l'hiver dans le Sud et que vous avez du temps et que vous pouvez compter sur l'aide de pilotes expérimentés (dont l'un doit être un directeur de concours), cela pourrait fonctionner en votre faveur.

Mais si vous êtes un pilote qui participe à des concours de fin de semaine et que vous voulez tout juste vous amuser sur place; si vous avez besoin de l'exemption; et si personne sur place ne vous connaît; il se pourrait que vous deviez confier votre maquette à quelqu'un (qui, à votre tour, vous ne connaissez pas) par le biais d'une boîte-école et qui, conséquemment, contrôlera votre avion. Ma suggestion, ce serait de vous qualifier pour votre certificat ici au Canada avant de faire de la route aux États-Unis pour y faire évoluer votre maquette.

Une fois que vous aurez les certifications et les adhésions décrites plus haut, vous pourrez alors piloter votre jet aux États-Unis en votre qualité de membre du MAAC. Je dois insister une fois de plus que lorsque vous pilotez votre maquette aux États-Unis, vous êtes un membre de l'AMA et que vous devez observer tous leurs règlements.

Lorsque j'aurai davantage d'information sur de quelconques changements au certificat lorsque quelqu'un pilote aux États-Unis, je vous la transmettrai.

C'est tout pour l'instant. Bonne construction et si vous êtes chanceux, bons vols au cours de l'hiver. ✨

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Well, Happy New Year everyone! Hopefully, this coming year has a bit more normal to it, but somehow, that didn't pan out when I said that about 2021.

If you have been keeping up with your MAAC NOTAMS, you most likely read that reciprocal agreements don't exist anymore between MAAC and the AMA. For as many years as I have been a MAAC member, and that's counting about just over 40 now, the reciprocal agreement between the two organizations has been a given.

So, what does this mean to members that are turbine-powered aircraft pilots. Nothing if you have no ambitions of flying your aircraft in the U.S. If you do, you will have some new hoops to jump through. First, you will have to become either an associate or full member of the AMA.

If you have made trips to the U.S. before, you should have acquired a FAA Small UAS Certificate of Registration. If you have not obtained one of these before, they are fairly simple to acquire, just pay the fee, which I think is still \$5.00 U.S. and they send you a card. When I initially did this about 4-5 years ago, this was a bit of an arduous task: it required an American IP address. They seem to have evolved with this as I had no problem with my renewal last year, using my Shaw address.

Next, you will have to take a FAA Trust test. I have not obtained one of these, as at this point in my logistics, I don't have any American events or clubs that I have been attending. The one event that I attended in Washington state, ended a few years ago.

TRUST stands for The Recreational UAS Safety Test. This is a two-part test,

consisting of part one with information about how to pass the test and the second portion is a multiple-choice exam. The test cannot be failed, as any wrong answer given by the individual testing will result in being prompted to try again until you get the correct answer. The test is free.

Importantly, if you are a Canadian MAAC member and obtained your Turbine Operators Certificate (TOC), you are qualified to fly a turbine-powered aircraft in the U.S. No changes, no extra qualifications, you're all done. Go fly and have fun. So, it is now more important than ever for those wishing to fly in the U.S., to obtain a TOC.

The question would be how can a Canadian with an AMA membership qualify for flying a turbine-powered aircraft, with a TOC? In the AMA Turbine Program Document, available on the AMA website, it states on the bottom note:

"Since the majority of foreign contestants attending AMA sanction events would find it difficult to comply with the requirements of obtaining an AMA turbine waiver, the AMA Executive Council has approved the following provision effective January 1, 1997: 'AMA will accept a letter from the National Aero Club stating that the pilot is qualified and experienced in operating a model powered by a turbine engine.' While foreign contestants don't have to obtain a turbine waiver, they are still required to comply with the AMA Gas Turbine Program, except for items 20-32."

I have been in touch with my counterpart in the U.S., Robert Klenke, of the Jet Pilots Organization (JPO) and I have made a request on behalf of TOC qualified pilots, to have TOC specific wording included in the above notation I have included above. (For those of you that are not familiar with the JPO, they are special interest group, that

provide the AMA direction and advice in the safe operation of turbine powered aircraft.)

At this point, it is looking very promising. I have been told by the AMA executive, that the wording National Aero Club (Aero Club of Canada?), which is what is giving us this provision to be able to fly under TOC qualifications now is adequate. Keep your eyes peeled for further updates on this in the future.

You might say that you will just obtain an AMA turbine waiver when you travel to the U.S. This might be available to some, but possibly not to all. If you are an individual who winters down in the states and you have the time and the experienced turbine pilots (of which one must be a contest director) to help you obtain a waiver, it may work for you.

But if you are a weekend event flyer and you just want to cross the border and enjoy the event; if you are needing a waiver; and you are unknown to the people there; you may have to make several buddy-box flights with someone else that you don't know, who is in full control of your aircraft. My suggestion would be to qualify for your TOC here in Canada before you head down and flying right away.

Once you have all of the certifications and memberships above, you can now fly your turbine-powered aircraft in the U.S., being a Canadian MAAC member. I will stress again that when you are flying your aircraft in the U.S., you are a AMA member and you must abide by all their rules.

When I get more information about any changes to the TOC when flying in the U.S., I will pass them along to you.

That's all far now. Happy building and if you're so lucky, happy flying during the winter. ✈

COURSE AUTOUR DE PYLÔNES

Roy Andrassy - 10064-L CD

Chef de Comité

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Bonjour, amateurs de course autour de pylônes.

L'année 2021 a été compliquée pour tous les adeptes. Des concours ont été retardés ou annulés, les réunions Zoom étaient souvent silencieuses, il devient de plus en plus difficile d'obtenir du matériel de modélisme. On se bute aussi à davantage de réglementation gouvernementale au sujet de notre espace aérien et de notre liberté de faire voler nos maquettes!

Eh bien!

J'ai confiance que nos terrains de vol (approuvés par le MAAC) maintiendront leurs droits, privilèges et statut juridique par opposition aux drones de livraison et de poste qu'on annonce dans le ciel!

Merci

Premièrement, je remercie les nombreux collaborateurs qui ont fourni des articles intéressants dans cette chronique. Merci à nos frères de l'Ontario!

Deuxièmement, je remercie des directeurs de concours et les aides de camp d'avoir organisé des concours de course autour de pylônes partout au Canada.

Le président et Grand vizir de la Canadian Prairie Pylon Racing Association, Cecil Graval, a transmis son

message de fin d'année. Il a remercié les concurrents de leur participation dans les provinces de l'Ouest. Il m'a aussi déclaré grand champion 2021 selon l'accumulation des pointages en Q500 et en Q40.

Les préparatifs sont déjà en cours en prévision de la saison 2022 de la CPPRA. Demeurez aux aguets quant à toute annonce de concours. L'avenir promet! COVID-19, va-t-en! Merci Cecil pour tout votre travail au sein de la CPPRA en prévision de 2022. Vous trouverez d'autres renseignements au site web de cette association.

Sous-Comité de la Fai

J'ai eu le plaisir de participer à une réunion Zoom mondiale qu'a animée Barrie Lever (qui dirige le sous-comité des courses autour de pylônes de la FAI), le 30 décembre 2021. Quelque 35 personnes de partout au monde y ont pris part. Bonne rencontre et c'était intéressant d'obtenir le son de cloche de notre discipline d'un peu partout sur le globe.

Barrie et Dan Kane ont indiqué que les préparatifs sont en marche afin de présenter le Championnat mondial (qui avait été retardé) de F3D/F3E à Muncie (Indiana), en juillet prochain. Un avis de participation sera envoyé vers le mois de février dans tous les pays de la FAI. Barrie a indiqué qu'il espérait toujours présenter le Championnat mondial (course de pylônes) lors d'années impair, si bien que le prochain

championnat mondial serait disputé en 2023.

La planification préliminaire des Championnats mondiaux successifs est en cours jusqu'en 2029. Quelle vision!

Carlton Smith, basé au Qatar, est en communication avec Barrie relativement à un possible Championnat mondial dans ce pays, en 2027. Paraît-il qu'il pourrait y avoir du financement gouvernemental de ce pays-hôte afin d'aider les participants à s'y déplacer; il y aurait aussi du potentiel de présenter des prix aux meilleurs pilotes de chaque catégorie. Ça promet aussi!

Je serai en contact avec Carlton afin de garder un œil sur la situation; je vous encourage encore une fois à demeurer aux aguets. Préparez vos maquettes de F3D et de F3E pour de la compétition de calibre relevé!

Club 20

La saison du Club 20 CMPRA vient de se terminer. Nous avons accueilli environ neuf concurrents lors de six rassemblements entre novembre 2020 et septembre 2021. C'est une course autour de pylônes qui est très amusante et, qui plus est, qui ne requiert pas une armée de bénévoles. Félicitations aux gagnants de la saison : Roy Andrassy (première place), Delbert Godon (deuxième place) et Ted Ellefson (troisième place).

Je vous souhaite une excellente année 2022 : bonheur, prospérité et santé! ✈

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A group photo of the pilots at the Club 20 season finale./ Photo de groupe lors de la finale de saison au Club 20.

Roy Andrassy - 10064-L CD

Committee Chair

403-805-9520 | royandrassy@shaw.ca

Hello, pylon race fans.

2021 has been a complicated year for all our pylon enthusiasts. Contests have been delayed or cancelled, meetings are via Zoom or muted entirely, obtaining modeling supplies becomes more and more complicated/challenging all the time. More and more government regulations are generated regarding our airspace and flying freedom!

What the Hay!

I have faith that our MAAC-sanctioned flying fields will have rights, privilege and total legality over the oncoming delivery drones and mail drones that may soon populate our skies!

THANKS

First, I would like to thank the multiple content contributors who have provided interesting articles for the Pylon column. Thanks to the pylon brethren from Ontario!

Secondly, I would like to thank all the contest directors and helpers who have put on pylon contests throughout Canada.

The President and Grand Poobah of the Canadian Prairie Pylon Racing Association, Cecil Graval, has sent out his

year-end message. He thanked the many pylon competitors for attending the pylon contests in the western provinces. He has also declared me as the overall champion for 2021 based on his Q500 and Q40 points accumulation.

Plans are well under way for the 2022 CPPRA racing season calendar. Stay tuned for contest announcements in the future. The future looks bright! COVID-19, go away! Thanks, Cecil, for all your work in moving the CPPRA forward to 2022. More info is available on the CPPRA website.

FAI SUB-COMMITTEE

I had the pleasure of attending a worldwide Zoom call hosted by Barrie Lever, the head of the FAI pylon Sub-Committee on December 30th, 2021. There were 35 attendees from all over the world. It was a great Zoom meeting, and it was interesting to hear about the pylon situations from all over the world.

Barrie and Dan Kane indicate that plans were well under way for the delayed F3D/F3E World Championships in Muncie, Indiana, in July 2022. A participation count will be sent out some time in February to all the FAI countries throughout the world. Barrie indicated that plans were still in effect to continue with Pylon World Championships on the odd calendar years so the next pylon World Champs will be in

2023.

Preliminary planning for World Championships is in the works all the way out to 2029. Wow, talk about forethought!

Carlton Smith in Qatar has been in contact with Barrie regarding a potential Pylon World Championship in 2027 in Qatar. Sounds like there will be some Qatar government funding to help get the participants to that country and there is also a potential for some prize-winning awards for the top flyers in each category. Wow, that sounds great.

I will be in contact with Carlton to stay on top of the developing situation so stay tuned, boys. Get your F3D and F3E birds dialed in for some serious competitions in the future!

CLUB 20

The CMPRA Club 20 season has come to an end. We had about nine racers compete over six events from November 2020 to September 2021. This is a club pylon event that is loads of fun and does not require a bunch of help to run. Congratulations go out to the season winners: Roy Andrassy (1st place), Delbert Godon (2nd place) and Ted Ellefson (3rd place).

I wish everyone a happy, prosperous, and healthy 2022. ✨

PLANEUR RC

Fabien Gagné - 87950

Chef de Comité

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Pour cette chronique-ci, nous vous offrons une mise à jour sur les préparatifs entourant

les disciplines – et Championnat mondial respectif – du F3K et du F5J.

ÉQUIPE CANADA F3K 2022

L'inscription des pilotes en prévision des Épreuves d'équipe s'est conclue le 16 janvier 2022. Le Comité n'a reçu que trois inscriptions en catégorie sénior et aucune chez les juniors. Conséquemment, nul besoin de disputer une Épreuve d'équipe à Martin (Slovaquie), fin juillet 2022.

Je suis fier d'annoncer que les pilotes suivants constitueront Équipe Canada F3K 2022 :

Eitan Rotbart (de l'Ontario)

Thomas Shing Woon Lee (de la Colombie-Britannique)

David Webb (de la Colombie-Britannique)

Ces personnes sont toutes des pilotes d'expérience qui ont une feuille de route enviable de concours internationaux.

L'aboutissement de ce Championnat est encore incertain mais s'il devait aller de l'avant, cette excellente équipe est prête.

SÉLECTION – CHAMPIONNAT MONDIAL DE F5J EN 2023

Attention à tous les pilotes de F5J. Voici une invitation afin d'exprimer votre intérêt à représenter le Canada lors du prochain Championnat mondial de F5J en Bulgarie, en août 2023.

L'appui financier du MAAC sera limité, si bien que les modélistes intéressés doivent s'attendre à financer la majeure partie de leurs dépenses et de posséder un nombre suffisant de maquettes en prévision d'un évènement mondial. Si on constate plus de trois inscriptions au sein d'une catégorie (sénior ou junior), l'épreuve de sélection d'équipe – document à l'appui ici – sélectionnera les meilleurs candidats selon les résultats d'une compétition de deux jours.

Si on retrouve trois inscriptions – ou moins – l'équipe sera formée grâce aux candidats sans procéder à une épreuve d'équipe. Ne vous inscrivez que si vous êtes persuadé de pouvoir vous rendre à l'épreuve de sélection d'équipe et que vous songez sérieusement à vous rendre au Championnat mondial.

Exceptionnellement, si nous souhaitons la bienvenue à plus de trois concurrents – et si les conditions de confinement rendent nullement pratique la tenue d'une épreuve d'équipe – le Comité se réserve le droit d'annuler ledit évènement et de désigner les pilotes qui constitueront l'équipe, depuis la liste des pilotes inscrits. Si moins de trois pilotes s'inscrivent au sein d'une catégorie donnée, le Comité se réserve aussi le droit de faire appel à nos membres afin de pourvoir les postes.

INSCRIPTION

Les inscriptions sont officiellement ouvertes, et ce, jusqu'au 21 mai 2022 (à 23h30, Heure de l'Est)

Lien pour l'inscription : <http://tiny.cc/fsj2023>

Registre des pilotes : <http://tiny.cc/whois-F5J2023>

LIEU

La date et le lieu du concours sera choisie à partir d'un appel de soumissions. Le Comité annoncera la proposition gagnante le 4 mars 2022, ce qui sera publié dans le numéro d'avril de cette revue.

DATE :

À être annoncée

RÈGLEMENTS ET DÉTAILS

Tous les pointages et les pénalités seront calculés conformément aux règlements de la FAI. Les résultats de compétition détermineront la sélection d'équipe pour le Canada, les trois premières places formant ladite équipe et le quatrième pilote devenant ainsi le remplaçant. Le gérant d'équipe sera choisi au sein de ce même groupe (par consensus) ou par une autre méthode.

APPEL AUX SOUMISSIONS POUR LA SÉLECTION D'ÉQUIPE DE F5J

Le Comité des planeurs réclame par la présente des propositions de la part de clubs intéressés afin de devenir l'hôte de l'épreuve de sélection d'Équipe Canada F5J en 2023.

Votre soumission devrait être expédiée d'ici le 26 février 2022 à 23h30 (Heure de l'Est). Le Comité annoncera la soumission retenue d'ici le 4 mars 2022 et la publiera dans le numéro d'avril de cette revue.

Les exigences de cet appel aux soumissions sont disponibles sur le site Web du Comité des planeurs du MAAC.

Veuillez adresser vos troupes de soumission – ou toute question – au Comité de planeurs du MAAC, par courriel à Fabien.Gagne@gmail.com. ✨

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F3K Team Members / Les membres de l'équipe F3K: Eitan Rotbart, Thomas Shing Woon Lee, and David Webb.

Fabien Gagné - 87950

Committee Chair

450-454-3875 | Fabien.Gagne@gmail.com

This issue, we have an update on the F3K and F5J preparations for their respective FAI World Championships.

TEAM CANADA F3K 2022

The pilot registrations for the team trial were closed on January 16th, 2022. The Committee received just three registrations in senior class and none in junior. Therefore, there will be no need to run a Team Trial competition in Martin, Slovakia at the end of July 2022.

I am proud to announce the pilots forming Team Canada F3K 2022:

- Eitan Rotbart, Ontario
- Thomas Shing Woon Lee, British Columbia
- David Webb, British Columbia

All are very experienced pilots with a proven track record in international competition. There is still uncertainty about this Championship, but in any case, we do have an excellent team ready if it does happen.

TEAM SELECTION FOR THE 2023 F5J WORLD CHAMPIONSHIP

Attention to all F5J pilots. This is an invitation to express your interest in representing Canada at the next F5J World Championship in Bulgaria in August 2023.

There is limited financial support from

MAAC, so interested individuals are expected to assume the most part of their expenses and have a sufficient number of models for a world championship event. If there are more than three registrations in a class (Senior or Junior), the Team Trial competition documented herein will select the best candidates based on results from a two-day competition.

With three or fewer registrations, the team will be formed with those candidates without a need to compete at the Team Trial. Please register only if you are sure that you are going to the Team Trial and seriously considering going to the WC.

Exceptionally, with more than three registrants, if the sanitary conditions prove impractical to run the Team Trial event, the Committee reserves the right to cancel the event and designate the pilots who will form the team from the list of registered pilots. In case fewer than three pilots, register in a class, the Committee also reserves the right to reach out to our membership to fill in the vacancies.

REGISTRATION

Registrations are open now until May 21, 2022, 23:30 Eastern Time

Register link: <http://tiny.cc/f5j2023>

Pilots roster: <http://tiny.cc/whois-F5J2023>

VENUE

The contest's date and location will be chosen in a Request for Proposal process. The Committee will announce the selected

TS proposal on March 4th, 2022 and will be published in the April edition of the magazine.

DATE:

To be announced

RULES & DETAILS

All scores and penalties will be calculated as per FAI rules. The competition results will constitute the outcome of the national team selection for Canada, with the ranks first through third constituting the team, and the fourth in rank the designated alternate pilot. The Team Manager will be named by consensus of the pilots themselves from their numbers, or otherwise.

REQUEST FOR PROPOSAL FOR HOLDING THE F5J TEAM SELECTION

The Sailplane Committee hereby requests proposals from interested clubs for hosting the F5J Team Selection Trial for Team Canada F5J 2023.

Your proposal should be sent by February 26th, 2022, 23:30 Eastern Time. The Committee will announce the winning bid by March 4th, 2022 and publish it in the April edition of the magazine.

The detailed requirements for this RFP can be found on the MAAC Sailplane Committee web page.

Please address your proposal packages or any question to the MAAC Sailplane Committee by e-mail at Fabien.Gagne@gmail.com ✈

COPIES VOLANTES RC

Scott Crosby - 23964

Chef de Comité

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Grâce à mes appels réguliers à des collaborateurs pour cette chronique, nous avons reçu une excellente soumission de la part d'un membre de notre comité, Philippe Dessureault.

« Et voilà, c'est parti! 2022 est ici et je souhaite une année magnifique à tout le monde, beaucoup de vols, de nouvelles maquettes et encore plus important, de la santé!

« Ces dernières années - d'un point de vue modélisme - ont été plutôt tranquilles pour moi parce que j'étais occupé au travail. Je travaille aussi à l'extérieur et cela ne facilite pas les choses. Lorsque je suis de retour à la maison, la famille et autres dossiers m'occupent. Maintenant que les enfants s'intéressent de plus en plus à ce chouette passe-temps, il est temps de m'y replonger! Mon objectif, cette année : effectuer des vols plus souvent et de passer plus de temps à l'atelier.

« Ce qui m'amène à mon projet hivernal actuel. Il s'agit de quelque chose qu'on ne voit pas très souvent lors d'un concours de copies volantes... une copie volante acrobatique. J'ai effectué un peu de recherche et au fil des ans et de toutes les compétitions Top Gun et Scale Masters, on n'y a vu à peu près aucun tel avion. On admire alors quantité d'avions civils, beaucoup de jets et surtout des coucous de guerre, mais pas des appareils acrobatiques! On peut choisir parmi plusieurs types de tels appareils, comme l'Extra, l'Edge, le Sukhoï et le Yak.

« C'est peut-être parce que la plupart des kits disponibles sont fabriqués en fonction de concours IMAC ou de vol 3D et ces maquettes ont tendance à être 'stand-off scale' (donc pas tout à fait des bonnes proportions), à avoir été dotées de gouvernes surdimensionnées ou dont le fuselage a été allongé, etc. Ça ne pourrait être en raison d'un manque de documentation. On peut choisir depuis plusieurs appareils à l'échelle réelle.

« Personnellement, j'adore le capot moteur rond et puisque je suis amateur de copies volantes, j'ai choisi de construire



le Sukhoï SU-31, un appareil russe mondialement connu. Le kit d'Airworld est une cellule en composite qui est fidèle à l'échelle à tous points de vue.

« Le gros capot moteur arrondi peut accueillir presque n'importe quelle motorisation, d'un monocylindre de 80 c.c. à un moteur radial de 250 c.c. comme les Valach ou Moki. Mon appareil sera muni d'un EME 120, un moteur de milieu de gamme, économique, qui offre beaucoup de puissance dans la catégorie des 120.

« Il s'agit d'un kit plus ancien et qui

requiert beaucoup plus de détails que la plupart des maquettes modernes en composite. Je n'entends pas offrir une critique conventionnelle de kit mais plutôt d'en décrire le processus de construction. Je vous tiendrai à jour sur le projet grâce à de futurs articles qui traiteront de diverses étapes comme les techniques de construction avec du matériau composite et quoi utiliser, des pratiques exemplaires, etc...

« Bienvenue dans mon odyssee! » ✈

RC SCALE

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Committee Chair

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Thanks to my regular plea for help with this column, we've got this great submission from Scale Committee member Philippe Dessureault.

"Here we go! 2022 is here, and I wish everyone a great year, lots of flying, some new models, and most importantly health!

"The last few years, hobby-wise, have been pretty quiet for me with work being so busy. I also work out of town and that doesn't make it easy. When I am home, I'm busy with family, etc. Now that the kids are getting more interested in this great hobby, it's time to get back into it! My goal this year is to fly more and spend more time in the workshop.

"Which brings me to my current winter scale project. Something that we don't see very often in any scale competition, a scale aerobatic aircraft. I did some research and in all the years of Top Gun and Scale Masters competitions, we pretty much have never seen an aerobatic aircraft. Lots of civilian aircraft, a lot of jets, and mostly warbirds, but no aerobats! There are lots of different types of aerobatic aircraft to choose from such as the Extra, Edge, Sukhoi and Yak.

"Maybe it's because most of the kits available are made for IMAC competition or 3D flying and are 'stand-off scale' being slightly out of the true scale measurement, oversize control surfaces longer fuselage etc. It can't be from the lack of documentation? There are several full-size examples to choose from.

"I personally love the rounded cowl aircraft and being a scale enthusiast, the plane I chose to build is the world-reknowned Russian-designed and built Sukhoi SU-31. The Airworld kit is an all-composite airframe that is true to scale in all aspects.

"The nice big round cowl allows for pretty much any power plant, from the 80-c.c. single cylinder right up to a radial 250 c.c., such as the Valach or Moki engine. My aircraft will be equipped with the EME 120, a mid-range economical engine with a lot of pull for a 120-class engine.

This an older kit and requires a lot more than most modern composite aircraft, I won't be doing a kit review but more like a build process. I will keep you up to date on the project in future articles covering things such as composite building techniques and what to use, best practices etc...

"I welcome you on the journey!" ✈





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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)

FOR SALE: More than 9 Control Line Model Planes and 3 COX engines photos and details to cell phone on request. morgandh@sympatico.ca 416-804-2143

WANTED: PULSE 60, nib preferred, price and shipping (BC) negotiable, John (250) 374-8415

FOR SALE: Guillows 30" P47 Kit \$30; Guillows 27" Spitfire Kit \$25; Black Pearl RC801 Diversity RX Monitor, two batteries \$80; 2.4 g channel FlySky radio and RX \$70; RC Factory 35" DRI, amazing slow flyer, needs only RX \$80; Ikarus Extra 330, needs only RX \$30; E-Flite Blade SR RTF heli, with TX \$75; 2 Cox .049 engines \$35 for both, \$20 for one. (Guelph, ON) Ernesto 519-821-8021 ejfesta@bell.net

FOR SALE: 60" Avro Vulcan built from GAP plans, electric pusher uses 6s Lipo. Has e-flite retracts motor and ESC, Spectrum RS, 3 6s Lipos all in \$375, Aircraft and retracts only for \$220; GWS 46" C47 Skytrain \$60; GWS 43" C130 \$60; OS Max FP 40 \$50; GWS 36" Slow Stick, airframe only \$20; Cox T-Dee .051 no-200 New in original package \$50 firm; Cox .049 no-450-1 may have been used, in original package, case cover has some cracks \$40 firm; Cox .049 Sure Start new with control line kit \$40 firm. (Guelph, ON) Ernesto 519-821-8021 ejfesta@bell.net

WANTED: The following items for a Top Flite 86" giant corsair scratch build, Robart 148 rotating retracts, cowl abs or glass, prop hub. contact - Ken Kalynuk (204) 837-8817 or kenkalynuk@gmail.com

FOR SALE: Align Trex 600 EFL PRO Super Combo flybarless helicopter with Spectrum DX7STransmitter. Assembled and the initial setup done but never flown. New cost: \$1800. Make a reasonable offer. photo avail. DGI Spark Drone with 3 batteries and transmitter; extra props in custom case. Original cost \$1000. Flown very little. Make a reasonable offer. Hangar 9 RV8 ARF aircraft in 40 size. Complete with OS 82 four stroke; has Futaba R6117 receiver (2.4 GHz) and Futaba S3152 servos. Engine bench run, never

flown. Asking \$500. (over \$1000. invested) Photo avail.

Hangar 9 Clipped Wing T- Craft with Zenoah 26 cc Gas engine. Only about 10 flights. Very good condition. Asking \$750. just needs a battery and ready to fly. Photo avail.

Great Planes 1/5 Stearman 57 " fuse; 72 " w/s; OS 110 FS; Futaba Receiver; just add battery and fuel and fly. Only flown 6 flights. Asking \$600. photo avail. 1/4 Scale Piper Cub with 120 OS FS; clipped wing; Scale Landing gear; Great condition. Asking \$800. Can e-mail photos. 40 size Piper Cub with 4 Stroke engine \$400. or best offer. Photo avail. 40 Size T-Craft (kit) with OS 46 - 2 St engine: \$400. or best offer. photo avail. Balsa USA Kit - Citabria Pro Kit only opened once. New ready to start the build with plans and instruction manual \$200.00 Photo available. Location: Steinbach; MB Ph 1-204-346-4139 e-mail: edvoth@gmail.com5.

FOR SALE: Large gillows p-38 lightning, pt-17 stearman, Miss America 84" Beehive RC, Flare Pupeteer 72" , Wright Brothers 72" tethered 1899 glider, Dellaire 108" P&W Short kit Sportster, Ben Buckle Buccaneer 72", Comet Flash 67" Midway Models short kit, Large Antic Bipe as new never opened, 2 50" Vintage Rubber kits. Contact Grant 403-235-5029, Flybaby@telus.net (0921) (0921)

WANTED: .72, .82, or .91 four stroke gas engine for a piper cub. Markham, Ontario. Roman. E-mail rts1@sympatico.ca (0921)

WANTED: Piston ring, or piston with ring and sleeve for Evolution 15cc gasoline motor. Phone Murray anytime 403-690-3682. (Alberta) (04/21)

FOR SALE

For more information please contact
drgavinbach@gmail.com

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

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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

FEBRUARY 13, 2022 - SUNDAY | Indoor Flying | 1 Day | Hobby Wholesale Indoor Flying | FLIGHT CLUB | Edmonton Aviation Museum | Ian Brooks | 780-910-4441 or 780-910-4441 | pac01001@shaw.ca | 2022-400

APRIL 17, 2022 - SUNDAY | Indoor Flying | 1 Day | Hobby Wholesale Indoor Flying | FLIGHT CLUB | Edmonton Aviation Museum | Ian Brooks | 780-910-4441 or 780-910-4441 | pac01001@shaw.ca | 2022-401

APRIL 24, 2022 - SUNDAY | Indoor Flying | 1 Day | Hobby Wholesale Indoor Flying | FLIGHT CLUB | Edmonton Aviation Museum | Ian Brooks | 780-910-4441 or 780-910-4441 | pac01001@shaw.ca | 2022-402

MAY 21, 2022 - SATURDAY | Fun Fly | 3 Days | Rycroft Wings & Blades 2022 HeliFly | RYCROFT WINGS & BLADES | RYCROFT WINGS & BLADES | The Rycroft Wings & Blades Heli Funfly will be held the weekend of May 21-22nd at the club field. The event is open to all MAAC members. Dry RV camping is available on site. This is a fun relaxed event for the beginner to expert but we will be having a few fun and challenging events this year you can participate in. Please contact Dennis for any information you would like about the HeliFly or detailed directions to the site. We are approx 1 hr north of Grande Prairie AB on the south banks of the Dunvegan Bridge which is located on the Peace River. All MAAC rules will apply to the event. Will be following current (time of event) Alberta Covid protocol 780-864-8291 Dennis | 2022-914

MAY 28, 2022 - SATURDAY | Fun Fly | 1 Day

| Spring Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Spring Fun Fly and dust remover. Come out and have some good old early season fun. Food supplied, donations welcomed. | 2022-924 | <http://www.tabernighthawks.ca>

JUNE 18, 2022 - SATURDAY | Fun Fly | 2 Days | Welcome Spring Fun Fly | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Let's break this year in with two days of flying and excitement in the skies! Here at Medicine Hat RC'ers, Alberta we have WIDE open blue skies, acres of field to fly and 3 intersecting 400' asphalt runways good for any plane. We also have a simulator on site to test any level of skill. Dry camping for pilots and their families. No hookups and only a basic washroom on site. There will be concessions and Lunch available for a small fee. A \$10 landing fee for pilots.

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news, events, contests -  Join Us

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 organizer. 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

Bring your family bring a friend, bring a smile to help brighten the day. Let's have some fun at our family friendly club, and we hope to see you soon. | 2022-922 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

JULY 01, 2022 - FRIDAY | Fun Fly | 3 Days | AIRSHOW43 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTEST AIRPORT | The 2022 Event has a theme: TWO WINGS or TWO MOTORS Airworthy or Static any size. Let's Double our Fun at our field near BAWLF, AB for fellowship & flying of all types model aviation. Fireworks Saturday Evening! Dry camping & aircraft storage/charging available on site. BQ's available/No Concession. Contact Reg @ 780-679-7342 Email:blackwellreg@gmail.com | 2022-413 | <http://www.m.Facebook.com/AlbertasLittlestAirport/>

JULY 02, 2022 - SATURDAY | Fun Fly | 1 Day | Memorial Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Memorial Fun Fly to honor and celebrate the club's founding members. Food supplied, donations welcomed. | 2022-926 | <http://www.tabernighthawks.ca>

AUGUST 06, 2022 - SATURDAY | Competition | 2 Days | Medicine Hat IMAC | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Medicine HAT RC'ERS FACEBOOK SITE FOR DETAILS | 2022-940 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

AUGUST 13, 2022 - SATURDAY | Air Show/Demo | 1 Day | ERCS Annual Airshow | EDMONTON RADIO CONTROL SOCIETY | ERCS FIELD | The Edmonton Radio Control Society invites the Public and Fellow Flyers to our annual air show. The show will begin at 12 noon and finish around 3 Pm. At the Bremner Field. Please bring a donation for the "Strathcona Food Bank". In this demonstration of RC there will be a variety of aircraft flown, from jets, Scale warbirds, to racers, aerobics, and trainers.. there will be a candy drop for the

children and maybe a few other surprises. A concession will be on site. Admission to the event will be \$5.00 per Car Load !! And don't forget that donation to the Food Bank !! Directions are as follows " from Edmonton east on highway 16 north on Sherwood drive to township road 540 then east to the ERCS sign on the left side of the road turn in and drive to the field. It's a fun day, Enjoyment for all !! This event may be subject to changes due to regional Covid restrictions and will be updated as much as possible. | 2022-916 | <http://www.ercs.ab.ca>

AUGUST 20, 2022 - SATURDAY | Fun Fly | 2 Days | CORN ROAST | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTEST AIRPORT | CMA invite you to our Annual Corn Roast. Celebrating the harvest at our field near BAWLF, AB. All types aircraft welcome. Activities for the family to enjoy! Dry camping, aircraft/storage available on site. BQ's available/No Concession. Contact Reg @ 780-679-7342 Email:blackwellreg@gmail.com | 2022-415 | <http://www.m.Facebook.com/AlbertasLittlestAirport/>

AUGUST 20, 2022 - SATURDAY | Fun Fly | 1 Day | Taber Corn Fest Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Corn Fest fun fly to have a great day flying, BSing, and learning new maneuvers. Food provided, donations welcomed. | 2022-925 | <http://www.tabernighthawks.ca>

AUGUST 27, 2022 - SATURDAY | Fun Fly | 2 Days | Bruce Bender Memorial Scale Fun Fly | EDMONTON RADIO CONTROL SOCIETY | ERCS FIELD | Bruce Bender Memorial Scale Fun Fly. Open to ALL SCALE AIRCRAFT. Come out and enjoy a great weekend of scale flying. Dry camping on site. Raffle, prizes, and pilots choice award for best "Scale" aircraft. Landing fee of \$10.00, Concession on site, Bonfire every night. Current MAAC or AMA membership required to

fly. This event may be subject to changes due to regional Covid restrictions and will be updated as much as possible. Contact Scott Crosby 780-220-1195 or Rick Zap 780-991-1000 for mor info | 2022-917 | <http://www.ercs.ab.ca>

AUGUST 27, 2022 - SATURDAY | Fun Fly | 2 Days | 4th Annual FESTIVAL OF FLIGHT | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Come help us celebrate our 4th Annual FESTIVAL OF FLIGHT here at Medicine Hat RC'ers, Alberta. Two days of pilot fellowship, flying, story telling and aerial showmanship. Join us at our event, we host all types of wonderful flying machines (Jet and retract friendly field) at our 400' paved intersecting runways, wide open skies and with a simulator onsite for those who wish to start somewhere. Dry camping for pilots and their families. No hookups and only a basic washroom on site. There will be concessions and Lunch available for a small fee. A \$10 landing fee for pilots. Hope to see some new faces this year, and happy safe flying to you all! | 2022-923 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

SEPTEMBER 10, 2022 - SATURDAY | Competition | 2 Days | WESTERN CANADA FINALS | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRMC | SCRMC - Western Canada Finals Pilots meeting 8:00 AM, wheels up 8:30 both days. Lunch will NOT be provided or available Landing Fee; \$30 IMAC members, non members \$40, Novice and first time Basic are free MAAC or temporary membership required for all pilots Dry camping allowed, Friday is available for practice Standard sequences Accommodations available in south Calgary Event conducted in compliance with all Covid 19 requirements at the time of the event so heads up Please register early, updates will be sent to attendees We are hoping all our American Friends attend | 2022-412 | <http://www.scrmc.ca>

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SEPTEMBER 17, 2022 - SATURDAY | Fun Fly | 2 Days | FALL WINDUP | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | CMA invite you to come: "Wring It Out" at the Fall Windup at ALA. near Bawlf, AB. Dry camping, aircraft storage/charging available on site. No Concession. Contact Murray @ 306-821-2385 Email: snaproll647@gmail.com | 2022-414 | <http://www.m.Facebook.com/AlbertasLittlestAirport/>

OCTOBER 22, 2022 - SATURDAY | Auction | 1 Day | Edmonton Radio Control Society Annual Auction | EDMONTON RADIO CONTROL SOCIETY | Baturyn Community Hall | 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!! All restrictions and measures due to Covid will be strictly followed. Depending on the Covid situation at the time of the event the concession may or may not be offered. Come out and join us in a day of fun and good company Bring all your old planes and accessories to sell. And you never know what you'll be taking home!! For more info contact Rick Zap 780-991-1000 | 2022-915 | <http://www.ercs.ab.ca>

ATLANTIC - B

AUGUST 26, 2022 - FRIDAY | Fun Fly | 3 Days | Eastern Canada Fun Fly | LES AILES DU MADAWASKA | Aeroport du Madawaska Inc. | Le Club Les Ailes du Madawaska, tiendront leur FUN FLY de l'EST du CANADA, les 26, 27 & 28 Août 2022 à l'Aéroport d'Edmundston. Un rendez-vous pour modélistes et pilotes d'avions, jets et hélicoptères. Le 27 & 28 Août seront journées ouvert au publique. Cantine, hangar pour la nuit (avec électricité). Camping sur le terrain (sans service). Camping Provincial et motels à moins de 10km. L'aéroport est situé à 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.lesailesdumadawaska.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 26, 27 & 28, 2022. It's the perfect meeting place for hobbyists and pilots. Airplanes, jets and Helicopters are welcome. Open to the public on August 27, 28. 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.lesailesdumadawaska.com.

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. | 2022-392

BRITISH COLUMBIA - C

MAY 13, 2022 - FRIDAY | Fun Fly | 3 Days | Spring Fun Fly | PRINCE GEORGE AEROMODELERS | GIESBRECHT FIELD | Fun fly event, dry camping, BBQ available for use | 2022-928 | <http://www.pgam.club>

MAY 27, 2022 - FRIDAY | Fun Fly | 3 Days | Spring Fun Fly | KAMLOOPS MODEL AIRPLANE SOCIETY | Tolko Airfield | Come and join us for 3 days of great flying off our 600 foot paved runway and 600 foot grass runway. Setup tables, charging 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 RVs. Swap meet Saturday, May 28th - FREE set up. Please bring your own table. Looking forward to seeing pilots and their families from clubs throughout BC and beyond. | 2022-927 | <http://www.kmasrc.ca/>

MAY 30, 2022 - MONDAY | Fun Fly | 7 Days | Shuswap Spring Float Fly | GRINDROD AIR FORCE | SANDY POINT CAMPGROUND | GRINDROD AIRFORCE SPRING FLOAT FLY. May 30th to June 5th. 7days on the water at Sandy Point Campground. Salmon Arm B.C. this will be the 44th year for this event. Pilot fee of \$10 and retrieval boat available if needed. Lots of full hook-ups available with camping discount for flyers. Registration is on line only ,commencing April 1st. -- sandyptcampground.ca Grindrod contacts are ; Trevor---norsworthy@telus.net Jack---jblflyer@gmail.com DON'T FORGET YOUR M.A.A.C. CARD. REMEMBER the campground does not allow dogs--"SORRY." | 2022-938

JUNE 03, 2022 - FRIDAY | Fun Fly | 3 Days | Club Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | 2022 Club Fun Fly June 3 - 5th, 2022. Covid-19 Safety Plan in place. 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 | 2022-832 | <http://www.highcountryflyers.org>

JUNE 24, 2022 - FRIDAY | Competition | 3 Days | 2022 Kamloops Pattern Challenge | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | 2021 Kamloops Pattern Challenge Mark your calendars for June 24rd to June 26th 2022 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 we 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 Wednesday and practice Thursday & Friday. Pilots' meeting will be 9:00 am on both Saturday and Sunday morning. Campers (Dry Camping) 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. | 2022-902 | <http://www.highcountryflyers.org>

JULY 01, 2022 - 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 1, 2, 3, & 4, 2022. Enjoy a fun time of flying, All Birds welcome, lots of room for Helicopters and Drones on adjacent fields. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km North of Kamloops. 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 Dry Camping Available - day early o.k. - City of Kamloops \$16.50 for the event. Time: 08:00 AM to 05:00 PM \$10.00 'Landing Fee' waived for High Country Flyers members. Contact Person: Roly Worsfold Contact Number: 250-374-4405 Contact Email: rolydd@telus.net Event Website: <http://http://www.highcountryflyers.org/> | 2022-904 | <http://www.highcountryflyers.org>

JULY 15, 2022 - FRIDAY | Fun Fly | 3 Days | Annual - Logan Lake Fly-In | HIGH COUNTRY FLYERS | LOGAN LAKE FLYING FIELD | Annual - Logan Lake Fly-In July 15,16,17, 2022 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. Provincial Guidelines for Covid 19 Social Distancing in effect. 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 | 2022-905 | <http://www.highcountryflyers.org>

JULY 22, 2022 - FRIDAY | Fun Fly | 3 Days | Club Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Club Fun-Fly | 2022-906 | <http://www.highcountryflyers.org>

JULY 29, 2022 - FRIDAY | Fun Fly | 3 Days | Western Canada Heli Fun-Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Event will be held, July 29,30, 31, Aug. 1, 2022 at the Tournament Capital Ranch 15 min north of Kamloops BC. City of Kamloops camping \$16.50(dry camping). Day early ok. Contact Barry Forsyth for more info E-Mail bares@telus.net 778-586-1267. Helis only no airplanes please. Hotels 15 min away. Huge flying field. Night flying. Applicant | 2022-907 | <http://www.highcountryflyers.org>

AUGUST 12, 2022 - FRIDAY | Fun Fly | 3 Days | Summer Fun Fly | PRINCE GEORGE AEROMODELERS | GIESBRECHT FIELD | Fun fly event, dry camping, BBQ available for use. | 2022-929 | <http://www.pgam.club>

AUGUST 19, 2022 - 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 19th, 20th and 21st, 2022 - 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, - Covid Protocol will be followed. Open Flying Area - No 3-D Flying (o.k. after 4PM.) Contact Roly-Ph.250-374-4405- rolydd@telus.net Website: <http://www.highcountryflyers.org/> | 2022-908 | <http://www.highcountryflyers.org>

SEPTEMBER 06, 2022 - TUESDAY | Fun Fly | 6 Days | Fall Classic Float Fly | SHUSWAP LAKE AERO MODELERS | SANDY POINT CAMPGROUND - FLOAT PLANE FLYING SITE | Please note the below is a summary of the normal goings on but may be a little less than most years. Flying will remain the same and we will do our best to provide "entertainment/

activities" but in keeping with keeping safe, these years. Thank you for understanding! 2021 was limited but a lot of fun AND THANK YOU to all those who attended, for your tremendous support of the event. 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 6th and continues through Sunday September 11th when Awards & Raffle Prizes will be presented. A retrieval boat will be available all during the event . Your \$15 'splashdown fee' includes unlimited flying at this beautiful site, pilot's prizes. We also plan a raffle with super prizes, 50/50s & more. Sandy Point Resort is located 7 km West of Salmon Arm and accepts reservations @ 250-253-5309. Regrettably, THEY DO NOT ALLOW DOGS but an adjacent campground does. Other questions Contact: info@slams.ca www.slams.ca or Dennis Miller at 250-515-2731 | 2022-939 | <http://www.slams.ca>

SEPTEMBER 09, 2022 - FRIDAY | Fun Fly | 3 Days | Club Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | 2022-909 | <http://www.highcountryflyers.org>

SEPTEMBER 30, 2022 - FRIDAY | Fun Fly | 3 Days | End of Summer 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 1st to 3rd, 2021. \$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 778-586-1267 Check out website:<http://www.highcountryflyers.org/> | 2022-910 | <http://www.highcountryflyers.org>

OCTOBER 15, 2022 - SATURDAY | Swap Shop | 1 Day | Kamloops - 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 15, 2022. Come join your fellow builders, flyers, and collectors in swapping, selling, and trading your best kept treasures for those of others. Some of the best deals ever are concocted at the Swap Shop. Even if you just want to come and catch up with your long lost flying buddies and swap stories, there will be lots of treasures. Tables are \$12 each; entry fee for all others is \$3. Open to Sellers at 7:30 am, doors open to buyers at 9 am. Usually goes till 1 pm but the best deals happen

before noon. Sellers: \$12.00 per table - Vendor Unloading: 07:30 - 9:00 Absolutely No Selling before 9AM Buyers: Entry Fee: \$3.00 Time: 09:00 AM Location: Kamloops Indian Band - Moccasin Gym 200-330 Chief Alex Thomas Way, Kamloops, BC Go North from Hwy #1 on Hwy #5 take a right at the first light then the 1st Right past the Petro-Can turn off & go straight down to the hall on the left. - Coffee & Cookies available. *No Selling before 09:00 1PM - 3:30PM Indoor Flying available after the tables are cleared off the floor. | 2022-911 | <http://www.highcountryflyers.org>

MANITOBA - D

MAY 28, 2022 - SATURDAY | Fun Fly | 2 Days | weekend at the pond | LUNDAR SPORTS FLIERS | lundar sport fliers float pond | bluman8@hotmail.com | Come on out and have some fun at the first event at Manitoba's premier float flying site. | 2022-921

AUGUST 12, 2022 - FRIDAY | Fun Fly | 3 Days | Gathering of Aero Modellers | INTERLAKE RADIO CONTROL MODEL CLUB | Interlake radio Contro Model Club (IRCMC) | Gimli gathering of Aero Modellers . Free weekend for all aero modellers and their guests August 12 to 14 at the magnificent Gimli r/c field hosted by IRCMC. Weather Permitting! Check the IRCMC Facebook group page for field & Wx updates <https://www.facebook.com/groups/ircmc/> and fly and hang out with fellow pilots. A weekend of ground pounding, worm burning flying! Un-serviced camping at the flying field, or stay in Gimli, motel, B&B or rent a cabin on the lake or do a day trip. Bring your own grub, Subway, Tim Hortons etc. in town. Porta potties on site. Quiet inverter type generators recommended Campfire at night. Over-night airplane storage in the container storage. Open to all MAAC members to fly , must have MAAC insurance. IRCMC Members May come earlier - stay later ok No fixed landing Fees, donations appreciated. Annual Membership's are \$60.00 for Interlake Radio Control Club. Memberships taken on site or on line at tresircmc@gmail.com or IRCMC PO Box 1227 Gimli Mb RoC1Bo. Direct camp & fly inquiries to: Keith at keithdirvine57@gmail.com, Ken at kenkalynuk@gmail.com | 2022-944 | <https://www.facebook.com/groups/ircmc/>

MIDDLE - E

AUGUST 13, 2022 - SATURDAY | Fun Fly | 1 Day | Vintage Fly-In | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | The Rose City Model Flyer's will be hosting their 5th Annual "Vintage Fly-In" on Saturday, August 13th and a rain date of August 14th. This event is unique to RC model aircraft that represent aircraft that actually flew between 1903-1939. However, all types of aircraft welcome to fly after 3pm. Due to COVID restrictions, etc

there will not be food provided/served. Please bring your own food and drink. All pilots must be MAAC / AMA members. Bring the lawn chair and enjoy the history of aviation. | 2022-903 | <http://www.rosecitymodelflyers.com>

NORTHERN ONTARIO - F

JUNE 25, 2022 - SATURDAY | Fun Fly | 1 Day | Zone Fun Fly | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | The annual Zone Fun Fly will be held at the Soo Modeller's field June 25, as part of the club's annual fun fly. | 2022-407 | <http://soomodellers.ca/index.php>

OTTAWA VALLEY - G

MARCH 05, 2022 - SATURDAY | Fun Fly | 1 Day | Winter Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetsons Annual Winter Fun Fly: MAAC required. Come have fun in the snow with your friends! Skis recommended. All types of aircraft welcome. Warming shelter, warm drinks and yummy treats will be available. | 2022-829 | <http://www.stetsonflyers.com>

MAY 27, 2022 - 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 7th 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 Thursday night arrival or earlier arrival. Saturday Night 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! | 2022-913 | <http://www.arnpriorradiocontrolclub.com/>

MAY 28, 2022 - SATURDAY | Fun Fly | 1 Day | ORCC Fun Fly / Open House | OTTAWA R/C CLUB | ORCC - Ottawa Remote Control Club | ORCC Fun Fly / Open House | 2022-404 | <http://www.ottawarcclub.ca/>

MAY 28, 2022 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly and Swap Meet | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | First outdoor event of

the year flying off the Bay of Quinte waters in Deseronto. We will also have a swap meet and BBQ will be available. | 2022-934 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

JUNE 04, 2022 - SATURDAY | Fun Fly | 2 Days | Ed Rae Memorial Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Ed Rae Memorial Fun Fly When: Saturday June 4-5 Where: 5800 Frontier Road, Ottawa, ON, Canada Please join us again this year for a BIG DAY combining the Ed Rae Memorial and Giant Scale Fun Fly. ALL TYPES and sizes of aircraft, jets and helicopters are welcome at this combined event. MAAC is required. Flight line opens at 9 am both days and the landing fee is \$10 Stetson Canteen will be available for the DAY of the event ONLY. Basic camping available. (no hookups) You are welcome to stay and fly Sunday as well. Covid distance protocols in effect. Masks recommended if close to others. Website: www.stetsonflyers.com | 2022-453 | <http://www.stetsonflyers.com>

JUNE 11, 2022 - SATURDAY | Fun Fly | 1 Day | ORCC Fun Fly / Open House | OTTAWA R/C CLUB | ORCC - Ottawa Remote Control Club | ORCC Fun Fly Event | 2022-831 | <http://www.ottawarcclub.ca/>

JUNE 18, 2022 - SATURDAY | Fun Fly | 1 Day | Heli and Multi Rotor Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Helicopter & Multi Rotor Fun Fly CD: Jim Denyer Come on out heli and multi-rotor Pilots! Bring all your rotary wing equipment out for a full day of fun at the Stetson Field. Helis and quads of all types are welcome. FPV Racing will also be included in the day's events, so be sure to come and participate! Rain Date is Sunday The Stetson Canteen will be running for your lunchtime needs. So come and Hot-Dog it up, show off that new Scale job, and wow us with your FPV skills! It's all fun! We hope to continue to grow this annual event, so help us reach that goal. Be a part of the action. | 2022-822 | <http://www.stetsonflyers.com>

JUNE 24, 2022 - FRIDAY | Fun Fly | 3 Days | Weekend Float Fly with Camping | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Weekend camping event for float flying! Our site is waterfront on the Bay of Quinte in Deseronto. Arrive Friday, set up your campsite and maybe get in a flight or two as the sun sets! \$10 landing fee. Local amenities (grocery store, LCBO, restaurants and bar) all within walking distance. Camping is on public land so site must be clean prior to departure to maintain our good relationship with Town Council who approved this event. | 2022-936 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

JULY 09, 2022 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Open Meet for float fly. All members

of eastern Ontario MAAC clubs invited out for a day of fun flying float planes. BBQ and 50-50 draw besides fee for club fundraising. Come out and help support a small club located on public land with a beautiful venue for flying off the water! | 2022-932 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

JULY 30, 2022 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2022-931 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

AUGUST 13, 2022 - SATURDAY | Competition | 2 Days | Stetsons IMAC Competition | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | The Stetson IMAC Weekend will be held again this year as a complete two-day contest, per IMAC regulations. All classes will be flying. As this is a Team Canada selection year, we really hope to see a great turnout from across Eastern Canada. Bring the family to Ottawa, and enjoy a great weekend of Scale Aerobatics, friendship, and wonderful food from the Stetsons Canteen. The always enjoyable Pilots and Guests dinner will be held Saturday evening. Free Camping at the field (no hookups) and lots of Stetson hospitality to welcome everyone! Be sure to put this weekend on your schedule! Special low entry fee of \$10 for BASIC class pilots! Come on out and give this a try! | 2022-454 | <http://www.stetsonflyers.com>

AUGUST 27, 2022 - SATURDAY | Fun Fly | 2 Days | Giant Scale | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Sat 27-28 Aug 2022 5800 Frontier Road, Ottawa, ON, Canada MAAC or AMA is required. All types of aircraft are welcome. | 2022-824 | <http://www.stetsonflyers.com>

AUGUST 27, 2022 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2022-933 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

SEPTEMBER 10, 2022 - SATURDAY | Fun Fly | 1 Day | ORCC Fun Fly | OTTAWA R/C CLUB | ORCC - Ottawa Remote Control Club | ORCC Fun Fly | 2022-406 | <http://www.ottawarcclub.ca/>

SEPTEMBER 17, 2022 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2022-935 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

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OCTOBER 29, 2022 - SATURDAY | Fun Fly | 1 Day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | It's our final fun float fly of the year and time to dress up for Halloween! it has been kind of a tradition to gather on the shores of the Bay of Quinte in costumes for fly aircraft off the water. Come out and enjoy some float flying while dressed in your favourite costume! | 2022-930 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

BC COASTAL - H

FEBRUARY 05, 2022 - SATURDAY | Indoor Flying | 1 Day | 200g Indoor Series #7 | KWADSRUS | USC Soccer Center | 2022-948 | <http://www.kwadsrus.org/>

FEBRUARY 26, 2022 - SATURDAY | Indoor Flying | 1 Day | 200g Indoor Series #8 | KWADSRUS | USC Soccer Center | 2022-947 | <http://www.kwadsrus.org/>

MARCH 12, 2022 - SATURDAY | Indoor Flying | 1 Day | 200g Indoor Series #9 | KWADSRUS | USC Soccer Center | 2022-946 | <http://www.kwadsrus.org/>

MARCH 26, 2022 - SATURDAY | Indoor Flying | 1 Day | 200g Indoor Series #10 | KWADSRUS | USC Soccer Center | 2022-945 | <http://www.kwadsrus.org/>

SEPTEMBER 07, 2022 - WEDNESDAY | Fun Fly | 7 Days | Canim Lake Fun Float Fly | RADIO CONTROL FLYING CLUB OF B.C. | Rainbow Resort, Canim Lake, B.C. | N.B. COVID-19 restrictions and rules will be followed, as required by the Resort. ALSO: Participants are from RCFBC, Riverside Flyers Radio Control Flying Club and Garibaldi Balsa Bashers. Although the event organizer is in Zone H, the event is in Zone C and we will, like at least the last 4 years, be complying with all MAAC Rules and Regulations. | 2022-912 | <http://www.rcfbc.com>

QUEBEC - I

FEBRUARY 13, 2022 - SUNDAY | Indoor Flying | 1 Day | indoor | CLUB AIR MODELISTE | École secondaire Les Etchemins secteur Charny | Compte tenu des mesures sanitaire : Le Vaxicode est obligatoire Le port du masque est obligatoire La désinfection des mains est obligatoire. Ne pas oublier que les lunettes et chaussures appropriées sont obligatoires. Vérifier sur notre site internet en cas d'annulation. Merci au plaisir de se rencontré. | 2022-409 | <http://www.clubairmodeliste.com>

MARCH 06, 2022 - SUNDAY | Indoor Flying | 1 Day | indoor | CLUB AIR MODELISTE | École secondaire Les Etchemins (secteur Charny) | Compte tenu des mesures sanitaire : Le Vaxicode est obligatoire Le port du masque

est obligatoire La désinfection des mains est obligatoire. Ne pas oublier que les lunettes et chaussures appropriées sont obligatoires. Vérifier sur notre site internet en cas d'annulation. Merci au plaisir de se rencontré. | 2022-410 | <http://www.clubairmodeliste.com>

MARCH 27, 2022 - SUNDAY | Indoor Flying | 1 Day | indoor | CLUB AIR MODELISTE | École secondaire Les Etchemins (secteur Charny) | Compte tenu des mesures sanitaire : Le Vaxicode est obligatoire Le port du masque est obligatoire La désinfection des mains est obligatoire. Ne pas oublier que les lunettes et chaussures appropriées sont obligatoires. Vérifier sur notre site internet en cas d'annulation. Merci au plaisir de se rencontré. | 2022-411 | <http://www.clubairmodeliste.com>

ST LAWRENCE - J

JUNE 10, 2022 - FRIDAY | Fun Fly | 3 Days | CCHS 2022 | CLUB DE RADIO-COMMANDE AERONAUTIQUE SPECIALISE EN HELI | 7925 RANG STE-HENRIETTE BOISBRIAND, QC | Where do I send poster? | 2022-937 | <http://www.clubcrash.ca>

SASKATCHEAWN - K

FEBRUARY 08, 2022 - TUESDAY | Fun Fly | 1 Day | General Meeting & Indoor Fun Fly | HUB CITY R/C CLUB | Hangar 6 - Saskatoon Airport | General Meeting & Indoor Fun-Fly, Hangar 6 Flying starts at 6:30pm, meeting at 7pm, flying ends 9'ish. Tuesday - Feb-8th Location: Hangar 6, Wayne Hicks Lane in the airport area Directions - Travel to 45th St. W., turn north on Thayer, then west on Wayne Hicks Lane. Hangar 6 is on the north side of the road. Hangar 6 is owned by Aero Logistics of America. Millenium Aviation is also a tenant. NO CHARGE..! Bring a lawn chair. Must have HCRCC & MAAC memberships, and A wings to fly. HCRCC & MAAC registration forms will be available. 180 gm max size for fixed wing, 250 gm for heli or quad. | 2022-941 | <http://www.hcrcc.org>

MARCH 08, 2022 - TUESDAY | Fun Fly | 1 Day | General Meeting & Indoor Fun Fly | HUB CITY R/C CLUB | Hangar 6 - Saskatoon Airport | General Meeting & Indoor Fun-Fly, Hangar 6 Flying starts at 6:30pm, meeting at 7pm, flying ends 9'ish. Tuesday - March-8th Location: Hangar 6, Wayne Hicks Lane in the airport area Directions - Travel to 45th St. W., turn north on Thayer, then west on Wayne Hicks Lane. Hangar 6 is on the north side of the road. Hangar 6 is owned by Aero Logistics of America. Millenium Aviation is also a tenant. NO CHARGE..! Bring a lawn chair. Must have HCRCC & MAAC memberships, and A wings to fly. HCRCC & MAAC registration forms will be available. 180 gm max size for fixed wing, 250 gm for heli or quad. | 2022-942 | <http://www.hcrcc.org>

APRIL 12, 2022 - TUESDAY | Fun Fly | 1 Day | General Meeting & Indoor Fun Fly | HUB CITY R/C CLUB | Hangar 6 - Saskatoon Airport | General Meeting & Indoor Fun-Fly, Hangar 6 Flying starts at 6:30pm, meeting at 7pm, flying ends 9'ish. Tuesday - April-12th Location: Hangar 6, Wayne Hicks Lane in the airport area Directions - Travel to 45th St. W., turn north on Thayer, then west on Wayne Hicks Lane. Hangar 6 is on the north side of the road. Hangar 6 is owned by Aero Logistics of America. Millenium Aviation is also a tenant. NO CHARGE..! Bring a lawn chair. Must have HCRCC & MAAC memberships, and A wings to fly. HCRCC & MAAC registration forms will be available. 180 gm max size for fixed wing, 250 gm for heli or quad. | 2022-943 | <http://www.hcrcc.org>

AUGUST 11, 2022 - THURSDAY | Fun Fly | 4 Days | JETS & LARGE SCALE AIRPLANES OVER SASKATCHEWAN | BATTLEFORDS RADIO CONTROL FLYING CLUB | BATTLEFORDS RADIO CONTROL FLYING CLUB FIELD | This will be the 3rd Annual event for this event. Event is mainly for turbine powered aircraft, Helicopters large scale aircraft. EDF's and other aircraft are also invited. Boondock camping is allowed in the newly enlarged camping area! The airfield is grass and been lengthened to 800ft to accommodate larger aircraft. This is a very friendly relaxed event where knowledge is shared freely. Enjoy sitting around the firepit making new friends and memories in the evenings. Bring your telescopes, you will be amazed by the view. All participants must have a MAAC membership TO FLY. | 2022-393

AUGUST 28, 2022 - SUNDAY | Air Show/ Demo | 1 Day | Air Show | HUB CITY R/C CLUB | Richardt Field | The Hub City Radio Control Club will host an Airshow on Sunday, August 28th at Richardt Field. The AIR SHOW will be open to the public. The gates will open at 10am. The AIR SHOW will run from 1pm to 3pm Spectator Admission: \$5/person or \$10/carload Food Concession on site. Come out for lunch! -Airplane displays -Flying demos of planes, rockets, helicopters and more -Hilarious specialty r/c flying Acts | 2022-397 | <http://www.hcrcc.org>

SEPTEMBER 24, 2022 - SATURDAY | Fun Fly | 2 Days | fun fly | YORKTON RC FLYERS | Yorkton RC Flyers | facebook page | 2022-394

SOUTH EAST - L

MARCH 12, 2022 - SATURDAY | Competition | 1 Day | 5th Annual NEA F3P Contest and 2023 F3P Team Trials | NORTHUMBERLAND ELECTRIC AVIATORS | COBOURG COMMUNITY CENTRE | Currently, you must show proof of being FULLY VACINATED along with photo ID to enter the building, plus adhere to current COVID restrictions The 5th Annual NEA F3P and F3P Team Trials contest will be held at the Cobourg Community Center on

Saturday March 12, 2021. The registration fee is Open \$40.00, Junior \$20.00. Practice will start at 9 am, contest from noon to 6 pm. All 3 MAAC classes will be flown, Intermediate, Advanced AA-23 and FAI AP-23. A sportsman class will be offered flying the Intermediate schedule with the following requirements Min weight 100 grams, with one propeller. We are aiming at 6 rounds for everyone. For information on F3P and schedules please refer to <http://xavier.mouraux.com/indoor/sequences.html> or <http://f3acanada.org/canadian-precision-aerobatics-schedules> | 2022-396

SOUTH WEST - M

JUNE 04, 2022 - SATURDAY | Fun Fly | 1 Day | Annual Fun Fly | FOREST LAKESIDE FLYERS | CLUB FIELD 5801 PROOF LINE LAMBTON SHORES, ON | Saturday June 4, 2022- 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. Current MAAC Membership required. Flying 9 am til 4 pm. no rain date. Contact: Stuart Schroeder 226-402-4527 | 2022-39 | <http://www.forest-lakeside-flyers.com>

JULY 09, 2022 - SATURDAY | Fun Fly | 1 Day | Annual Scale Rally | FOREST LAKESIDE FLYERS | CLUB FIELD 5801 PROOF LINE LAMBTON SHORES, ON | Saturday July 9, 2022- 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. MAAC Membership required. Contact: Stuart Schroeder 226-402-4527 | 2022-41 | <http://www.forest-lakeside-flyers.com>

JULY 27, 2022 - 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 - Thunder Thrust Over Chatham Kent Municipal Airport 5 days - July 27-31. Flying starts on Wednesday at Noon. Landing Fee = \$70 No spectators due to Covid restrictions. For more info contact Peter Doupnik (519) 791-5328 or pdoupnik@gmail.com Hope to see you there | 2022-918

AUGUST 18, 2022 - THURSDAY | Air Show/ Demo | 4 Days | SW Zone Camp & Fly | SKY HARBOUR MODELERS | Goderich Municipal Airport | Annual SW Zone Camp & Fly hosted by Sky Harbour Modelers. A fun filled event of camaraderie and flying for all. All Jets, Props, EDF and Helicopters welcome. Cost \$35 for four days, \$25 for two, \$20 for one. Noon show Saturday & Sunday. Kids Candy Drop. One hour Pit Walk through Saturday. Food vendor Saturday and Sunday. 3000 foot paved runway. Overnight Hangar storage available. Dry Camping available on site. Clubhouse with full

cooking facilities & BBQs available for pilots. Bring your family and friends for a fun filled annual flying event. Updates will be announced in the future. | 2022-395 | <http://facebook.com/skyharbourrc>

SEPTEMBER 14, 2022 - 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 - Thunder Thrust Over Chatham Kent Municipal Airport 5 days - September 14 - 18. Flying starts on Wednesday at Noon. The following jets are allowed; turbine, turboprop, EDF Landing Fee = \$70 No spectators due to Covid restrictions. For more info contact Peter Doupnik (519) 791-5328 or pdoupnik@gmail.com Hope to see you there | 2022-919 |

Chronique de l'éditeur *suite de la page 4* m'intéressait.

J'ai quitté cette réunion avec une TONNE d'idées et de conseils... j'en ai oublié la plupart d'ici à ce que j'arrive à la maison. Mais je savais que j'avais tout juste à retourner au club afin d'y recevoir d'autres conseils et que je serais tout aussi excité. Éventuellement, les réunions se sont aussi déroulées chez moi et les nouveaux visages – peu importe leur âge – se présenteraient et recevraient le même traitement. Parfois, les idées demeuraient, parfois non... et c'est correct.

CONTEUR EN DEVENIR

Lorsque je songe à mes décennies au sein de ce passe-temps, les meilleurs souvenirs qui me reviennent, ce sont les soirées autour d'un feu de camp, un repas en groupe au restaurant ou le sous-sol/l'atelier d'un ami... comme cette toute première réunion, jadis.

Ce qui est chouette à propos d'une bonne histoire, c'est que non seulement elle est agréable à entendre mais elle l'est tout autant à raconter. Face à face ou par écrit, ce partage de nos expériences et de notre passion pour ce passe-temps nous procure du plaisir mais en offre aussi à ceux et celles avec nous les partageons.

Alors, songez un peu aux histoires que vous aimeriez partager avec nous et faites-le nous savoir. Nous aimons beaucoup aider nos membres à partager ces histoires qui pourraient en inspirer d'autres de façons encore insoupçonnées. ✈

S-Ouest de l'Ontario (M) *suite de la page 26*

trouvait sur la berge du lac Huron et le vent était toujours de la partie.

« Ce à quoi je veux en venir : essayez de trouver une nouvelle façon d'intéresser vos membres. Faites voler des maquettes l'hiver, faites-les décoller à partir de l'eau, organisez un Fun-fly, présentez un barbecue familial pendant une soirée précise, offrez une soirée de formation des pilotes, offrez un peu d'intérêt de sorte à ce que de nouvelles activités voient le jour, ce qui attire des membres.

« Présentez-vous un Fun-fly ou un concours au cours de la saison prochaine? Faites-le moi savoir. Je crois que nous pouvons composer avec la COVID-19 et s'amuser malgré tout. Les Sky Harbour Modelers seront les hôtes du Camp and Fly de la zone Sud-ouest à l'aéroport de Goderich, en août prochain, et plusieurs d'entre nous avons bien hâte d'y revoir des amis et de passer une fin de semaine entière à faire voler nos maquettes. Au plaisir de vous rencontrer dans l'aire des puits. » ✈

Saint-Laurent (J) *suite de la page 22*

avantages, c'est qu'elles pèsent moins de 250 grammes et, en soi, ne sont pas assujetties à la réglementation de Transports Canada.

Pour conclure, des micro-drones sont épatants et s'avèrent une excellente façon de conserver votre aptitude de pilotage, surtout à la lumière du confinement attribuable à la COVID-19. Ce pourrait aussi être une bien belle façon de faciliter votre entrée dans un volet de notre passe-temps auquel vous n'aviez pas encore goûté. Essayez cela, je crois que vous aimerez ça.

VIVEMENT LE PRINTEMPS 2022

J'ai bon espoir que d'ici le printemps 2022, la menace de la COVID-19 aura été contrôlée et que plusieurs clubs planifieront leurs événements à venir.

N'hésitez surtout pas à demander un formulaire d'approbation d'évènement lorsque vous voulez inviter des pilotes d'autres clubs. Les membres de l'exécutif peuvent simplement envoyer une telle demande en complétant les formulaires appropriés sur leur propre tableau de bord, sur le site Web du MAAC! ✈

Manitoba N-O Ont (D) *suite de la page 18*

de la réglementation? Model Aviation, la revue de nos vis-à-vis américains, renfermait un bon article sur les clubs, en décembre 2021. Dave Scott est l'auteur de « Fostering an Active Flying Club in the Modern Era » (Encourager un club actif en cette ère moderne). On peut en retenir plusieurs points de discussion mais je désire porter votre attention vers autre chose que j'ai lu en ligne. Je n'ai jamais entendu parler d'un tel incident au sein de la zone D et j'espère ne jamais avoir connaissance d'une telle situation.

Placez-vous à la place de quelqu'un qui arrive à un terrain de vol avec une maquette de formation dotée du système SAFE, par une belle journée du printemps; cette personne a bien hâte de devenir membre et d'apprendre à piloter. Ensuite, imaginez qu'elle se fait dire que les « foamies » ne sont pas de véritables maquettes et que le club en question n'autorise pas l'utilisation de la technologie SAFE. Cela arriverait-il « pour de vrai »?

LA DIVERSITÉ, C'EST AGRÉABLE

Pour Noël cette année, mes enfants adultes m'ont offert une maquette de fusée Estes et un kit de maquette de vol libre (bâtonnets, balsa et papier de ricin). Ce sont les meilleurs cadeaux qui soient puisque j'avais déjà décidé que mon année 2022 serait consacrée à m'adonner à plusieurs activités agréables.

Qu'arriverait-il si je me présentais à un club en espérant y devenir membre et pour faire voler ma fusée Estes ou ma

maquette de vol libre pour me faire dire « NON » -- ce club n'est destiné qu'aux SATP?

Qu'en est-il d'un modéliste qui voudrait devenir membre chez vous mais qui ne pilote que des hélicoptères ou des multirotors – est-ce qu'on l'accommoderait ou on l'écarterait?

Considérez ces mises en situation selon la perspective d'un nouveau membre ou d'un membre qui veut essayer de nouveaux volets de l'aéromodélisme, quelque chose de nouveau – cette situation serait-elle suffisamment attirante pour devenir membre du club ou du MAAC?

Ce que j'essaie de dire, c'est que notre passe-temps et la structure du MAAC ne sont pas censés se concentrer uniquement sur un volet et surtout pas sur un volet par opposition à un autre – c'est censé être « inclusif » et agréable.

L'une des choses vraiment chouettes de la zone D, c'est que plusieurs clubs/membres ont saisi cette nuance et qu'ils « font de la place » à quiconque nourrit un intérêt pour d'autres volets du modélisme. Ce que je vois généralement, c'est que tout le monde est en train d'avoir du PLAISIR.

Ainsi, en ma qualité de directeur de zone, j'entends agir comme bougie d'allumage à l'endroit des leaders de club et de lancer l'enthousiasme afin que les clubs soient très accueillants. Déplacez la composante PLAISIR (FUN, si vous préférez) un peu plus haut sur la liste des priorités, non seulement afin d'attirer de

nouveaux membres mais aussi – si vous le pouvez – afin que vos membres actuels explorent toutes sortes d'activités.

Je participe à la révision du Code de sécurité du MAAC afin d'appuyer cette mentalité mais je crois que les leaders au sein des divers clubs doivent aussi l'encourager... Ce sera du travail collectif de la part de nous tous.

PLANS DE VOYAGE

Au cours de l'été 2022, je vais tenter de rendre visite à plusieurs clubs, bien que les rencontres face à face soient encore difficiles. Je vous avertis d'avance : j'apporterai des maquettes illustrant plusieurs volets de notre passe-temps afin de les faire voler/lancer/conduire là où c'est autorisé. Nous avons même un club de bateaux au sein de notre zone (j'attends celui que j'ai commandé) – alors attendez-vous à ce que je passe faire un tour!

Je lance un défi à tous les membres de la zone D : sortez de votre zone de confort pendant cette saison de construction hivernale et essayez un autre volet rigolo du modélisme.

Si quelqu'un avait des idées ou voulait discuter de problèmes au sein de la zone, je suis toujours disponible par courriel ou par téléphone. Vous trouverez mes coordonnées sur le site web du MAAC ou sur la page Facebook de la zone D, ou encore, par le biais d'une nouvelle adresse courriel que j'ai créée, au zddmaac@gmail.com. ✨

Sud Est de l'Ontario (L) *suite de la page 24*

« Il était un modéliste qui tenait du génie. Il créait des maquettes d'allure professionnelle qui ont précédé de plusieurs années les splendides maquettes en provenance d'Europe, celles qui se vendent si bien, aujourd'hui.

« Il était un véritable maître en l'art du lancer-main de planeurs et il savait 'accrocher' des thermiques de sorte à ce que ses appareils atteignent une altitude considérable. Ron a probablement perdu bon nombre de planeurs au fil des années.

« Je ne connais pas ses records des U.S. Nationals mais je suis persuadé qu'il se débrouillait bien; il attirait alors l'attention des autres concurrents, de par la perfection de ses maquettes.

« Il était très avancé sur son temps en créant des maquettes qui ressemblent aux modernes que l'on voit évoluer lors de concours, aujourd'hui. On ne parle plus d'« avions-jouets » de balsa et de papier de ricin imbibés de carburant. »

Fred et moi avons rencontré la fille Carolyn au domicile de Ron à Scarborough (grande banlieue de Toronto). Les maquettes que nous avons vues ont confirmé les paroles d'Andy. Elles sont superbes (certaines n'ont probablement jamais volé) de diverses catégories comme FiA (planeurs), FiB (motorisation à élastique), FiC (moteurs à carburant conventionnel) et FiD (vol libre intérieur).

Il était un redoutable concurrent mais il passait aussi du temps à construire des maquettes en compagnie de ses enfants Carolyn et Kevin.

Son plus grand accomplissement, c'est d'avoir établi le record de vol intérieur (FiD) de 27 minutes et 54 secondes, le 27 novembre 1983.

Son dévouement envers sa famille, envers notre association et envers l'aéromodélisme servira d'exemple pour les prochaines générations.

Merci Ron pour tous ces souvenirs et nous souhaitons de la santé à votre famille et à vous-même. ✨

Ottawa Valley (G)

from page 21

our two sea containers and our equipment at his location until the spring of 2020.

“As Christmas 2019 came and went, the threat of the virus was getting real. Nevertheless, we managed to host our 2020 Winter Fun Fly at Drummond field, very shortly before the first COVID-19 lockdown and the end of ORCC flying at Drummond Field.

“As fate would have it, one of our diehard club members identified a new location which was only 5 km away. We signed a lease in mid-May 2020 and the real planning of our move started. The Ontario lockdowns and low limits on gatherings caused some issues. These were respected and we made our main move to the new field on June 13th, 2020.

“A lot of prep work was required at the new field. The grass needed to be cut, rocks removed from the runway and quite a few truckloads of soil needed to be brought in and spread to create a proper runway.

“While we continued to work on the new runway, we developed a shorter 250’

temporary runway for the 2020 flying season. We had that operational by July 1st and immediately got our flight training underway. One member earned his wings at the new field in 2020.

“With rapid and careful planning, the club members were able to come out in small numbers. Our efforts were directed to the main runway. This would take most of 2020 to complete as there was levelling to be done, seeding and fertilizer, and watering.

“This field has two main bonuses. The first is our outstanding landlord and the second is the option to have sprinklers running when we need them. We moved our flying operations to the new permanent runway early in 2021, turning our temporary runway into the new pit area.

“We added a new sun shelter and are continuing to make improvements at the field. More projects are on the list for 2022.

“Well, here we are at the end of the 2021 summer flying season and the Ottawa Remote Control Club is back up and

functioning normally. I must thank all the ORCC club members for their constant and superior efforts.

“The property includes an arena and landowner Ward Yaternick generously allows our members to fly indoors, with prior notice. The indoor 2022 season of ORCC flying is taking off as I write this. Not only are we flying lightweight models indoors, but eager club members are also introducing other members to indoor control line flying!

“As soon as the snow flies, members will also be on the outdoor field flying off skis and floats while enjoying our heated clubhouse!

“We are carefully monitoring our emergence from the pandemic and we are looking forward to getting back to hosting flying events and an Open House in 2022 at the Ottawa Remote Control Club as soon as conditions permit.

“The future of the ORCC is looking bright as we continue to mine the gold at the end of the rainbow.” ✨

Vallée de l'Outaouais (G) suite de la page 20 le 13 juin 2020.

« Il nous fallait préparer le nouveau terrain. La pelouse devait être coupée, des rochers devaient être déplacés de la piste et plusieurs voyages de sol arable (top soil) devaient être apportés sur place et épandus afin de créer une piste proprement dite.

« Pendant que nous poursuivions ces travaux, nous avons créé une piste temporaire plus courte de 250 pieds en prévision de la saison de vol. Celle-ci était opérationnelle le 1er juillet et nous avons repris la formation des élèves-pilotes. Un membre a reçu ses ailes grâce au nouveau terrain.

« Les membres du Club ont été en mesure de venir en petit nombre, après un peu de planification. Nous avons concentré nos efforts sur la piste principale. Cela a monopolisé le gros de l'année 2020 puisque nous devions la niveler, l'ensemencer et l'arroser.

« Ce nouveau terrain comporte deux avantages. Premièrement, notre nouveau propriétaire est un gars d'exception et deuxièmement, nous pouvons actionner des gicleurs, au besoin. Nous avons déménagé nos opérations à la piste permanente au début 2021 et notre piste temporaire a été transformée en aire des puits.

« Nous avons ajouté un nouvel abri contre le soleil et nous poursuivons les améliorations au terrain. Nous carressons d'autres projets en 2022.

“Eh bien, nous voici en fin de saison 2021 et l'ORCC fonctionne normalement. Je remercie tous les membres du Club pour les efforts qu'ils ont déployés.

« La propriété comprend un aréna et notre propriétaire Ward Yaternick a généreusement autorisé nos membres à faire voler leurs maquettes à l'intérieur, en autant que nous l'avertissions au préalable. La saison de vol intérieur

s'amorce au moment d'écrire ces lignes. Non seulement sommes-nous en mesure de piloter des maquettes légères de vol intérieur mais des membres enthousiastes sont aussi en train de présenter le vol circulaire intérieur à leurs confrères!

« Aussitôt que la neige arrivera, les membres pourront se présenter au terrain extérieur avec des avions sur skis ou sur flotteurs pendant que nous profitons de notre clubhouse chauffé!

« Nous surveillons attentivement la fin (espérée) de la pandémie et nous avons hâte de présenter de nouveaux rassemblements et un Open House en 2022 ici à l'Ottawa Remote Control Club aussitôt que les circonstances le permettront.

« L'avenir de l'ORCC promet tandis que nous récoltons l'or qui se trouve à la base de notre propre arc-en-ciel. » ✨

beaucoup de plaisir dans la cour arrière de Ladi, qui donne sur un boisé. Nous apprécions beaucoup l'hospitalité et le barbecue annuel de Ladi. C'est l'un des points forts de l'année!

La petite brise est morte et la plupart d'entre nous a repris le chemin du terrain de vol en ces conditions magiques afin d'être témoins du vol fly-off (de départage) en F1A. Jama mettait à l'essai une maquette flapper à ailes de carbone munie d'un profil d'aile Brian Eggleston. Vidas, pour sa part, avait une maquette LDA qu'il avait réglée en 2019, avant le Championnat mondial de l'époque.

Les deux concurrents ont connu un bon lancer mais la maquette de Jama était plus haut et il a réalisé un chrono tout juste sous la barre des 8 minutes, ce qui lui a conféré la victoire. Cependant, à la suite d'une discussion en quatrième ronde avec le chronométrateur et le directeur de concours, Jama s'est fait corriger son pointage à 43 secondes, si bien que son vol fly-off a été jugé nul.

Cela a placé Vidas en première position et Peter Allnut en deuxième. Chris Lenartowicz, pour sa part, s'est retrouvé en troisième place.

Le dimanche matin, le temps était très calme et la brise soufflait tout juste du nord. Nous comptons cinq concurrents en Coupe d'hiver (F1G) et Dima Silin en était à ses premières armes au sein de cette catégorie. Patrick MacKenzie avait aussi une nouvelle maquette Coupe (une Souper Coupe afin d'aller avec son Super P-30!) qu'il ajustait en cours de route. Bernard Guest avait apporté l'une des vieilles maquettes Wakefield (40 grammes) de Barry Condon et il entendait l'essayer en catégorie Open Rubber.

Patrick a apporté sa maquette Copy Cat (catégorie Open Rubber) qui reprenait certaines idées du Blimp. Elle a très bien

volé, tout comme l'année précédente pendant la Huron Cup. Bernard a eu une difficulté au moment où son élastique était trop long, réduisant la tension et ne permettant pas au nez de la maquette de demeurer en place. Je crois que Patrick a eu un problème semblable, ce qui lui a fait abandonner le premier vol mais c'était plus long que Bernard, ce qui lui a assuré la victoire!

Dima a réussi à régler sa maquette P-30 et a offert quelques bons vols « max » dans une aérologie favorable. Une fois de plus, Patrick MacKenzie l'a coiffé aux résultats et l'a emporté!

Dans la catégorie Coupe, Laki Horak a vu sa maquette décrire des spirales pour une raison inconnue (la pire sorte!). Celui-ci a lancé un autre avion et a inscrit des vols « max ». Patrick a eu quelques problèmes avec son avion Super Coupe, ce qu'il devrait pouvoir régler avec quelques réglages. Cette maquette était soigneusement construite, comme tous les avions de Patrick.

Bernard, Dima et moi-même avons réalisé un pointage complet en F1G, ce qui allait nécessiter un vol de départage fly-off. Le vent avait augmenté; il n'aurait pas été sage de tenter le fly-off en de telles conditions chaudes et venteuses.

J'ai suggéré de revenir au coucher de soleil afin de vérifier si le vent faiblissait, mais Dima devait retourner chez lui et n'a pu y participer.

En catégorie « Open Power » Richard Grulinsky faisait voler quelques maquettes à ailes pliantes (F1C) Babenko. Ces avions miniatures volaient bien et ont facilement réalisé des vols « max ». Richard tentera sûrement de faire partie de la prochaine équipe de F1C! C'était bien agréable de le revoir à l'œuvre, après une absence de plusieurs années.

Simon Blake était l'une des personnes

qui avaient cru en les prédictions météo du samedi et il a décidé de se déplacer le dimanche afin de disputer quelques manches en F1J et en « Open Power ». Sa maquette F1J volait bien mais il a dû abandonner lors des deuxième et troisième rondes. Il a décidé de cesser ses vols en F1J pour disputer une quelconque place en « Open » avec une autre maquette.

Son avion « Open Power » était mû par un Cox .15 d'une belle sonorité et il a grimpé très vite. Il a réalisé un beau « max » mais le vent a repris de la vigueur; la récupération s'annonçait problématique, si bien que Simon a décidé de n'effectuer qu'un vol. C'est dommage qu'il n'est pas venu le samedi!

Puisque Dima ne se joignait pas à nous en fly-off de F1G, Bernard et moi avons décidé de faire voler nos maquettes le lundi matin, juste après le lever du soleil. Eh bien, les conditions étaient idéales. La brise provenait du nord-ouest et quelques nuages de brouillard flottaient au-dessus du champ.

Bernard a décidé d'essayer sa grosse maquette Coupe (ailes de 16 dm²!) qu'il n'avait fait voler à quelques reprises lors de pratiques mais qui promettait à titre d'avion pour les fly-off. Malheureusement, ses ailes ont souffert de vibrations (flutter), ce qui lui a fait perdre beaucoup d'altitude.

Ma maquette Coupe de plus petite dimension a très bien volé et, avec un chrono de 4 :26, j'ai remporté la mise et Bernard s'est contenté de 3 :26, ce qui est excellent, compte tenu de la faible altitude atteinte. Une fois qu'il aura renforcé la structure, cet appareil devrait être redoutable!

C'était bien agréable de voir tout le monde au terrain et avec un peu de chance, ces concurrents se sont amusés à notre gazonnière. ✨

Manitoba NW Ontario (D) *from page 19*

the list of club priorities, not only for attracting new members but for all members exploring all activities – if you can.

I am involved in revising the MAAC Safety Code to support this better, but I think Club Leaders need to support this as well – it will take all of us working together.

TRAVEL PLANS

For the summer of 2022, I am going to try to visit every club I can, although face-to-face is still proving to be really challenging. Be forewarned: I will be bringing varied facets of the hobby with me to fly/launch/drive wherever it's allowed. We even have a boat club in our zone (my boat is on back order) -- expect a visit!

I challenge all Zone D members to get outside your comfort zone during this winter build season – try some other fun parts of modelling.

If any member has ideas or Zone issues to discuss – I am always available via e-mail or a phone call. My contact info is on the MAAC website or Zone D Facebook, or a new e-mail I created at zddmaac@gmail.com ✨

SAM / Free Flight

from page 59

Rubber model which used some ideas from the Blimp. It flew great as it did last year in the Huron Cup. Bernard had a miss-fold caused by a rubber motor that was too long and did not provide enough tension to hold the nose block in place. I think Patrick had a similar issue, causing him to drop the first flight but his drop was longer than Bernard's, giving him the win!

Dima was getting his P30 trimmed and put up a couple of very high maxes in good air. But once again Patrick MacKenzie dropped less for another win!

In Coupe, Ladi Horak had his model spiral down for unknown reasons (the worst kind!). He flew another model and maxed the rest of the way. Patrick had a few issues with his Souper Coupe which further trimming will surely solve. It was very well built as is all of Patrick's models.

Myself, Bernard and Dima all had a full score in F1G which would require a fly-off. The wind had steadily increased making a fly-off in the hot and breezy conditions

unwise.

I suggested that we could come back at sunset to see if the wind would drop, but Dima had to go home and thus could not participate in the fly-off.

In Open Power, Richard Grulinsky was flying some Babenko folding wing F1C models. They flew very well and maxed with ease. Richard will be looking to be on the next F1C team for sure! It was great to see him out after many years away from the sport.

Simon Blake was one of the people who believed the weather forecast for Saturday and decided to come Sunday to fly F1J and Open Power. His F1J was flying well but he dropped round two and three. He decided to stop flying F1J and fly Open Power with another model.

His Open power model had a nice sounding Cox .15 and was very fast in the climb. He made a great max but by then, the wind had really picked up and the retrieval was becoming a factor so Simon

decided just to make one flight only. Too bad he didn't come on Saturday!

With Dima not joining us for the F1G fly-off, Bernard and I decided to try to fly on Monday morning, just after sunrise. As it happened, the conditions were ideal. Very slight drift from the North-West with some patches of mist on the field.

Bernard decided to try his new, very large (16 sq. dm wing!) Coupe which had only flown a few times in practice but shown great promise as a fly-off model. Unfortunately, his model experienced wing flutter which led to a large prop stall, which cost a great deal of height.

My much smaller conventional Coupe flew well and did 4:26 for the win and Bernard had to settle for 3:26 which was an excellent time considering the very low climb height. Once sufficiently stiffened up, this model should be potent!

It was great to see everyone out at the field again and hopefully, everyone had a great time on our wonderful sod farm.

Site web

suite de la page 51

sont en train de piétiner un drone.

QU'EST-CE QUI A ÉTÉ ACCOMPLI?

Le groupe qui s'occupe du site Web poursuit sa tradition de bâtir de meilleurs outils en ligne pour l'administration et la communication, des outils qui sont utiles aux membres, administrateurs de club, comités, au conseil de direction ainsi qu'au personnel du siège du MAAC.

L'investissement du MAAC dans la technologie a contrecarré l'impact négatif qu'aurait eu l'inflation et des coûts d'opération sur la marge financière du MAAC. De plus, les programmes que nous avons bâtis ont fait en sorte que les membres peuvent aisément renouveler leur adhésion (ou les nouveaux, s'inscrire à titre de membres); les clubs peuvent aussi renouveler leur adhésion à l'organisme ou transmettre des modifications à leurs données.

La valeur et la robustesse de l'infrastructure numérique du MAAC a fait ses preuves à mesure de la pandémie de la COVID-19 prenait de l'ampleur. Nous pouvons en être fiers. Notre organisme n'a jamais échappé à la balle. Le personnel a réussi à faire du télétravail, si bien que les adhésions et le renouvellement des clubs se sont effectués de façon tout à fait normale.

MODIFICATIONS RÉGLEMENTAIRES

L'Exemption dont jouit le MAAC auprès de Transports Canada a créé une charge de travail supplémentaire pour l'équipe du site web. Un tout nouvel élément a été créé afin de gérer les renseignements sur les pilotes, conformément aux exigences de l'Exemption officielle. Des rapports supplémentaires ont été générés afin de fournir les renseignements à Transports Canada.

L'univers numérique a rendu possible l'organisation d'assemblées de zone et d'assemblées générales annuelles (AGA) en mode virtuel. L'outil d'envoi de masse de courriels a été indispensable aux opérations des assemblées de zone en 2020 et en 2021. Quant aux AGA en 2019 et en 2020, elles n'auraient tout simplement pas été possibles si nos outils numériques et nos bases de données n'existaient pas. Les membres de partout au Canada ont été en mesure de participer grâce à la technologie offerte. Sans cela et il n'y a pas si longtemps, seules les personnes à distance de route de la réunion auraient pu y participer en personne. Une fois de plus, l'assemblée annuelle (en 2022) se déroulera en format virtuel.

Rien de ce que je viens de vous expliquer n'aurait été possible sans les quelques

années dévouées à constituer des bases de données, des outils pour les membres et des systèmes générateurs de rapports afin d'analyser l'information.

EN 2022

Si je jette un coup d'œil dans ma boule de cristal, les organismes comme le nôtre devront continuer d'affronter les changements de tâches, rôles, d'équipes et de stratégies... l'innovation sera projetée à l'avant-plan.

Les penseurs qui songent à l'avenir ont la faculté de regarder au-delà des événements actuels afin de voir les possibilités qui se profilent à l'horizon. Si un organisme est trop lent à s'adapter aux pressions internes et externes, il deviendra vétuste et plus tellement pertinent aux procédés et priorités au quotidien.

Le plan de travail de 2022 est tout aussi ambitieux que par les années passées. Nous en avons encore beaucoup à faire afin de continuer de nous améliorer. Le gros projet à l'horizon : faire en sorte que le tout le travail s'effectue sans embûches sur toutes nos plateformes. Nous voulons en arriver là depuis un moment mais d'autres dossiers étaient prioritaires. ✈

OBITUARIES

Jean Chevalier

It is with great sadness we announce the passing of Jean Chevalier on Friday, January 14, 2022.

Jean was a leader, founder of the Club Napierville, pioneer, deserving of the MAAC Hall of Fame. In spite of his great talent and accomplishments, and everlasting contribution to our hobby, Jean was a humble man, always ready to lend a helping hand.

Jean will be sadly missed by all, especially his loving wife and companion Diane.

C'est avec une grande tristesse que nous annonçons le décès de Jean Chevalier le vendredi 14 janvier 2022.

Jean était un leader, fondateur du Club Napierville, Pionnier, digne du Temple de la renommée du MAAC. Malgré son grand talent et ses réalisations, et sa contribution éternelle à notre passe-temps, Jean était un homme humble, toujours prêt à donner un coup de main.

Jean manquera beaucoup à tous, en particulier à sa tendre épouse et compagne Diane.

Fabien Gagné et Steve Woloz

Directeur et assistant directeur, Zone Saint-Laurent



GREAT HOBBIES

Great Service • Great Selection • Great Prices

Eflite
ADVANCING ELECTRIC FLIGHT

A-10 Thunderbolt II BNF

- Scale replica of the iconic aircraft flown by the U.S. Air Force for Close Air Support and other missions
- LED navigation lights, operational flaps and twin



Wingspan: 45.24in • Wing Area: 340sq in • Length: 41.77in
EFL011500 — A-10 Thunderbolt II Twin 64mm EDF BNF

Eflite
ADVANCING ELECTRIC FLIGHT

F-14 Tomcat BNF

- Functional 3-position variable-sweep wings plus full-flying stabs for an authentic and unique flying experience



Wingspan: 30in • Length: 29.5in • Weight: 1.13lbs
EFL01450 — F-14 Tomcat Twin 40mm EDF BNF Basic

Fms

Ranger PNP w/floats

- Ultralight EPO foam
- Two landing gear types included - tricycle and floats!
- One piece horizontal stabilizer



Wingspan: 48in • Wing Area: 393.7sq in
FMS111PFX — Ranger w/Reflex Stabilization & Floats

ZOHD
ADVANCING THE FUTURE

Alpha Strike PNP

- EPP molded airframe
- Super stable flying performance
- Looks AMAZING in the sky!
- Excellent FPV platform

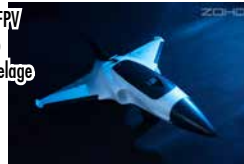


Wingspan: 620mm • Wing Area: 15.6sq dm • Length: 650mm
ZHD10069 — ZOHD Alpha Strike PNP w/Motor/ESC/Servo

ZOHD
ADVANCING THE FUTURE

Delta Strike PNP

- World's first 50mm EDF FPV Wing with built-in pan servo
- Spacious room inside fuselage for batteries and FPV gear
- EPP molded airframe



Wingspan: 600mm • Length: 610mm • Weight: 750g
ZHD10071 — ZOHD Delta Strike PNP w/Motor/ESC/Servo

Fms

Sky Trainer 182 RTF

- RTF with 6-channel radio
- Includes LED lights, flaps, carbon wing tub, and higher power motor



Wingspan: 55.5in • Wing Area: 27sq dm • Length: 46in
FMS007RABX — Sky Trainer 182 1400mm RTF Blue

BLADE

150 S BNF

- Exclusive SAFE Technology
- Stability, Intermediate, and Experienced flight modes
- Panic Recovery mode
- Spektrum Nanolite High Speed MG Heli Servo



Rotor Span: 361mm • Main Blades: 155mm • Tail Rotor: 64mm
BLH54550 — 150 S Smart Collective Pitch BNF

BLADE

Fusion 180 BNF

- High-performance 3D machine for intermediate heli pilots
- Redeveloped carbon fiber main frame
- Newly developed tail case



Rotor Span: 412mm • Main Blades: 180mm • Tail Rotor: 100mm
BLH05850 — 180 Smart Collective Pitch 3D BNF

Fms

Kingfisher PNP

- Screw-together construction—no glue required
- Two-piece, plug-in wings and quick-release struts
- Functional Flaps



Wingspan: 55.12in • Wing Area: 451sq in • Length: 36.02in
FMS103PFX — Kingfisher PNP w/Stabilization



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