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CANADA

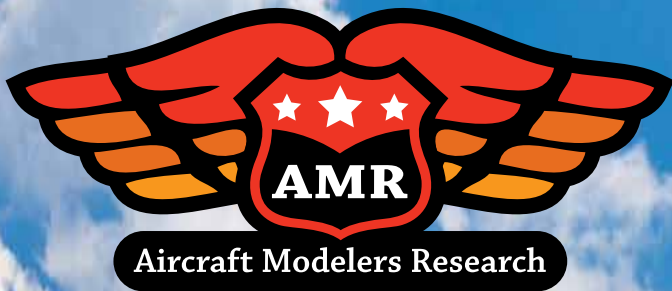


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May Issue - March 10
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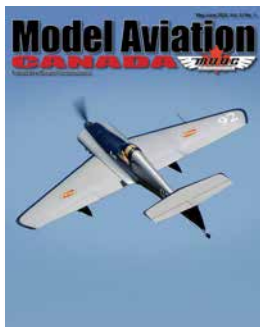
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TABLE DES MATIÈRES

Chronique du président	4
PIONNIERS DU CANADA	6
Leader Member	7
Jack McGillivray Memorial MAAC Bursary	7
PRIX DU TEMPLE DE LA RENOMMÉE	8
Prix d'excellence pour l'ensembles des réalisations	10
Alberta (A)	12
C-B Intérieure et Yukon (C)	14
Sud ouest de Colombie-Britannique (H)	16
Manitoba Nord-ouest Ontario (D)	18
Milieu (E)	20
Vallée de l'Outaouais (G)	22
Québec (I)	24
Saint-Laurent (J)	27
Sud-Est Ontario (L)	29
WCRCF Spring Float Fly	30
Alf Hennessey	34
A Frugal Flier	40
Stuka Revival	42
Spectre radio	44
Vol circulaire	46
Vol circulaire acrobatique	48
Vol libre intérieur	51
Maquettes électriques RC	52
Hydravions	55
R/C Grand Modèle	56
Acrobatie de précision RC	58
Course autour de pylônes	60
Magasins de passe-temps au Canada	63
Trading Post	64
Évènements à venir	65

TABLE OF CONTENTS

President's Message	5
PIONEERS OF CANADA AWARD	6
Leader Member	7
Jack McGillivray Memorial MAAC Bursary	7
Hall of Fame	9
LIFETIME ACHIEVEMENT AWARD	10
Alberta (A)	13
British Columbia Interior - Yukon (c)	15
South West British Columbia (H)	17
Manitoba North West Ontario (D)	19
Middle (E)	21
Ottawa Valley (G)	23
Quebec (I)	25
St. Lawrence (J)	27
South-east Ontario (L)	29
WCRCF Spring Float Fly	30
Alf Hennessey	34
A Frugal Flier	40
Stuka Revival	42
Radio Spectrum	45
Control Line	47
Control Line Precision Aerobatics	49
Indoor Free Flight	51
R/C Electric	53
R/C Float plane	55
R/C Large Model	57
R/C Precision Aerobatics	59
R/C Pylon	61
Hobbyshops Canada	63
Trading Post	64
Coming Events	65



Jean Tardiff's 45" span Bill Falck Rivets air racer.

CHRONIQUE DU PRÉSIDENT



Mike Anderson - 17752

Président

613-299-3702 | president@maac.ca

INTRODUCTION

En ma qualité de nouveau président du MAAC, je voulais me présenter aux membres d'un bout à l'autre du pays.

Le conseil de direction m'a élu à la présidence le 11 avril afin que je succède à Peter Schaffer à ce poste. Je suis basé dans la région d'Ottawa, plus près de la Voie maritime du Saint-Laurent que de la rivière des Outaouais; ma femme Gwen et moi y vivons depuis 1994. En septembre 2021, j'ai pris ma retraite de la division Énergie nucléaire de General Electric, mettant un point à une carrière de plus de 40 ans... je m'attendais à faire paresseusement voler mes maquettes pendant les belles journées.

Comme plusieurs d'entre nous, je suis tombé sous le charme des avions alors que j'étais encore garçon. À l'âge de six ans, je m'intéressais aux maquettes de plastique avant de passer à celles à propulsion élastique de Guillow's. Sont ensuite venus les appareils de vol circulaire et finalement, le vol télécommandé vers mes 16 ans. Selon un patron bien établi, j'ai mis mes « jouets » de côté, le temps de me marier, de connaître la vie et de me consacrer à ma carrière jusqu'à ce jour de 2000 lorsque Gwen m'a dit que je devais me trouver un passe-temps. Très rapidement, je me suis relancé en vol télécommandé et j'ai obtenu mon premier « emploi » au sein du MAAC, à la présidence du comité des maquettes électriques.

Pendant plusieurs années, j'ai fait évoluer des maquettes de vol intérieur grâce à des appareils que je fabriquais moi-même. Vers la même époque, j'ai découvert les petits-gros et l'acrobatie IMAC, si bien que j'ai organisé un évènement IMAC pendant plusieurs années ici au sein de la zone d'Ottawa. J'ai même effectué la transition du mode 2 au mode 1 afin d'améliorer mes acrobaties. Je me suis aussi impliqué au sein des disciplines F5B, maquettes lancées à la façon d'un disque et des planeurs ALES – y compris les concours afférents – et finalement, j'ai goûté aux maquettes à turbine, ce qui a ouvert la voie

à de multiples rassemblements Jet Days. Si une machine vole grâce à des ailes, je veux la piloter. (Je suis pourri à l'hélicoptère, cependant).

LA MISSION

J'ai l'intention de concentrer mes efforts sur deux principaux thèmes lors de mon mandat : préserver notre exemption de la Partie IX du Règlement de l'aviation canadien (le RAC) qui régit les systèmes aériens télépilotés (SATP ou RPAS, en anglais) et améliorer l'expérience que vivent les membres au sein du MAAC.

En juin 2019, Transports Canada a présenté de la nouvelle réglementation qui a eu un impact sur les avions télécommandés. À cette époque, le MAAC a négocié – avec succès – une exemption conditionnelle qui, en gros, autorise les membres du MAAC à faire voler leurs maquettes comme nous l'avions fait au cours des plusieurs dernières décennies. Plusieurs personnes ne s'en rendent pas compte, mais cette exemption nous accorde davantage de liberté que presque tous les autres pays.

L'une des nouvelles conditions qu'on nous a imposées, c'est celle voulant que nos membres ne puissent pas faire évoluer leurs maquettes dans un espace aérien contrôlé sans qu'une entente ne soit conclue avec les agences en présence. Le seul accord existant au sein d'un tel espace aérien, ce sont des autorisations qui ont été accordées à presque 60 terrains de vol déjà situés sous de l'espace aérien contrôlé (en ce mois de juin 2019) et un autre, cette fois à Gander (Terre-Neuve-et-Labrador).

Histoire d'aider nos membres à se conformer à cette condition, nous avons créé un formulaire de politique de limitation d'altitude, à 700 pieds au-dessus du sol afin d'éviter que nos maquettes ne se retrouvent dans l'espace interdit. J'ai envoyé un courriel expliquant les détails de cette nouvelle politique (numéro 15) à tous les membres actifs (ceux et celles qui acceptaient de recevoir des courriels), le 21 avril. Cette politique autorise les membres de demander l'autorisation d'augmenter le plafond à au-dessus des 700 pieds mentionnés. Cette requête permet au MAAC d'identifier toute inquiétude

afférente à l'espace aérien et fait en sorte que nos membres n'enfreignent pas les conditions de notre exemption ou de toute autre réglementation de Transports Canada.

Nous comptons environ 415 terrains de vol (à l'extérieur) où les membres font voler leurs SATP. Jusqu'à maintenant, nous avons reçu 46 demandes de modification d'altitude et nous avons livré 40 certificats. Ceci illustre que presque 90 % de nos terrains actifs de vol acceptent cette limite des 700 pieds.

Quant au deuxième thème de ma mission, nous avons reconnu que l'information que veulent et dont ont besoin nos membres n'est pas toujours facile à trouver. Nous savons que nos membres veulent tout bonnement vivre une séance de vol et s'amuser tout en évitant les tracas. Nous recherchons des façons de simplifier nos règlements et nos documents afférents à la sécurité de sorte à ce que vous trouviez ce dont vous avez besoin... lorsque vous en avez besoin. Nous savons que nos politiques, statuts et règlements ainsi que les procédures se contredisent parfois ou qu'elles dédoublent les renseignements ou encore, que tout cela manque de clarté. Le conseil de direction a résolu d'appuyer une « révision de la gouvernance » et maintenant, nous nous penchons sur la meilleure façon d'y parvenir.

Je veux minimiser le fardeau administratif sur les membres... mais minimiser ne signifie pas éliminer. Nous faisons partie de l'environnement de l'aviation canadienne parce que nous évoluons au sein d'un passe-temps régi par le fédéral et, en soi, nous ne pouvons échapper à une certaine quantité de bureaucratie. Cependant, histoire de donner un coup de pouce à notre objectif, nous explorons notre base de données des membres afin d'améliorer la capture (en ligne) d'information et de réduire les formulaires à compléter, lorsque c'est possible.

Maintenant que le Canada reprend une routine pré-pandémique, j'espère que tout le monde sortira une fois de plus afin de faire voler sa ou ses maquettes préférées. ✨

PRESIDENT'S MESSAGE



Mike Anderson- 17752

President

613-299-3702 | president@maac.ca

INTRODUCTION

As your new President, I wanted to quickly introduce myself to the members across the country.

I was elected by the Board of Directors on April 11, to succeed Peter Schaffer as MAAC president. I'm based in the Ottawa area, closer to the Saint-Lawrence River than the Ottawa River, where my wife Gwen and I have lived since 1994. I retired from General Electric's Nuclear Power division in September 2021 after more than 40 years with the expectation of spending many lazy days flying.

Like many of us, I fell in love with airplanes as a boy. I progressed from plastic models as a six-year-old to Guillow's balsa rubber-powered models to control line and into radio control by the time I was around 16. And following a typical pattern, my toys were set aside for marriage, life and career until one day in 2000, Gwen told me I needed to get a hobby. It wasn't long before I was back into RC with electric-powered planes, which landed me my first "MAAC job" as chair of the RC Electric Committee.

For many years, I flew indoors with mostly hand-made planes. Around this time, I found a new passion in giant scale models and IMAC aerobatics and organized a multi-year IMAC event as part of a series here in the Ottawa area zone. I even switched from Mode 2 to Mode 1 to improve my aerobatics. I also got into F5B, discus-launch and ALES gliders and related

competitions and finally, into turbine jets that led to the creation of a multi-year Jet Days event series. If it flies on wings, I want to fly it. (I'm a very poor heli pilot)

THE MISSION

I plan to focus on two main themes during my term; keep our exemption from Part IX of the Canadian Aviation Regulations (CARs) that govern Remotely Piloted Aerial Systems (RPAS) and improve our member experience.

In June of 2019, Transport Canada introduced new regulations that impacted remotely piloted model airplanes. At that time, MAAC successfully negotiated a conditional exemption that, for the most part, allows MAAC members to fly as we had for decades. Many don't realize it, but our exemption gives us more freedom than almost any other country.

One of the new conditions imposed on us in that exemption is that our members cannot operate models in controlled airspace without an agreement in place with the controlling agencies. The only agreement for flying in controlled airspace that exists is the granting of permissions for almost 60 flying sites that were already operating in controlled airspace in June 2019 and one for a single site in Gander, NL.

To help our members comply with the condition, we created the altitude limit policy that set a default altitude limit of 700 feet above ground level (AGL) to avoid flying up into controlled airspace form below. I e-mailed the details of the new policy (MPPD 15) to all active members who elected to receive e-mails on April 21st. The policy allows members to request operation above 700' AGL. This request allows MAAC

to identify any airspace concerns and makes sure our members aren't inadvertently breaking the conditions of our exemption or any other Transport Canada regulations.

We have roughly 415 active outdoor flying sites where RPAS are flown. So far, we've received 46 applications for altitude extensions, and we've issued 40 certificates. This shows that the 700-foot limit is acceptable for nearly 90% of our active RC flying sites.

For the second theme in my mission, we have recognized that the information that members want and need is not always easy to find. We know that our members just want to go out and have some fun flying models and stay out of trouble. We are looking at ways to simplify our rules and safety documents so you can find what you need when you need it. We know that our policies, by-laws and procedures sometimes contradict each other or provide unnecessary duplication or just aren't clear. The Board of Directors has pledged to support a full 'governance review' and now, we are considering the best way to get that done.

I want to minimize the administrative burden on members but to minimize does not mean eliminate. We are all part of Canadian aviation in a federally-regulated hobby and there's no escaping a certain level of bureaucracy. To help with this, we're leveraging our member database to enhance information capture online and reduce form-filling where possible.

Now that Canada is returning to a pre-pandemic routine, I hope everyone gets back out there and flies their favourite model. ✈



Pioneer Award

Ray Hunter	2003	Cliff Boyer #116L	B	2007	Archie Steels #73L	M	2012
John Hamilton Parkin	2004	Hal Lorimer #892L	G	2008	Donald C. Murphy	H	2017
John T. Dilly	2004	Cecil Wood #41520L	L	2009	John Knox Hawkshaw #44166 L		2017
Robert E. Milligan	2004	Rene Goossens #97L	M	2010			
Roy P. Nelder	2004	Ted Buck #85L	M	2012			

NOMINATIONS FOR MODEL AVIATION PIONEERS OF CANADA AWARD

Criteria for Award

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

Method of Nominations

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

Submission Criteria

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

Recipient's Award Recognition

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

Unsuccessful Nominees

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

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

Critère d'évaluation

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

Méthode de nominations

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

Critères de soumission

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

Reconnaissance des lauréats

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

Candidatures non-retenues

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

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Leader Member - Membre Leader

Criteria for Award

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

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

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

Submission deadline is 40 days prior to your AZM date.

Critères du prix

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

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

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

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



\$5,000 Jack McGillivray Memorial MAAC Bursary

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

Jesse McCutcheon #45487	L	1997	Michel Griffioen #63486	F	2004	No Submissions	2012	
Stephen Mailloux #49431	D	1997	Steven Prang #59431	E	2005	Graeme Ellis #79914	F	2013
Dany Allard #39830	J	1998	Dimitri Cuesta Lavoie #56935	J	2005	Nick Playle #76165	D	2014
Mark Harrington #58726	G	1999	Steven Prang #59431	E	2006	Ryan Petrie #83708	L	2017
Daniel Bough #53860	E	1999	Adam Buray #66989	C	2006	Peter Farrar #84768	A	2018
Matt Usher #51549	E	2000	Alexandre St-Germain #34218	J	2007	Deghayli Hussen #90179	J	2019
No submissions		2001	Christopher Robert #71912	M	2008	Timothy Pajala #76892	D	2020
Mike Beasley #52781	A	2002	Colin Bell #61634	B	2009	Aiden LaPointe #94239	E	2021
Mike Beasley #52781	A	2003	Harvey Dhiman #72204	H	2011	Michael Bennett #87422	L	2022

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

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



Hall of Fame

Warren Hitchcox #565	L	1991	Donald G. Prentice #5359L	E	1995
Ken Groves #875L	L	1991	Mike Thomas #1964L	L	1996
Branson St. John #12282	D	1991	Reg Dunning #2	L	1996
Gerald Shaw #4477L	M	1991	Bruce Lester #3	L	1996
John Bortnak #825L	A	1991	Wilf St. John #5	D	1996
Frank Rutland #521L	C	1992	Roy Dolson #11	L	1996
Jack McGillivray #1025L	L	1993	H. R. Screamton #12		1996
Paul Durant	B	1994	Jim W. Graves #13	L	1996
Lillian Hockin #7	L	1994	Val Ure #714L	D	1997
Ben Webb #8	G	1994	Dave Henshaw #226L	M	1998
Frederick Stull #9	E	1994	Jack Luck		1999
Lavalle Walter #1	M	1994	Harry Barnard #7233L	E	2000
Robert Moore #6	A	1994	Ray Gareau #369L	J	2001
Doug P. Collis #10	H	1994	George Ens #681L	M	2001
Robb Webb	G	1994	John Marett #651L	L	2001

MISE EN CANDIDATURE POUR LE PRIX DU TEMPLE DE LA RENOMMÉE

Critères d'attribution

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

Méthode de nominations

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

Critères pour la soumission de demandes

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

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

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

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

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

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

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

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

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

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

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

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

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

Reconnaissance des lauréats

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

Candidatures non-retenues

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

Hall of Fame



Brenton Reusch #1331L	K	2002	George Parry #1873L	G	2010
T. Gerard McHale #7146	C	2003	Graeme Mears #35039	L	2010
Cliff Swartz #1498L	D	2003	Bill Gillespie #8660	A	2011
Ron Chapman #2097L		2003	Peter Allnutt #2105	L	2011
Chris Brownhill #3797L	L	2004	Jim Moseley #38286L	L	2011
Jean Chevalier #5004L	J	2004	Tom Bateman #16489	E	2013
Donald Paquette #2125L	G	2005	Brian Wattie #5089L	G	2013
Laddie Mikulasko #7216L	E	2005	Richard Barlow #5744L	G	2013
Allan Baker #354L	E	2006	Harold Tom #1532L	A	2015
Louis Lebel #13641L	B	2006	Martin Lefebvre #17997L	I	2015
Don W. McTaggart #3952L	L	2007	Sepp Uiberlacher #16423	M	2015
Andrew Lennon #6912L	J	2007	Carl Layden #44045L	B	2016
Andrew Coholic #26287L	F	2008	Doug MacMillan #17212L	C	2018
Roy Bourke #204L	L	2008	Claude Melbourne #58082L	G	2020
Ivan Pettigrew #19374	C	2009	Gerald Fingler #7372L	D	2021
Ivan Kristensen #5619L	E	2009	Joe Murray #12639	L	2022
Frank Anderson #200L	L	2010			

NOMINATIONS FOR HALL OF FAME

Criteria for Award

- An individual who has demonstrated achievement in regard to obtaining and furthering the purposes and objectives of MAAC as outlined in the Constitution and without limiting the generality of the foregoing, to following:
 - has fostered, enhanced, assisted in and develop scientific advancement in the sport of model aeronautics; and
 - has demonstrated leadership in the field of model aeronautics; and/or
 - has given guidance in the direction of affairs affecting model aeronautics on a *national* basis.
 - The recipient must be, or have been, a MAAC member for at least ten (10) consecutive years. In exceptional circumstances the 10 years consecutive can be waived by the awards committee in their recommendation and upon approval of the board.
 - The deadline for receipt of nominations is November 1st
- Method of Nominations**
- Applications/Nominations may be made by AZM's, club officers, zone directors or from any member of M.A.A.C.
 - Nominations, including a resume must be submitted electronically. In Microsoft Word format to the MAAC office with a CC to the zone director.
 - The Board of Directors will invite nominations by sending out a mass email message to the members in July with criteria and the application template. The deadline for receipt of nominations is November 1st.
 - The nominations should be such that the recipient(s) as recommended by the selection advisory group shall be selected by the Board of Directors at a meeting prior to the AGM.
 - The honoree(s) of the award shall be decided by a simple majority vote of the Board of Directors.
 - The honoree(s) will be announced at the AGM.

Submission Criteria

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

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

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

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

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

Competition: Did candidate fly models in competition? Were the competitions regional, National or international meets and with what results?

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

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

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

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

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

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

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

Recipients Award Recognition

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

Unsuccessful Nominees

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



Lifetime Achievement Award

Ross Melhuish #1992L	L	2009	Ken Starkey #5387L	J	2011	Rolly Siemonsen #1368L	G	2015
Charlie Mills #3798L	M	2009	Fred China #20784	H	2012	Lloyd Switzer #23478	M	2015
Lloyd Shales #230L	G	2009	Dick Fahey #2961L	E	2012	Walter Chikmoroff #6320L	A	2017
Eric Eiche #14623	H	2010	Ross Gammage #3482L	L	2012	Ron Simonsen #2854L	A	2017
Doug MacMillan #17212L	C	2010	Werner Klebert #10622L	E	2012	Jim Pepperdine #3623L	A	2019
Gerry Pronovost #5189L	G	2010	Tom Bateman #16489	E	2013	Jack Oster #613	H	2020
Tom Savage #976L	G	2010	Al Cordy #1954L	L	2014	Harold Youds #57989	H	2020
Stanley Shaw #2481L	E	2010	Lou MacDonald #05269	G	2014	Andre Trudel #4601	I	2022
Jack (Budd) Wallace #3811L	L	2010	Nino Campana #4689L	F	2015	C. Peter Conquergood	L	2022
Leo Katila #35L	H	2011	Norm McLellan #9559L	M	2015			
Ted Russell #13970L	C	2011	Dave PENCHUK #23315L	G	2015			

LIFETIME ACHIEVEMENT AWARD

Method of Nominations

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

Submission Criteria

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

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

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

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

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

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

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

Was he or she an officer or chairman of MAAC?

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

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

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

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

Recipients Award Recognition

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

Unsuccessful Nominees

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

PRIX D'EXCELLENCE POUR L'ENSEMBLES DES RÉALISATIONS

Critères d'attribution

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

Méthode de nominations

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

Critères pour la soumission de demandes

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

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

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

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

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

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

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

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

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

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

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

Reconnaissance des lauréats

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

Candidatures non-retenues

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



The NOIC is BACK!



Calling All Pilots Past and Present!

Welcome to the 16th anniversary of the NOIC! Once again our host club will be the Sudbury Model Aircraft Club in beautiful Sudbury, Ontario!

(<http://smac.vianet.ca>)

July 23-24 - Wheels up at 8:30!



In preparation we are pulling out all the stops and will be running a **full 2 day contest** with awards to third place in all classes, along with prizes, great food and lots of fun! We will be flying the **regular** routine with **two** flight lines and **unknowns and freestyle on Sunday!**

The field will be open for practice all week prior to the contest and also for camping plus RV parking if required. Sorry no hookups.

Banquet Dinner - On Saturday at 7pm. Location TBA

COST: IMAC \$30, Non \$50, Basic Pilots \$10

We hope to have a great turn out in all classes and especially invite **Basic** pilots to try their mettle in competition where we will help you in every manner to have a successful contest!

There will be food and drink available at the field on all days. Watch for pilot specials!

IMAC Site: mini-iac.org—Club Site: smac.vianet.ca

Spectators Welcome!

BBQ. Drinks. Fun!

ALBERTA (A)



Roger Ganley - 6426

Directeur de zone

780.986.9230 | zd-a@maac.ca

REQUÊTE D'EXONÉRATION D'ALTITUDE

Maintenant que nous, à titre d'association, sommes inclus au sein de l'exemption de la Partie IX du Règlement de l'aviation canadien (RAC) de Transports Canada, nous devons maintenant faire évoluer nos maquettes sous le plafond des 700 pieds AGL (au-dessus du niveau du sol). Si nous désirons obtenir une altitude plus considérable afin de faire voler nos plus gros Véhicules aériens télépilotes (SATP ou RPAS, en anglais), nous devons soumettre ce qui s'appelle un formulaire de demande d'exonération d'altitude (ce qui est appelé altitude waiver request en anglais).

Ce formulaire est disponible au site Web du MAAC (au sein de la directive 15) et on le complète facilement. On l'envoie ensuite au directeur de zone qui doit l'examiner soigneusement pour ensuite le transmettre au Groupe consultatif sur la sécurité et à Randy Hepner (directeur de zone « D », Manitoba et nord-ouest ontarien). Je souhaite inclure Randy pour plusieurs raisons, la principale étant que Randy s'implique dans ce sujet depuis aussi longtemps que la première des frères Wright! D'accord, depuis pas si longtemps mais bien avant le 1er juin 2019, lorsque la Partie IX du RAC a obtenu force de loi.

Randy est retraité de Nav Canada (à titre de contrôleur aérien), il pilote des appareils à l'échelle réelle et possède une vaste gamme de connaissances en ce qui concerne l'aviation, y compris, bien sûr, les maquettes.

Nous ne saurons jamais combien d'heures des types comme Randy, Dave Cummings et Mark Winstanley ont consacrées à travailler sur ce qui permet aux membres du MAAC de faire évoluer leurs SATP partout au pays. Si vous communiquez avec eux ou les rencontrez, je suis persuadé qu'ils apprécieraient une poignée de main, un salut du chapeau ou un simple « merci ».



LARCS (Leduc) club meeting April 27, 2022 "Searching for a new flying field." / La réunion du Club LARCS (Leduc), le 27 avril 2022, à la recherche d'un nouveau terrain de vol.
Photo by Roger Ganley

LES PRÉSIDENTS DE COMITÉ EN PROVENANCE DE LA ZONE A

Au sein des 27 comités permanents du MAAC, des membres de la zone en président cinq, ce qui correspond à 18 %. Le nouveau venu, c'est Philippe Dessureault (président du Comité des grosses maquettes RC). Les quatre autres personnalités sont Paul Gibeault (vol circulaire), Alan Blore (jets RC), Roy Andrassy (maquettes RC de course autour de pylônes) et Scott Crosby (copies volantes RC).

Merci messieurs pour le temps et l'énergie que vous consacrez à votre discipline respective ainsi que pour votre engagement envers le passe-temps/sport de l'aéromodélisme. Vous avez contribué à faire de ce passe-temps ce qu'il est, c'est-à-dire merveilleux et agréable. De grâce, poursuivez le travail!

LE CODE DE SÉCURITÉ

Oui, je sais, c'est parfois plate et répétitif de parler de sécurité et de traiter de ses problématiques. Toutefois, je ne saurais trop insister sur l'importance de la sensibilisation à la sécurité en faisant évoluer nos SATP. La carte de membre de chacun débute avec le libellé voulant qu'à titre de membre, vous observerez le Code de sécurité... C'est une bonne idée de

retourner consulter ce document de temps à autre ou, tout au moins, d'encourager vos collègues modélistes à en discuter entre eux lors d'une réunion de club, autour d'un feu de camp ou lors d'une séance de vol.

Jusqu'à ce que les émetteurs de technologie 2.4 Mhz deviennent chose courante, les deux principales raisons de faire partie du MAAC, c'était de pouvoir compter sur la protection de nos vieilles fréquences radio et de bénéficier de la protection d'assurance. Si nous voulons continuer de profiter de ladite protection – en plus du coût raisonnable de l'assurance du MAAC – nous devons préserver notre bonne feuille de route en matière de sécurité.

Maintenant, vous devez ajouter au mélange l'implication de Transports Canada et la réglementation que nous devons observer afin de maintenir nos privilèges sous l'égide de la Partie IX du RAC.

J'insiste une fois de plus : si vous songez à faire quelque chose et vous n'êtes pas certain si c'est sécuritaire de procéder, demandez son avis à un collègue modéliste, demandez-moi ou à quelqu'un au sein de l'exécutif du MAAC.

Utilisez aussi le « gros bon sens ». Si vous doutez de la pertinence de vos activités, n'allez pas de l'avant! ✨

ALBERTA (A)



Roger Ganley - 6426

Zone Director

780.986.9230 | zd-a@maac.ca

ALTITUDE WAIVER REQUEST

Now that we as an association are “comfortably” enveloped within Transport Canada’s Part IX Exemption, we must now fly with a 700’ AGL (Above Ground Level) restriction. Should we desire a higher altitude than that to fly our usually larger RPASs (Remotely Piloted Aircraft Systems), we must submit what is called a AWR (Altitude Waiver Request) form.

This form is accessible on MAAC’s website, as a part of the MPPD -15 document, and is quite simple to follow and very straightforward to fill. This form is then sent to the Zone Director who must give it the “once over” and then, it is passed on to the Safety Advisory Group and Randy Hepner, ZD representing Zone “D” (Manitoba and NW Ontario). I like to include Randy for various reasons, with the main one being that Randy has been involved with this subject matter since the Wright Brothers first took flight! Okay, maybe not that long ago, but long before June 1, 2019 when PART IX became law.

Randy is retired from Nav Canada (Air Traffic Controller), is a pilot flying full-sized aircraft, and is blessed with an incredible amount of knowledge when it comes to all things aviation related, including of course, model airplanes.

None of us will ever know just how many man hours folks like Randy, Dave Cummings and Mark Winstanley have spent working on what we as MAAC members get to possess when it comes to flying RPASs in this country as MAAC members. If you should, by chance, communicate and/or get to meet any of these fine gentlemen, I’m



There was a massive turn-out at the annual CARFF Auction in Sylvan Lake. / La participation a été sensationnelle à la vente aux enchères du Club CARFF à Sylvan Lake.

Photo by Brad Cleland

sure they would appreciate a handshake, a tip of the hat or just a simple “thank you”.

COMMITTEE CHAIRS FROM ZONE A

Of the 27 Standing Committees in MAAC, five are chaired by Zone A members, which works out to 18%. The latest addition is Philippe Dessureault, R/C Large Model Chairman. The remaining four gentlemen are Paul Gibeault (Control Line), Alan Blore (R/C Jets), Roy Andrassy (R/C Pylon) and Scott Crosby (R/C Scale).

Thank you, gentlemen, for the time and energy you spend on your particular discipline and for your dedication to the hobby/sport of model aviation as a whole. You have all helped to make this pastime the wonderful and enjoyable way it is. Please continue to do the work you do!

THE SAFETY CODE

Yes, I know, sometime talking safety and dealing with all matters concerning safety can seem boring and repetitious. However, I cannot stress enough just how important it is to be safety conscious when operating our RPASs. Everyone’s membership card starts off with: “As a member, I shall abide

by the Safety Code...”. It’s a good idea to check it out once in awhile, or at the very least, encourage your fellow modellers to discuss it amongst yourselves be it at a club meeting, while sitting around the campfire or while getting together at your favourite hang-out.

Up until the 2.4 megahertz radios became prolific, two of the most important reasons to belong to MAAC were the protection of the radio frequencies we were given to use, plus the insurance coverage. To continue enjoying both the coverage -- plus the low cost of MAAC’s insurance -- we must continue to keep our safety record at the stellar position it continues to hold.

Now, you add to the mix the involvement of Transport Canada in our hobby plus the regulations we must follow to keep our Part IX Exemption in force.

I can’t stress it enough that if you’re thinking about doing something and you’re not sure whether or not it’s safe to do so, then ask a fellow modeller, ask myself, or ask someone on the MAAC executive what their thoughts are.

Use your common sense also and if you’re still in doubt, then just don’t! ✈



The Rocky Barnstormers R/C Club demo hosted by Derek Leavitt and Will Vohs at Pioneer School in Rocky Mountain House. / La démonstration du Rocky Barnstormers R/C Club qu’ont organisée Derek Leavitt et Will Vohs à la Pioneer School, à Rocky Mountain House.

Photo by Will Vohs

COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



Roly Worsfold - 50286 L
Directeur de zone
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J'espère que tout le monde songe à participer aux événements au sein de votre zone et que vous donnerez un coup de main. Plusieurs tels rassemblements qui avaient prévus ont été retardés par la COVID-19 au cours des deux dernières années.

J'espère aussi que vos projets hivernaux de construction se sont bien terminés et que vous profitez des fruits de vos efforts, tout en ayant réussi à programmer votre émetteur.

Une fois de plus, la promotion du passe-temps à l'aide d'un événement de club importe beaucoup puisque c'est là que se trouvent les nouveaux membres. Les Shuswap Lake Aero-Modellers ont organisé une exposition dans un centre commercial en avril et la participation a été très bonne. Merci au club pour sa promotion au sein de cette région.

Plusieurs spectateurs se sont même rendus au terrain de vol afin de piloter à l'aide d'une boîte-école (buddy box). Quelle belle façon de promouvoir le passe-temps et d'attirer de nouveaux membres! J'insère des photos de l'exposition dans ce compte-rendu.

Les Kelowna Ogoopogo Radio Controllers ont organisé une vente-échange (swap shop) extérieure, fin avril. Plusieurs bons marchés ont été conclus. Vous pourrez lire plus bas le résumé qu'en font les organisateurs Suzanne Perron et Joe Walsh. Vous trouverez aussi des photos à cet effet.

vente-échange de Kelowna Ogoopogo
"Le 30 avril 2022, une vente-échange que nous attendions depuis longtemps a été organisée au terrain du Club KORC Lake Country.

"Histoire d'accommoder la foule attendue après cette longue pause, une matinée "sans vol" a été présentée au terrain du Club KORC, ce qui a permis aux participants d'utiliser l'aire des puits et les tables. À l'intérieur du clubhouse, on pouvait se procurer du café, du thé et des biscuits.

"Tous les clubs des environs ont été invités et plusieurs modélistes/pilotes se



The Shuswap Lake Aero-Modellers Mall Show was a hit as always. / Comme toujours, l'exposition de mail des Shuswap Lake Aero-Modellers a remporté beaucoup de succès.

sont déplacés avec leur trésor respectif. Tout le monde est venu bien préparé pour une météo capricieuse (abris, chaises et housses).

"Quelques aubaines ont été réalisées et les vieux amis ont rattrapé le temps perdu en jasettes. Il a été question des événements à venir, qui irait et quand. De nouvelles amitiés ont été forgées.

"En somme, l'évènement a été un succès et ce sera assurément quelque chose à répéter à l'avenir. Un merci particulier à toutes les personnes qui se sont présentées (acheteurs et vendeurs).

"Les Creston RC Aeromodellers ont remis au 12 juin 2022 (au lieu de la veille) leur premier rassemblement de l'International Miniature Aircraft Association. Les acrobaties de copies volantes reprennent les séquences qu'exécutent les appareils à l'échelle réelle en cours d'année. On peut utiliser n'importe quelle maquette lorsqu'on s'inscrit au sein de la catégorie des débutants."

Élection de directeur de Zone

C'est ma dernière année à titre de directeur de zone et membre du Conseil de direction. Un nouveau directeur devra être élu à l'Assemblée générale annuelle de la zone C, le 17 septembre 2022 au hangar Spitfire de l'armée, de la marine et de l'aviation à Vernon (Colombie-

Britannique). Si le directeur adjoint est élu à titre de directeur de zone, cette personne devra être confirmée à la réunion jusqu'à ce qu'ait lieu l'élection du directeur adjoint de zone, en 2023.

Nous encourageons chaque club de nommer un représentant à la réunion et d'apporter les votes par procuration en provenance des membres qui ne pourront assister. Il est important que les clubs soient représentés afin de fixer la direction des politiques et procédés du MAAC.

Les résolutions, recommandations, mises en candidature de prix décernés à des Leaders ainsi que les mises en candidature pour le directeur de zone OU directeur adjoint de la zone doivent être soumis au directeur de zone actuel au moins 40 jours avant la réunion de la zone, ce qui correspondrait au 8 août, de sorte à être inclus à l'agenda. Cela permettra aux membres qui ne peuvent participer de voter par procuration.

Le MAAC a besoin de personnes dévouées qui se présenteront au poste de directeur de zone; cette fonction implique la planification et les prises de décision afin de voir aux meilleurs intérêts de l'organisme et de l'aéromodélisme. La zone C compte plusieurs bons leaders qui sauraient bien nous représenter.

Pilotez en toute sécurité, consultez le site [suite à la page 62](#)

BRITISH COLUMBIA INTERIOR – YUKON (C)



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Zone Director
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I hope that everyone is planning on attending your area events and helping out with club events. Many events planned have been put on “COVID-19 Hold” the last couple of years.

I also hope that your winter projects turned out well and that you are enjoying the fruits of your labour along with successful ‘radio programing’.

Again, promoting the hobby to the community through your club event is very important as that is where our new members are. The Shuswap Lake Aero-Modellers held a Mall Show in April which was very well attended. Thanks to the club for promoting the hobby in the area.

Many people viewing said Mall Show went out to the field with club trainers, allowing them to try flying via a ‘buddy box’. What a great way to promote the hobby and get new members! Some ‘Mall Show’ photos are included in this report.

The Kelowna Ogopogo Radio Controllers held an “Outdoor Swap Shop” at the end of April. There were lots of good deals to be had. A short report from the organizers, Suzanne Perron and Joe Walsh follow. Some photos are included in this report.

Kelowna Ogopogo RC Swap MEET

“On April 30, 2022, a long-awaited Swap Meet was held outdoors at the KORC Lake Country field RC Club.

“In order to accommodate the expected crowd after a long hiatus on swap meets, a non-flying morning was instigated at the KORC field, which allowed the participants to use the pit area and tables. Some coffee, tea and cookies were available in the KORC club house.

“All the surrounding MAAC RC clubs were invited to attend and a great number of flyers came down from the various areas with their treasures. Everyone came prepared for the uncertain weather with their canopies, chairs and even tarps.

“Some good deals were made and old friends caught up with news. Upcoming events were discussed, who’s going and when. New friendships were also made.

“All in all, the event was a success and definitely something to be scheduled again



There were lots of good deals to be had at the Kelowna Ogopogo Radio Controllers' Outdoor Swap Shop at the end of April. / Plusieurs aubaines ont été réalisées à la vente-échange (Swap Shop) extérieure des Kelowna Ogopogo Radio Controllers, fin avril.

in the future. Special thanks to all the attendees who showed up, both buyers and sellers.

“The Creston RC Aeromodellers re-scheduled their first International Miniature Aircraft Association event to June 11, 2022 to June 12, 2022. Scale aerobatics is based on full-size routines of the current year. Any plane can be used in the Entry level class.”

Zone Director Election

This is my last year as Zone Director/ Board of Director member. A new Zone Director is to be elected at the Zone C Annual Zone meeting on September 17, 2022 at the Vernon, B.C., Army, Navy Airforce Spitfire Hangar. If the Deputy Zone Director is elected as the Zone Director, then that person will need to be affirmed at the meeting until the scheduled Deputy Zone Director election in 2023.

We encourage each club to have a representative at the meeting and to bring along proxies from those who are unable to attend. It’s important for clubs to have representation to help set the direction of

MAAC policies and processes.

Zone resolutions, recommendations, Leader award nominations and nominations for Zone Director OR Deputy Zone Director must be submitted to the Zone Director at least 40 days in advance of the zone meeting, which would be August 8, so they can be included in the agenda that forms part of the notice of meeting. This is to permit members who cannot attend in person to vote by proxy.

MAAC needs dedicated people running for the Zone Director’s position which involves forward planning and decision making looking after the best interests of the organization and the aeromodelling hobby. Zone C has many good leaders who would represent us well.

Fly Safe, check the MAAC website for the latest updates on the Safety Advisory Group page or Special Interest Group that you participate in.

Wishing you the best for a safe flying season. Please send along any photos and reports for events. ✈

SUD OUEST DE COLOMBIE-BRITANNIQUE (H)



John Deadman - 26518

Directeur de zone
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Bonjour tout le monde,
J'espère que vous allez bien. Il se peut que vous ayez remarqué qu'il n'y avait pas de chronique de la zone H dans le dernier numéro de la revue. J'avais grand besoin d'une pause et j'ai pris quelques jours de vacances.

Plusieurs développements se sont produits récemment, dont la directive de sécurité MPPD 15, cette politique du MAAC de la limitation de l'altitude. Je suis heureux de constater que les modélistes ayant besoin de faire ajuster l'espace aérien se sont prévalus d'utiliser le formulaire connexe.

Nous avons finalement eu droit à une météo clémente, ce qui m'a permis de me rendre à quelques clubs (simple visite ou afin d'assister à des événements). Je me suis déplacé à un concours de voltige (pattern) qu'organisait le Club Spectrum Flyers de Surrey. On l'avait appelé « Pattern in the City ». L'organisateur était Henry Piorun; six pilotes y ont pris part au sein de la catégorie Advanced et quatre autres se sont



inscrits en F3A.

Puisque l'évènement était disputé sur deux jours, les maquettes ont pu être remises pour la nuit dans le club house du Club, ce qui a évité aux pilotes les tâches de désassemblage et de réassemblage, le lendemain matin.

J'ai été témoin de séances de vol exceptionnelles en plus de revoir des

visages que je connaissais et qui se sont déplacés après une longue absence.

Aux autres nouvelles, la date de l'Assemblée annuelle de la zone H a été fixée : ce sera le 17 septembre 2022, une fois de plus sur l'île de Vancouver. D'autres détails suivront.

Au revoir et pilotez en toute sécurité!

SOUTH WEST BRITISH COLUMBIA (H)



John Deadman - 26518

Zone Director

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I hope that everyone is doing well. You may have noticed that there was no column for zone H in the last magazine. I took a much needed break from writing this column and took some holiday time away.

There have been several new items come into play, recently such as MPPD 15 – MAAC Altitude Limit Policy. I am glad to see that those requiring airspace adjustments have been using the form attached to it.

Finally, some decent weather allowed me to attend some clubs for visits and events. The one I attended was a two-day event, pattern contest held at the Spectrum Flyers field in Surrey. “Pattern in the City” as it was called, was organized by Henry Piorun and we saw six pilots compete in the Advanced category and four pilots in F3A.

The event being held over two days, it allowed the aircraft to snuggle up for the night in the Spectrum club house, thus avoiding the pilots the trouble of disassembling in the evening and reassembling the next morning.

I witnessed some exceptional flying as well as seeing some familiar faces after a long absence.

Also on another note, the date for the MAAC Zone H Annual Zone Meeting is September 17, 2022 and once again, it's being held on Vancouver island. More details to follow.

Cheers and stay safe!



Pattern in the City - 2022 Results

Advanced

	Total	R1	R2	R3	R4	R5
Craig MacQuarrie	4000.00	1000	991.82	1000	1000	1000
Darren Bowman	3931.98	973.24	970.42	995.27	872.66	993.05
Nedim Bek	3928.31	968.37	1000	971.06	969.41	987.84
Amar Shan	3775.83	886.86	928.89	938.57	910.11	998.26
Ron Kennedy	3553.77	802.92	924.48	887.77	860.80	880.72
Brad Baigent	3447.24	856.45	799.87	910.22	810.86	869.72

F3A

	Total	R1	R2	R3	R4	R5
Chad Northeast	4000.00	1000.00	1000.00	1000.00	1000.00	1000.00
Henry Piorun	3877.78	984.13	965.10	941.65	950.52	9780.03
Michi Akimoto	3747.41	911.81	965.55	904.00	904.38	965.68
Dave Reaville	3676.02	920.21	945.15	867.29	871.08	939.59

MANITOBA NORD-OUEST ONTARIO (D)



Randy Hepner - 73393

Directeur de zone
zd-d@maac.ca

J'espère que tout le monde profite de notre passe-temps au cours de l'été... et que l'hiver est finalement derrière nous! Aucun sujet majeur ne doit être abordé au sein de notre zone, mais j'ai de bonnes nouvelles – et des fleurs – à partager avec vous.

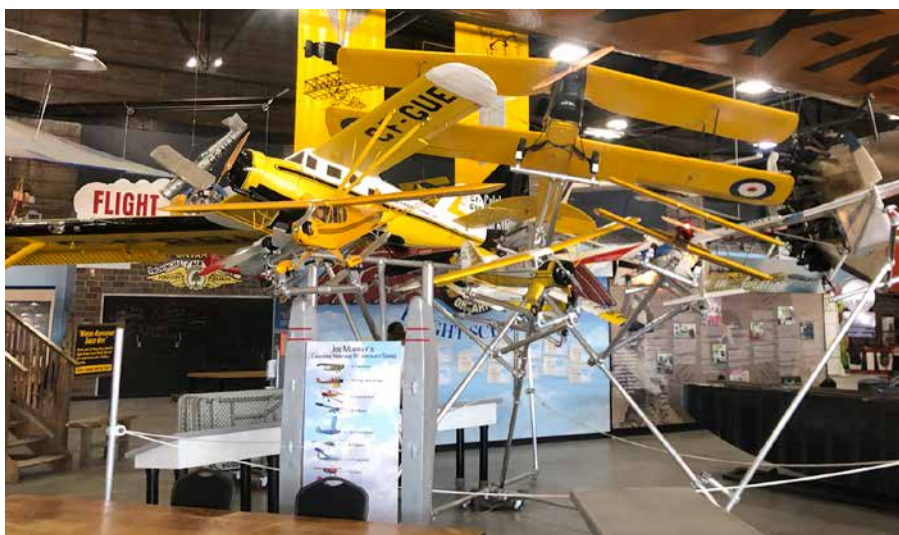
En premier lieu, les bonnes nouvelles. Le Saints RC Flying Club a trouvé un nouveau « domicile » situé à seulement cinq minutes de l'ancien, et c'est un bien bel emplacement. La « piste » est située sur de la propriété privée qu'utilise son propriétaire pour son Piper J-3 Cub à l'échelle réelle! Cet endroit comporte aussi un musée d'antiquités et un hall (doté de tous les services) qui accueillent notamment des noces – ou encore un Assemblée annuelle de zone? Là-dessus, justement, je suis encore en pourparlers avec la nouvelle équipe de gestion du nouveau Western Canada Aviation Museum afin de conclure un quelconque arrangement grâce auquel nous pourrions nous servir de ses lieux de rencontre pour notre assemblée annuelle et autre chose, une fois que les restrictions afférentes à la COVID-19 auront été allégées. Je vous avertirai lorsque le dossier aura évolué.

Comme vous devriez le savoir, le MAAC a établi une procédure de limitation d'altitude pour nos opérations de Systèmes aériens télépilotés (SATP) afin de s'assurer que personne n'entre dans un quelconque espace aérien contrôlé sans autorisation et afin de s'assurer que tout le monde agisse correctement en connaissant la réglementation sur ledit espace aérien. L'altitude établie par défaut, c'est 700 pieds (au-dessus du niveau de la mer) – avec autorisation possible pour un plafond plus élevé – dépendamment de l'espace aérien situé au-dessus de tout terrain de vol. Tous les clubs au sein de la zone D devraient avoir été traités au moment où vous lirez ces lignes. Si on vous a manqué, veuillez m'appeler directement.

En deuxième lieu, je veux consacrer un peu d'espace de chronique afin de féliciter et remercier tous les dirigeants et les membres qui ont composé avec de telles problématiques sérieuses comme



The Canadian Bushplane Heritage Centre in Sault-Sainte-Marie, Ontario is absolutely inspiring. / Le Canadian Bushplane Heritage Centre de Sault-Sainte-Marie (Ontario) a de quoi inspirer.



A display of Joe Murray's models is included in the Canadian Bush Plane Heritage Centre in Sault Ste Marie, Ontario. / Une exposition des maquettes de Joe Murray fait partie des exhibits du Canadian Bushplane Heritage Centre de Sault-Sainte-Marie.

des modélistes responsables que vous êtes. Je suis toujours frappé d'humilité par le sérieux et l'indépendance avec lesquels les membres abordent la sécurité. Je suis particulièrement impressionné du fait que personne ne pose un geste qui pourrait menacer le statut de notre exemption à l'échelle du pays. Si vous avez des amis au sein d'autres zones, je vous suggère de les encourager à s'assurer qu'eux aussi suivent les règlements publiés et le Code de sécurité... tel qu'écrits.

Sur une note plus légère, ce printemps, ma femme et moi avons conduit vers l'est, à travers la zone D et jusqu'à Québec afin de participer au congrès des contrôleurs

aériens. Bien que je sois « à la retraite », c'était chouette de vivre des rencontres face à face avec des personnes qui s'occupent de sécurité et de gestion de l'espace aérien. Le plan original du voyage, c'était d'effectuer des escales à tous les terrains de vol au sein des zones que nous traversions mais notre horaire et les conditions météo n'ont pas facilité la chose. J'ai réussi à rendre visite à des amis quelques modélistes à Kenora, Dryden et Thunder Bay. Sur le chemin du retour, nous sommes allés souper avec notre président sortant Peter Schaffer et sa femme – je ne crois pas que nous puissions suffisamment remercier Peter (et sa femme

suite à la page 62

MANITOBA NORTH WEST ONTARIO (D)



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I hope that everyone is enjoying the hobby this summer and that winter is finally over. There are no major issues to discuss in our Zone but there is good news and praise to be given.

First the good news. The Saints RC Flying Club has found a new home only five minutes north of where they were – and it's a nice spot. The "runway" is located on private property the landowner uses for his full-scale Piper J-3! The site also has an antiques museum and fully serviced hall where weddings are held – or perhaps a Zone meeting? On the Zone meeting location issue, I am still in talks with the new management of the brand-new Western Canada Aviation Museum for some type of agreement where we could use their meeting facilities for our AZM or more – pending COVID-19 mandate removal. I will advise when I know more about it.

As you should be aware, MAAC had to institute an altitude control process for RPAS operations to ensure nobody was inadvertently entering any classification of controlled airspace without permission and to ensure nobody was misguided about controlled airspace access rules. The default is 700' AGL, with approval for higher possible, depending on the airspace over any site. All Zone D clubs should have been processed by the time you read this – if you have been missed, please call me directly.

I want to take this column space to give kudos and thanks to all the Zone D club officials and members who handled issues like these as the responsible modellers you are. I am always humbled by how seriously and independently Zone D members take safety. I am especially impressed how nobody in Zone D goes messing around with things that could jeopardize the Exemption status for the entire country. If you have friends in other zones, I suggest you encourage them to make sure everyone does their best to follow the published rules and Safety Code – as written.

On a lighter note, this spring the Mrs. and I drove east through Zone D all the way to Quebec City to attend an Air Traffic Controllers Convention. While I



A very familiar workspace in the Canadian Aviation and Space Museum in Ottawa. / Un lieu de travail très familier au Musée canadien de l'aviation et de l'espace.



A military fixed wing drone in the Museum. / Un drone à voilure fixe au Musée.

am "retired", it was good to have some face-to-face meetings and contacts with those in the business of safety and airspace management. The original plan for the trip was to stop at every zone modelling site along the way, but schedules and weather conditions precluded much of that. I did get to visit with a few fellow modellers in Kenora, Dryden and Thunder Bay. On the return trip, we went out for dinner with our past MAAC President, Peter Schaffer and his wife – I don't think we can ever thank Peter (or his wife for his time!) enough for

the leadership he showed in obtaining and maintaining the Exemption through near constant adversity – especially from within. He is enjoying his real retirement doing what we all should do – modelling for fun! Thanks again, Peter.

While in the Ottawa area, we also were fortunate to go out for dinner with the new MAAC president, Mike Anderson, and his wife. We also visited the Phelan RC Flying Club field which has a really good set-up. I have full confidence Mike fully understands

continued on page 20

MILIEU (E)



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L'assistant directeur de zone Carl Cimprich nous a fait parvenir ce qui suit.

« Au moment d'écrire ces quelques lignes, nous sommes en dernière fin de semaine de mai. Celle-ci a été fabuleuse jusqu'à maintenant puisque j'ai participé à l'un des Float-Flies annuels du Niagara Region Model Flying Club, un évènement qu'organisent les champions en la matière, Peter, Bill et Kerrie. Si vous avez déjà participé à un tel rassemblement, vous savez à quel point c'est un régal. Celui-ci est présenté sur un lac artificiel à Fenwick (Ontario). Cet endroit est superbe parce que le rassemblement est bien coordonné et parce qu'on s'y sent immédiatement à l'aise. On y présentera d'autres Floa-Flies au cours de l'été, alors surveillez la rubrique des évènements à venir (au site Web du MAAC) pour les détails; vous ne serez pas déçus.

« Justement, tandis que l'on mentionne les évènements à venir et en ma qualité de nouvel assistant directeur de la zone E, j'aiderai notre directeur très occupé Roy Rymer (pendant ce qui reste de son mandat) en consultant la liste de ceux qui s'en viennent pour ensuite me rendre à autant d'eux que possible, selon ma propre disponibilité. J'espère en accomplir beaucoup, tant en effectuant des visites qu'en affichant les plus récentes nouvelles au sein de la page Facebook de la zone E (Milieu) ainsi que dans les pages de Model Aviation Canada. Je veux aider Roy à



Graham prepping the beachhead for the Float Fly. / Peter Graham prepare la plage en prévision du Float-Fly.

photo by Bob Briggs-Jude

rassembler les membres de la zone et en informant tout le monde de l'existence des clubs et des rassemblements non loin de nous!

« Il est très important que nous fassions signe aux clubs locaux, surtout compte tenu des évènements mondiaux et des changements au sein du MAAC. Notre passe-temps doit évoluer... sinon, il sera relégué à l'histoire. Une communauté tissée serré a édifié le MAAC et une communauté qui resserre autant les rangs le mettra en vedette. Mon propre club a adopté de nouvelles stratégies afin d'accueillir les adeptes des multirotores et des park flyers qui utilisent le mode SAFE ou une technologie semblable. L'époque à laquelle nous pilotions uniquement ce que nous avons construit est révolue depuis longtemps. Les nouveaux venus s'empressent d'acheter la maquette de leurs

rêves en format prêt à voler et ce sont ces mêmes modélistes qui maintiendront le MAAC en vie. La majorité des nouveaux membres s'intéresse uniquement au vol. Existera-t-il toujours des constructeurs qui feront voler leurs propres créations? Bien sûr! Cela dit, je ferai de mon mieux afin de rassembler les membres de la zone et d'encourager l'échange d'idées.

« Une dernière pensée... Lorsque vous vous déplacerez à un terrain de vol, ayez un peu d'égards à l'endroit des personnes qui veulent profiter de ce passe-temps en toute quiétude. Veuillez toujours surveiller vos jeunes enfants ou vos animaux de compagnie. Il en va de la sécurité des adeptes et de la qualité du temps qu'ils passent sur place.

Je vous souhaite des atterrissages en douceur!» ✨

Manitoba (D)

from page 19

the new reality MAAC faces to survive in a regulated safety conscious aviation industry and will pick up right where Peter left off.

On an even lighter note, if you ever get the chance to go to Ottawa (other than in a convoy), it's well worth the time to visit the Canada Aviation and Space Museum. I am always satisfied with the quality of the displays. This year, they have a new display dedicated to the evolution of air traffic control and as shameless plug... my old sector/airspace is featured in the

display! Another amazing museum is the Canadian Bushplane Museum in Sault Sainte-Marie – hands-down the best displays of bushplanes I've seen – and you can go in the airplanes. They also have a great collection of bushplane RC models.

Now, to get serious. I was flipping through some old modeling magazines (1950s?) and it was neat to see what they were modelling, back then. It got me thinking that we seem to model a lot of full-scale aircraft about 10-15 years after they become reality, and our modelling

technology allows it. (EDFs were not in those old books!) So, I must ask -- when will modelling actual "full-scale" drones become a thing? In the aforementioned Canada Aviation and Space Museum in Ottawa, they have two military drones – as in actual DRONES -- not the media misuse of the term. They also have a real Bomarc missile/flying drone-type thing (some will hate that because it replaced the Avro Arrow). Hmmm – who is going to be the first to model a drone model (or did I already build one?) ✨

MIDDLE (E)



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This issue's column has been sent to us by Deputy Zone Director Carl Cimprich.

"As I write this, it is the final weekend of May. I had a great one thus far, which included participation in one of the annual Niagara Region Model Flying Club's open Float Fly events run by our Float fly champs Peter, Bill and Kerrie. If you've ever attended one of these, it's a real treat. They're held at a manmade lake in Fenwick, Ontario. The site is superb for this well-organized and friendly event. There are still more float fly days scheduled there for this summer, so check out the MAAC UPCOMING EVENTS for details; you won't be disappointed.

"On the topic of Upcoming Events and as the newest Middle E Deputy Zone Director, I will be assisting our very busy Zone Director Roy Rymer for the remainder of his term by following the Middle E zone event list and attending as many as my time permits. I hope to do as much as I can by visiting club events and posting the news on the MAAC Middle E Zone Group on Facebook page and in Model Aviation Canada. I want to help Roy bring our Ontario E zone members together and make everyone more aware of the clubs and events around us!

"It is so important that we reach out to local clubs, especially with all that's been happening and changing in the world and



Carl Cimprich's floatplane. / L'hydravion de Carl Cimprinch

. photo by Bob Briggs-Jude

within MAAC. Our hobby needs to evolve or slip into history. It's a tight community which built MAAC and a tight community will help uplift it. My own club has moved to new strategies to embrace multi-rotor and park flier airframes that use SAFE and other similar technology. LONG gone are the days when we only fly what we build. The newest RCers buy a dream aircraft ready to fly, and they are the ones who will carry the day and MAAC, going forward. Vast numbers of new members are more interested in just flying. Will there always

be RC builders who fly their creation? Of course! With this in mind, I will do my very best to bring Middle Zone members together by fostering a sharing of ideas for our future.

One final thought... when going to your club field to fly, be mindful of others' peaceful enjoyment. Please always have uninterrupted adult attention of your small children and pets. This is true for both safety and other modellers' fair enjoyment of the day.

Happy Landings! ✈



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VALLÉE DE L'OUTAOUAIS (G)



John Weekes - 9358

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C'est un honneur pour moi de devenir le directeur de la zone G afin de remplacer mon bon ami Mike Anderson qui, lui, devient président du MAAC. Je représenterai les douzaines de clubs de cette région au sein du Conseil de direction. J'encourage les exécutifs et les membres de communiquer avec moi direction pour quelque raison que ce soit.

J'aimerais vous parler de moi un peu... Comme plusieurs d'entre nous, tout ce qui est relié aux avions et à l'aviation a été objet d'intérêt tout au long de ma vie. Si on consulte les plus vieilles photos de moi, je tiens un avion miniature. Lorsque j'étais âgé de huit ans, j'ai commencé à assembler des maquettes de plastique et j'ai migré vers la construction de celles en bâtonnets et en papier de ricin, à propulsion élastique. Je suis ensuite passé aux maquettes de vol circulaire 1/2A à l'aide, notamment, du PT-19 classique de Cox (bleu et jaune), parmi d'autres. Je me suis joint au MAAC en 1973 à l'âge de 13 ans et je suis passé aux maquettes de vol circulaire plus imposantes au moment de m'inscrire au Ottawa Control Line Model Club. J'ai exploré le vol télécommandé un peu lorsque j'étais adolescent... mais je poursuivais alors d'autres intérêts (clin d'œil complice) à l'époque. Je me suis plus sérieusement impliqué au sein des maquettes télécommandées au début de la trentaine au moment où je me suis joint à l'Ottawa Remote Control Club. J'y ai œuvré au sein de l'exécutif pendant une décennie ou plus – d'abord comme secrétaire, ensuite comme président pendant quatre ans. Ensuite, je suis aussi devenu membre de l'Arnprior Radio Control Club et j'y ai aussi été président pendant environ quatre ans. J'ai aussi agi à titre d'assistant directeur de la zone G et j'ai siégé au sein du Comité des maquettes électriques du MAAC pendant plusieurs années – tant à titre de membre qu'à titre de président (dirigeant). À l'heure actuelle, je pilote des maquettes à motorisation conventionnelle, à moteur électrique, des planeurs propices au remorquage aérien et de grosses maquettes à essence. Plus



Charlie Colwell fires up his classic Ringmaster S-1 with Peter Wakefield assisting at the 14th Annual Worldwide Ringmaster Fly-A-Thon at the Stetson Flyers control line circle, fall of 2021. / Charlie Colwell fait démarrer son Ringmaster S-1 classique avec l'aide de Peter Wakefield lors du 14e Fly-A-Thon des Ringmasters dans le cercle au terrain du Club Stetson Flyers, à l'automne 2021.

récemment, j'ai effectué un retour à mon adolescence en m'inscrivant au Stetson Flyers Model Airplane Club et en renouant avec le vol circulaire grâce au mentorat et à l'encouragement de Charlie Colwell, Peter Wakefield, Brian Pépin et autres. Les Stetson Flyers, c'est un club très bien géré sous la gouverne de Daniel Marcotte et de l'équipe de l'exécutif.

Dans la « vraie vie », je suis psychologue et un scientifique chercheur qui se spécialise en recherche sur l'utilisation de substances et des problématiques de santé mentale – mais ne me demandez pas pourquoi tant d'entre nous sommes « accro » à l'aéromodélisme... Je n'en ai pas la moindre idée, si ce n'est que je sais que j'en suis TRÈS atteint! Heureusement, je peux compter sur l'appui d'une épouse très compréhensive qui est patiente et qui m'a toujours accommodé et appuyé relativement à ma « préoccupation ».

Ces dernières années, il semble y avoir un regain d'intérêt pour le vol circulaire – j'ai certainement été « piqué » (une fois de plus!) J'ai remarqué que bon nombre de clubs ont ajouté des « cercles » à la configuration de leur piste respective ou qu'ils ont l'intention d'appuyer cette forme de loisir. L'un des événements de marque,

c'est l'Annual Worldwide Ringmaster Fly-A-Thon. Pour ceux qui ne le connaissent pas, le Ringmaster est l'un des monstres sacrés des maquettes de vol circulaire qu'a conçu Matt Kania et que la Sterling Model Company a commercialisé en kits dès 1950. Des milliers de Ringmasters (et ses variantes) ont été construits, pilotés... et ont parfois soudainement heurté la terre ferme au cours des décennies; ces maquettes ont servi d'introduction à une légion de modélistes. Historiquement, le moteur Fox .35 était un « standard » de l'industrie, de même que les Enya, Webra et Super Tigre de l'époque. Ces moteurs s'accommodent de carburant à faible (ou sans) nitro mais nécessitent beaucoup d'huile de ricin (castor oil... pas d'huile synthétique!), compte tenu du métal servant à la fabrication du piston et de la chemise. À l'heure actuelle, les adeptes ont recours à une variété de moteurs plus modernes mais de vieux moteurs ont survécu et se retrouvent encore à l'avant. Des clubs du monde entier prennent part à cet événement d'un jour, en automne. L'année dernière au cours de la 14e édition, un total de 524 pilotes ont réalisé 8 327 vols de Ringmaster (aux diverses dimensions et

suite à la page 62

OTTAWA VALLEY (G)



John Weekes - 9358

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I'm honoured to step in as Zone G Director, backfilling for my good friend Mike Anderson as he assumes the role of President of MAAC and to represent the dozens of great clubs in this region on the MAAC Board of Directors. I encourage all club executives and members to contact me directly for any reason.

A little about myself... Like many of us, I have had a lifelong preoccupation with anything related to airplanes and aviation. In some of the earliest pictures of me, I'm holding a toy airplane. When I was eight, I started building plastic models, then moved on to stick-and-tissue rubber-powered models, then 1/2A control line with a classic blue and yellow Cox PT-19 and others. I joined MAAC in 1973 when I was 13 and moved up to larger control line models when I joined the Ottawa Control Line Model Club. I dabbled a bit in RC in my later teens...but I had other teenage interests (wink, wink...) at the time. I got heavily into RC in my early thirties when I joined the Ottawa Remote Control Club where I subsequently served on the club's executive for a decade or more – first as club secretary then as club President for four years. In turn, I also became a member of the Arnprior Radio Control Club and then served as President for about four years as well. I've also served as Assistant Zone Director for Zone G and I was on the MAAC Electric Committee for a number of years – both as a committee member, then Chairperson. Currently, I fly glow, electric, aero-tow gliders and giant scale gas. Most recently, I've been revisiting my youth when I joined the Stetson Flyers Model Airplane Club and have started flying control line again with the mentorship and encouragement of Charlie Colwell, Peter Wakefield, Brian Pepin, and others. The Stetson Flyers is an extremely well-managed club under the longtime leadership of Daniel Marcotte and the executive team.

In "real life", I'm a psychologist and research scientist specializing in research on substance use and mental health issues – but don't ask me why so many of us are



Mark Winstanley and Charlie Colwell posing with their Ringmaster SD and S-1 variants, respectively. / Mark Winstanley et Charlie Colwell posent en compagnie de leur Ringmaster SD et de la variante S-1, respectivement.



ZD-G John Weekes holding his newly minted Ringmaster SD from a Kanata Aircraft Models short kit. OS.25FX for power. / John Weekes, directeur de la zone G, tient son tout nouveau Ringmaster SD, un « short kit » de Kanata Aircraft Models. La motorisation est un O.S. .25FX.

“addicted” to model aviation, I have no clue except that I have it BAD! Fortunately, I have a very supportive spouse who is patient and who has always accommodated and supported my preoccupation.

In recent years, there seems to be something of a resurgence in interest in flying control line models – certainly I've been bitten by the bug (again!). I've noticed that a number of clubs have added “circles” to their field configurations or are planning to support control line flying. One of the centrepiece events is the Annual Worldwide Ringmaster Fly-A-Thon. For the uninitiated, the Ringmaster is one of the quintessential control line models that was designed by Matt Kania and kitted by the Sterling Model Company in 1950. Literally thousands of Ringmasters and Ringmaster variants have been built, flown...and sometimes crashed over the decades, and have introduced scores of modellers to our hobby/sport. Historically, the Fox .35 motor was something of an industry standard along with other great motors such as the Enya, Webra and Super Tigre. They run on low (or no) nitro fuel, but need plenty of castor oil (no synthetics!), given the metallurgy of the piston and sleeve. Presently, a variety of more modern glow engines are being used as well as a few old-school motors

continued on page 62

QUÉBEC (1)



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Bonjour les aviateurs!

Lorsque vous lirez cette chronique, vous serez déjà avancé dans votre saison de vol.

Je m'emploie actuellement à suivre une formation sur le logiciel RPAS Wilco qui serait offert par la compagnie qui le produit, soit AIM Robotic. J'ai participé à la formation donnée dans la zone « J » et elle répondait à toutes les questions. Très bonne initiative, M. Gagné.

J'ai débuté la saison en rencontrant le CA de chacun des clubs de la région Saguenay Lac-Saint-Jean. Un bon déjeuner en bonne compagnie et bien des discussions sur tous les sujets. La nouvelle réglementation sur les altitudes maximales en fut une. Je prévois en faire autant dans d'autres régions.

Veuillez prendre note que les procédures pour la demande d'ajout d'altitude se retrouve sur le site du MAAC dans **RESSOURCES... DOCUMENTS... GROUPE CONSULTATIF SUR LA SÉCURITÉ... DPPM15**, et le formulaire se trouve à la fin.

Sur ce, je vous laisse avec une nouvelle en provenance du club de Matane qui contient un lien entre l'histoire de l'aviation et l'aéromodélisme.... Merci Michel!

L'HISTOIRE D'UN HÉROS MÉCONNU

par Michel Roy

Le vétéran des Forces armées canadiennes et résident de Grande-Vallée, Jacques Bouchard, vient tout juste de lancer un livre portant sur la vie de Jacques Chevrier, le seul pilote militaire canadien à être décédé en mission de combat au Canada pendant la Seconde Guerre mondiale.

En plus d'être décédé en mission de combat au Canada, c'est au large de Cap-Chat (dans le bas Saint-Laurent, en territoire gaspésien) que son avion s'est écrasé, alors que personne ne s'attendait à ce que la guerre fasse des victimes dans la péninsule gaspésienne.

Le capitaine Bouchard avait envie de raconter l'histoire de Jacques Chevrier pour de multiples raisons, à commencer par le fait que 2022 marque le 80e anniversaire



Jean-Paul Le Guilcher (front and centre, with the black MAAC shirt) visited fellow modellers in the Saguenay Lac-Saint-Jean region. / Jean-Paul Le Guilcher (au centre, à l'avant, avec gilet noir du MAAC) a effectué une visite chez des modélistes du Saguenay Lac-Saint-Jean. (Bilodeau à gauche)

photo by Jacques Bilodeau

de décès du militaire canadien. « En opération de combat au Canada, c'est le seul qui a perdu la vie. C'était le 6 juillet 1942. Un sous-marin allemand a attaqué des navires au large de Cap-Chat. En tant que commandant d'escadron rattaché à Mont-Joli, il a reçu un appel pour se rendre sur place. »

Étant dans les airs depuis déjà quelques heures lors de l'arrivée des renforts, Jacques Chevrier a vu son avion piquer du nez pour s'écraser dans les eaux du Saint-Laurent. À ce jour, on ne peut pas certifier hors de tout doute ce qui a provoqué l'écrasement de l'avion. Était-ce un tir allemand, une panne d'essence, une défaillance mécanique ou même un suicide? Le mystère persiste.

Ce qui rend l'histoire de Jacques Chevrier fascinante est le fait qu'il a préalablement participé à la bataille d'Angleterre en 1940, ce qui représentait la première défaite des Allemands. Cet affrontement avait été un moment charnière de l'histoire puisque l'Angleterre était sauvée et les Allemands changeaient leurs plans pour se diriger en Russie.

Le livre « Chevrier » retrace donc sa vie au complet, de son enfance jusqu'à son décès en 1942. Le jeune homme originaire de Saint-Lambert a rapidement progressé dans l'armée. Il a été l'un des premiers militaires déployés en Allemagne avant de

revenir au pays pour devenir aide de camp en raison de problèmes de santé. Il a quand même demandé à retourner au combat, ignorant totalement qu'il le verrait de si près, ici-même à Cap-Chat.

Pour Jacques Bouchard, le parcours de Jacques Chevrier est remarquable puisqu'il est devenu commandant d'un escadron à 24 ans seulement. « C'est un jeune Canadien français qui a appris à piloter et l'anglais en même temps. C'est aussi probablement l'un des premiers Canadiens français à devenir commandant d'un escadron. Ce qu'on a tendance à oublier, c'est que lors de la Révolution tranquille une vingtaine d'années plus tard, on demandait aux francophones de prendre leur place. Chevrier avait déjà défriché le chemin vingt ans auparavant. Ce gars-là a brisé des plafonds de verre. »

C'est donc pour souligner les accomplissements méconnus d'un militaire hors du commun qui a su inspirer le respect, autant de ses pairs que de ses subalternes que le livre a été rédigé. « On lui attribue également plusieurs qualités humaines d'empathie alors que Chevrier a pris le temps lui-même, en tant que commandant, d'embarquer le frère d'un soldat décédé à l'entraînement pour aller lui montrer le lieu fatidique. Ce genre de

suite à la page 50

QUEBEC (I)



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Hello, fellow aviators!

By the time you will be reading this column, your flying season will be well underway.

I am presently busy undergoing some training on the RPAS Wilco software, developed by manufacturing company AIM Robotic. I attended the training which was offered in "J" zone and all my questions were answered. Good initiative, Mr. Gagné.

My season started as I visited the executive of each club within the Saguenay Lac-Saint-Jean area. We enjoyed a good breakfast in good company and we discussed many topics. The new regulations on the altitude limit was one of them. I'm planning to visit other regions.

Please take note that procedures to modify this altitude limit can be found on the MAAC website (look under RESOURCES, DOCUMENTS, for starters and you'll end up in Safety Document 15. The form to complete is at the end.

On this note, I'll leave you with a bit of news from the Club in Matane. It concerns a link to full-size aviation by way of aeromodelling... Thanks, Michel!

THE STORY OF A LITTLE KNOWN HERO

By Michel Roy

Canadian Armed Forces veteran and Grande-Vallée (Québec) resident Jacques Bouchard has just unveiled a book highlighting the life of Jacques Chevrier, the sole Canadian pilot to have lost his life while performing a combat mission in Canada, during the Second World War.

In addition to having died in these circumstances, we must add that Chevrier's aircraft crashed offshore of Cap-Chat (lower Saint-Lawrence river, in the Gaspésie region)... Nobody expected such a casualty of war in that geographic location.

Captain Bouchard felt compelled to tell the story of Jacques Chevrier for a variety of reasons, namely because 2022 marks the 80th anniversary of the military pilot's death. "He is the only one to have lost his life during combat operations in Canada," writes author Bouchard. "It was on July 5th,



Michel Roy (left) performed some meticulous research to help author Jacques Bouchard (right) pen his book. Behind on the table, Roy's P-40 in the colour scheme of the full-size that Jacques Chevrier was flying on his last mission. / Michel Roy (à g.) a effectué une minutieuse recherche afin d'aider Jacques Bouchard (à dr.) à rédiger son livre. À l'arrière sur une table, le P-40 de M. Roy en livrée de l'appareil que pilotait Jacques Chevrier lors de sa dernière mission.

1942. A German submarine attacked ships offshore of Cap-Chat. In his capacity as squadron commander based at Mont-Joli, (Chevrier) received orders to investigate."

Jacques Chevrier spent a few hours airborne before back-up arrived. His aircraft dove and crashed on the surface of the Saint-Lawrence river. To this day, we cannot ascertain beyond the shadow of a doubt what brought him down. Was it German gunfire, fuel exhaustion, a mechanical failure or even suicide? The mystery remains.

What transforms the Jacques Chevrier into a fascinating tale is that he had previously taken in the famed Battle of Britain in 1940, which represented a first defeat for the Germans. This specific conflict was a turning point in history as England was thus saved while the Germans modified their assault plans and concentrated their efforts thereafter on Russia.

"Chevrier", the book, highlights the aviator's life, from his childhood to his death in 1942. The Saint-Lambert native progressed rather rapidly through the ranks. He was one of the first military personnel to be deployed in Germany before coming back home to Canada for health reasons. He then became a right-hand man to various bosses. He even requested to head

back to combat; little did he know that he would be 'in the thick of it' so near, here in Cap-Chat.

For Jacques Bouchard, Jacques Chevrier's life in the military is remarkable as he became a squadron commander at just age 24. "He was a young French Canadian who learned to fly and to speak English at the same time. He probably was one of the first such French Canadians to lead a squadron. What we tend to forget is that during the Révolution tranquille (literally translated to Peaceful Revolution) some 20 years later, francophones were encouraged to rise to the occasion and to become assertive. Chevrier had already beaten that path, 20 years prior. This guy smashed some glass ceilings. »

It is to underline the little-known feats of an outstanding military person who instilled respect – for his peers and subordinates alike – that this book was written. "There are stories about his human qualities such as the time that Chevrier, showing empathy, took aboard a dead soldier's brother – during training – to show where the tragedy had happened. This sort of recognition was usually handled or performed by lower rank military personnel," added author Jacques Bouchard.

In order to pen this book, Jacques

continued on page 50

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RETAINING AND GROWING OUR CLUBS AND MEMBERSHIP

Earlier this year, Model Aviation Canada featured a great article, “Fostering A More Active Flying Club” written by Dave Scott, owner / instructor of the 1st U.S. R/C Flight School. Dave touched on numerous key points on retaining and growing our membership. We summarize here the key points that we gleaned.

1: Always promote flying

2: Accept and encourage use of new technology

Do not scorn on the use of new technology (flight stabilization systems) that makes it easier for newbies to enter the hobby. Using Ready to Fly “foamies” are not to be looked down on, especially if it enables the first entry to our hobby. In

addition, smaller lightweight models under 250 grams are easier to store and transport as our homes and cars become smaller.

Furthermore, small lightweight models may be acceptable to fly in city parks once permission has been granted by the municipality in which modellers live. Seniors will love it as they do not have to travel far to fly. Municipalities will also accept the formation of clubs for seniors as a good activity to accommodate their aging population.

3: If it's not broken, don't fix it

It is not essential to use the latest radios etc. If the equipment (e.g. radio) that the new members bring works, is safe and complies with government regulations, do not downplay using what we see as outdated equipment. Let them get into the hobby, help them and then they will advance to better gear at their own pace.

4: Recognize the profile of our typical member and their limitations

To the best of my knowledge, the typical

MAAC member is 55+ years or older and as such, has slower reflexes, diminished visual acuity, and does not quickly absorb new technology, especially if they did not do this in their prior years. So the suggestion is to help them to learn at a pace they can absorb, make it fun, and most important, use our hobby as a basis to build new friendships based on common interests.

5: Club Leadership

“Club Leaders should foster an attitude that keeps things simple, removes obstacles that would get in the way of people enjoying flying”.

Refrain from pointing out all the things they don't like or would do differently and instead do the essential checks to ensure that the plane/craft is airworthy.

If you have more suggestions to share, please do not hesitate to communicate directly with us.

Best Regards and we look forward to seeing you soon at your clubs. ✨

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RÉTENTION ET CROISSANCE DES CLUBS ET DE L'ADHÉSION

Plus tôt cette année, notre revue Model Aviation Canada reprenait l'article « Fostering A More Active Flying Club » (Encourager un club plus actif) qu'avait signé Dave Scott, propriétaire et instructeur de la première école de pilotage de maquettes aux États-Unis. Dave a soulevé plusieurs points clés sur la façon de retenir – et de faire croître – l'adhésion au sein des clubs. Nous résumons ici ces points clés.

1. Faites toujours la promotion du vol télécommandé

2. Acceptez et encouragez la nouvelle technologie

Ne foncez pas les sourcils quant à l'utilisation de la nouvelle technologie (systèmes de stabilisation de vol), qui offre une façon plus facile pour les débutants de faire leur entrée au sein de notre passe-

temps. Vous n'avez pas à dédaigner les foamies prêts à voler, surtout s'il s'agit de la première expérience de ces modélistes. De plus, les maquettes plus diminutives (sous la barre des 250 grammes) sont plus faciles à entreposer et à transporter puisque nos domiciles et nos véhicules rapetissent.

De plus, ces plus petites maquettes pourraient convenir à des séances de vol dans des parcs citadins, une fois que vous aurez obtenu la permission de la municipalité où vous vivez. Les aînés raffoleront de cette formule puisqu'ils n'auront pas à se déplacer très loin pour faire évoluer leur maquette respective. Les municipalités accepteront aussi la formation d'un club pour aînés, ce qui s'avérerait une bonne activité afin d'accueillir cette tranche de la population de cet âge.

3. « Si rien n'est cassé, ne cherchez pas à le réparer »

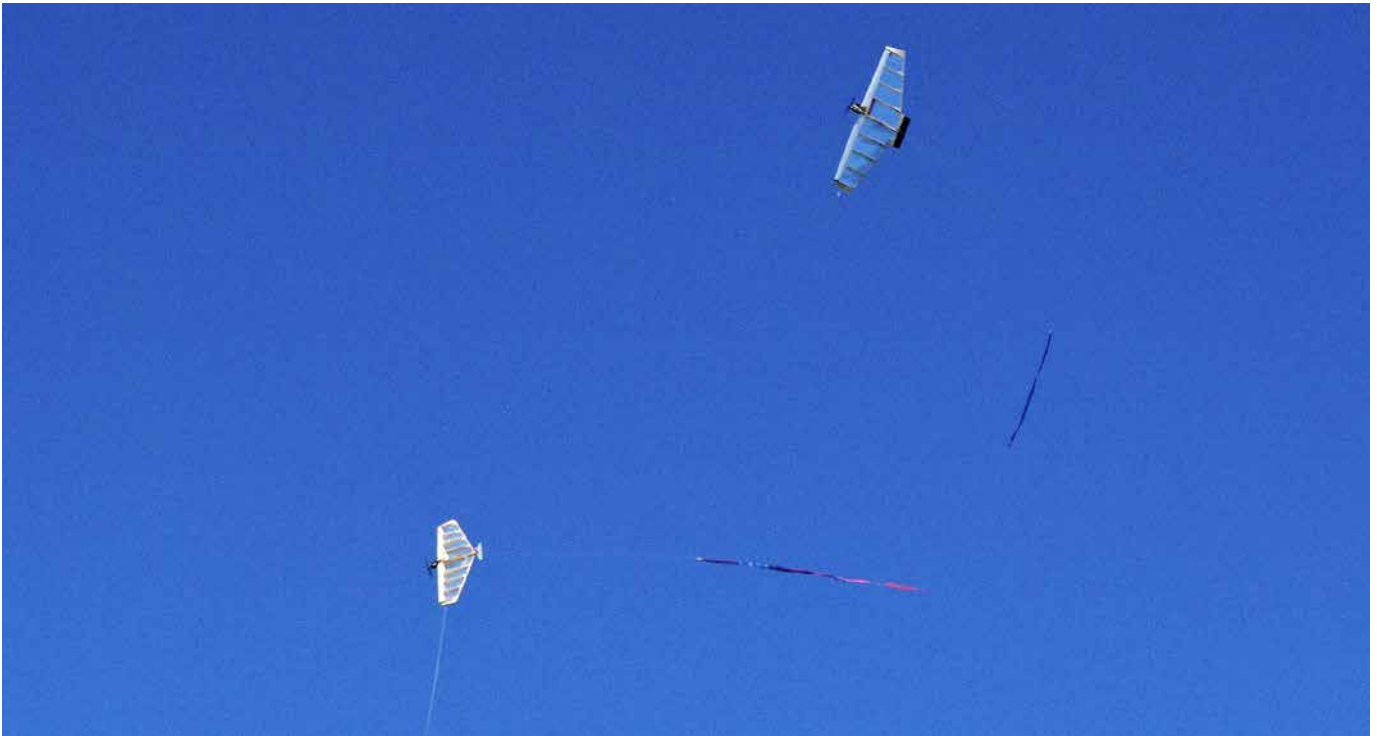
Nul besoin d'avoir recours aux émetteurs les plus modernes et autre équipement. Si celui-ci (par exemple, l'émetteur) que les nouveaux membres apportent avec eux fonctionne, qu'il peut le faire en toute

sécurité et qu'il répond à la réglementation gouvernementale, ne minimisez pas cet équipement parce que vous le jugez obsolète. Laissez ces nouveaux modélistes faire leurs premiers pas au sein de notre passe-temps et ils passeront à de l'équipement plus moderne à leur propre rythme.

4. Reconnaissez le profil typique de nos membres et leurs limites

Au meilleur de mes connaissances, le portrait-type d'un membre du MAAC signifie qu'il est âgé de 55 ans ou davantage et que, conséquemment, ses réflexes ont ralenti de même que son acuité visuelle et qu'il ne digère pas facilement la nouvelle technologie, surtout s'il ne s'était jamais adonné à l'aéromodélisme (formule télécommandée) auparavant. Suggestion : aidez ces derniers à apprendre à un rythme qui leur convient, rendez cette activité agréable et ludique et surtout, utilisez notre passe-temps à titre de véhicule afin de forger de nouvelles amitiés parce que tout le monde nourrit un intérêt commun pour ces machines volantes.

suite à la page 62



Speed Limit combat in action. / Action lors de l'épreuve de combat "speed limit".



Dwayne Donnelly launches Brad LaPoint's Ringmaster 576. / Dwayne Donnelly lance le Ringmaster 576 de Brad LaPoint.



Pat launches for Ivan in F2D. / Pat lance la maquette d'Ivan en F2D.



John McFayden's Starlight. / Le Starlight de John McFayden.



Speed limit winners left to right: Third Ivan MacKenzie First - Pat MacKenzie Second - Dimitre Valkonov. / Gagnants en "speed limit". De g. à dr. : Ivan MacKenzie (troisième place); Pat MacKenzie (première place) et Dimitre Valkonov (deuxième place).

SOUTH-EAST ONTARIO (L)



Pat MacKenzie flying his MaxBee. / Pat MacKenzie pilote son MaxBee.



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2022 CHRIS BROWNHILL T&D CONTROL LINE CONTEST

Report by John Mc Fayden – MAAC 14681L

Finally, after a couple of years of COVID-19 restrictions, the Balsa Beavers MFC was able to host its “Premier” annual event. Traditionally called the T&D (Toronto and District Control Line Championships), we have renamed it Chris Brownhill Toronto and District Control Line Championships. Chris had – I believe – competed in all but the inaugural T&D and this was the 60th running.

Over the decades, the event has evolved and featured different events and of course, attendance has seen peaks and valleys. This year, the T&D featured Control Line Precision Aerobatics and two Combat events. According to the Toronto International Airport, Saturday featured winds 20 km/hr gusting to 37 km/hr. It was too windy for Stunt but the combat pilots flew Speed Limit Combat. Stunt and F2D Combat were flown Sunday when the wind was much better. ✈

CONCOURS CHRIS BROWNHILL T&D CONTROL LINE COMMÉMORATIF EN 2022

par John Mc Fayden – MAAC 14681L

Finalement, après deux années de restrictions de la COVID-19, le Club Balsa Beavers MFC a été en mesure de présenter son évènement-phare annuel. Traditionnellement appelé le T&D (Toronto and District Control Line Championships), nous avons rebaptisé ce concours le Championnat (commémoratif) Chris Brownhill de vol circulaire pour Toronto et le district. Il me semble que Chris avait participé à toutes les éditions sauf le premier; et nous en étions rendus au 60e.

Au fil des décennies, l'évènement a évolué et mettait en vedette diverses catégories et bien sûr, la participation a connu des hauts et des bas. Cette année, le concours comportait une composante d'acrobatie de précision (voltige) et deux épreuves de combat. Selon l'Aéroport international de Toronto, le vent soufflait à 20 km/h (avec des rafales atteignant 37 km/h) le samedi. C'était trop venteux pour l'épreuve Stunt mais les pilotes d'appareils de combat ont disputé l'épreuve Speed Limit Combat. « Stunt » et « F2D Combat » ont été disputées le dimanche, alors que le vent s'était un peu calmé. ✈



WCRCAF Spring Float Fly

Alouette Lake, BC



by Mike Poser 13520

"WCRCAF Alouette Lake Spring Float Fly is a go! Pilots meeting at 8am", read the email I received from Scott Thomas on the evening of Saturday, April 23. Often weather plays havoc with this much anticipated event, so I was happy to see the confirmation. Despite the weatherman's rainy predictions earlier in the week, Sunday was now looking good.

April 24th dawned with a hazy blue sky and calm conditions. It was going to be a perfect flying day!

This year I resolved to be on time for the 8am Pilot Meeting. I set my alarm for 5:30am on Sunday...but there is something about being recently retired and early morning starts. Suddenly it was 7:30am and I still had not finished packing the car!

I arrived late to the lake, around 8:30, and most of the 31 registered pilots had already set-up. It was a record turn-out for the event. Great weather and a lot of pent-up "float fly craving" helped to bring up the numbers.

Since Covid hit in 2020, many of the Alouette Lake events had to be either cancelled or restricted in participation. This was the first open meet without restrictions and the gang was happy to be back at the lake!

Pilots came out from all over the lower mainland and brought a full range of model types from mini to mighty. Eight local clubs were represented including host WCRCAF, Ridge Flyers, North Van RC Flying Club, Mission Wings, Chilliwack Electric Flyers, Spektrum, Squamish RC and Burnaby Lake Flyers. This event really showcases our hobby at its finest; like-minded aero buffs meeting



The business side of Paul's Balsa USA 1/4 scale J-3 Cub.



A Saito 57cc 4-stroke provides the delightful sound of Paul's Cub.



Some of the usual suspects.

in a spectacular setting for a day of fun and sharing. It is a chance to catch up with folks we would like to see more often, but only get to meet once or twice a year.

The air was soon filled with the whirl of electric and nitro motors punctuated by the deep staccato of Paul Dries' 4-stroke Cub. Up to five planes flying at a time provided an interesting variety of models to watch. Pilots and their trusty spotters were kept on their toes to maintain separation. Only a few brave geese dared to interfere.

Wet Coast pilots' thumbs tend to rust over winter, so it followed that there was a fair amount of excitement at this spring event. Onlookers were well entertained by less than graceful landings, at least one lawn dart splashdown, and a few other 'moments.' The rescue boat was well used all day!

A freak wind gust nosed over Paul's 25 lb Cub on landing, swamping his prize Saito engine. No permanent damage we hope.

Most years Brad Baigent steals the show with his lovingly

detailed 110" Beaver. It's a real crowd pleaser and possibly the most photographed RC plane in British Columbia. This year, Brad rewarded us with a giant scale Canadair CL-415 water bomber from a Nitroplanes kit. The 10S powered CL-415 is a stand-out model with huge presence on the water. Kudos to Brad for continuing to raise the bar for novelty and workmanship at this event!

At the end of the day Scott marshalled the pilots - and a hovering Cub - to line up for a group photo.

After such a fun day at the lake we all left with a big smile for the drive home. Hearty thanks to Scott and WCRCAF for organizing another very memorable gathering.

I am already looking forward to the Fall event. Next time, I will set my alarm for 5am!

WCRCAF hosts the Alouette Lake Float Fly twice a year - watch for the event notice in MAC Mag. Wind generally picks up in early afternoon so plan to come out early. ✈



Brad Baigent and his brightly coloured CL-415



Hey You, I have the right-of-way!



Sleeping Beavers



Above: Stan, left, and spotter Blake from Ridge Flyers. The Flex Innovations RV-8 was one of the most coveted models at the lake.

Left: Maintaining flight separation. (photo by Darren Wiens)



Amir Nazary (NVRFCFC) 'retro-floated' a favourite 3D stunt plane. After a few adjustments the Twist flew great on floats



Adrian Neville hovered in with his scale 600 size heli, a first for the Alouette Lake event.



Walter 'Ed' Zarecki and his big Rascal.



Possibly the most important piece of equipment at the site this day.



Drone group shot courtesy of Alfred Shum.

Alf Hennessey

Charlottetown's Inspiration



In October 2021, the Charlottetown Radio Control Flying Club celebrated one of our most active and lifetime members', Alfred Hennessey, 91st birthday with a barbecue, cake, and of course, lots of flying!

Alf was born in Charlottetown, Prince Edward Island, in October 1930, the son of Gertrude Coady and William Hennessey.

Sadly, Alf's mother, Gertrude, passed away when he was only five years old.

In his early Teens, Alf worked for his father's construction company as a labourer for twenty-five cents an hour during the summer months. He purchased his gliders and elastic-powered models from Scantlebury Signs in Charlottetown.

The model kits in the early 1940s were manufactured from cardboard and pine; because the war effort had material restrictions on balsa wood usage, reserving it for full-scale aircraft like the de Havilland Mosquito.

Alf took after his father's passion for building, recalling the blackout shutters his father constructed for their home during World War II. Allowing them to have all their lights on while avoiding the local ARP Wardens from knocking on their door or



shouting something like, "Cover that Window!" during blackouts and rehearsals for blackouts.

Today, Alf's home is furnished with several pieces he built over the years, like his replica of the 1949 Frank Lloyd Wright Taliesin chair.

During his teens, Alf's interest turned to sports, playing goaltender for St. Francis Xavier (StFX) University hockey team. In 1950, he was struck in the eye by the puck. As a result, he spent over a week in the hospital with the uncertainty of whether they could save his eye. During this time,

his father insisted he give up the role as a goaltender.

Like all young people craving self-empowerment, Alf built his own wire mesh face mask for protection. He recalls having his homemade mask ripped off by a puck strike in a later game and feeling blessed that the face mask or the puck didn't seriously hurt him. It was a dangerous time to be a goaltender in hockey.

In the early 1950s, Alf took the train west to continue his post-secondary studies at the University of Manitoba's School of Architecture. While studying, he recalls building the odd model airplane with roommates and flying them around campus.



Alf graduated in 1956 with his Bachelor of Architecture. He then continued with his Architectural studies at the Pratt Institute of Design in New York. Coincidentally, home of Pratt Alumnus (1917) Donald Hall, who co-designed the Spirit of Saint Louis in 1927. But Alf's focus was purely Architectural, completing his Master of Architecture in 1958.

While back home in 1959, Alf's father, William James, sadly passed away.

Alf decided to close up the family home in Charlottetown and head West to Calgary, where his older brother William worked as a Professional Geologist in the petroleum sector. Alf loaded up his father's car with belongings and gave some fellow Islanders a lift to McGill University and the University of Toronto along the way.

He stopped in to say hello to some old Alumni friends in Winnipeg. While there, he accepted a teaching position with the University's School of Architecture, where he spent the next two years shaping inspiring architects. In 1961, Alf returned to Prince Edward Island to continue his Architectural practice; by his retirement in 1985, he had completed over fifty Architectural projects.

In the early 1980s, Alf rediscovered the childhood joy in constructing and flying model aircraft, and it's been a huge creative outlet for him to this day. Jim Ewing kindly wrote the following on what Alf has meant to him, and his business, over the past few years:

"I remember back in the early days of my business, then operating under the name of Jim's RC Supply, first meeting Alf at a local mall show. The Charlottetown Radio Control Flying Club hosted mall shows at the Charlottetown Mall for a number of years. The club

was eager to share their hobby and every year the show would spark an interest in several new people that would join the hobby and ultimately join the club. One particular year we certainly found a gem—the consummate model aircraft enthusiast—in Alf Hennessy.

"In his retirement, Alf dove into the hobby with both feet. He wasn't content with just throwing together a kit or an ARF and go flying. He found his passion in designing and building his own aircraft, more often than not, versions of very unique full scale subjects.

"Alf was able to parlay his profession and abilities as an architect into drawing his own plans and building from those. Alf's collection of designs and aircraft grew over the many years right along side with our business—through East Coast Model Center and eventually Great Hobbies. Without question, Alf became our greatest customer and staunch advocate. I would personally like to thank Alf for the wonderful support he has had for our business over the years, and the opportunity to support him in his passion in return.

Although I have now retired from the business, I know his passion for the hobby is still strong as I have met him, both during my visits to the shop, and at the flying field."

At the time of this publication, July/August 2022, Alf continues to be one of the club's most active members, seldom missing a day of flying his ARFs and scratch-built creations. As a club, we're looking forward to celebrating his 92nd Birthday in October.

Alf's Club e-mail address is alf@crfc.org, which could be used by MAAC Members to send congratulatory e-mail to him! ✈



Bill Falck - Rivets Racer

By Jean Tardif



I built this scale version of Bill Falck's Rivets air racer from Model Airplane News plan No:CF-109. The model is built using conventional balsa and plywood construction and has a wing span of 45 inches. The model is covered with a natural Solartex with tree coats of clear Nitrato dope, with final colours using silver automotive paint. The front section of the fuselage cover with 3/4 oz. Fibreglass and resin for scale rivets details.

The model is powered by a Scorpion 4020-12 electric motor with 5S-5000 Lipo turning a 13.5 X 10 prop. The flying weight comes in at 7 pounds.

This scale replica racer blast the sky with is beauty and charm... as you can see! ✈





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CONFESSIONS OF A FRUGAL FLIER

By Stephen Kemp - 7505 L



This model has the wings and horizontal tail from a prematurely terminated ARf

I started this crazy hobby of ours in 1963 when someone gave me a kit for the u-control Skylark. I had no idea of what was required but motored on regardless, equipping it with a Mcoy Red Head engine that cost me 5 weeks allowance to foot the \$8.50 purchase price. Needless to say the first flight was very short but I bundled up the wreckage and stored anything I thought would be usable. Several other attempts came to the same conclusion.

Then I discovered the Balsa Beavers model club in Mississauga. I was taken under the wing of the late Chris Brownhill and he soon got me straightened out and became a lifelong friend. I started to fly both fast and slow combat. There were really not many kits that were competitive so we mostly settled on a design of our own and built them three at a time as these events are very crash intensive.

Wrecks were stripped of all usable hardware and it was soon reused. All was well until one day a man at the field told me he was on his way to Toronto Island to fly a Cessna 172 for a couple of hours and would I like to come along. The only airplane I had ever been on prior to this was an old DC 6 that flew us from Manchester UK to Canada when we immigrated. After we landed a flight instructor asked me how I liked it and of course I loved it so he had little trouble signing me up for flying lessons.

I soloed 11 hours later and took my flight test at 33 hours. When the examiner passed me and went to sign my log book he

discovered I was two hours short of the required 35 hours so he had me fly around the airport for the missing two hours before he would sign me off. Thus my modeling career was put on a 33 year hold.

I got involved in homebuilding and bought a ratty Jodel D 11. One day the fixed landing gear decided to go retractable and destroyed the wing spar it was bolted to. So I built a new wing and at the same time cut the fuselage in half and redid that as well.

I was also involved in a Baby Great Lakes biplane and built the wings for a Sirocco for a friend. About this time I discovered gliding at York Soaring in Arthur Ontario. It did not take me long to discover that instructors and tow plane pilots flew for free so I got an instructor's license and started flying the tow planes.

I could get 10 or 12 hours in on a weekend and not spend a dime. After a while with experience at both ends of the rope I got involved in ferrying both gliders and powered aircraft back and forth for maintenance again at no cost to me. I was a happy camper till one day at the age of 59 I went for my medical and the doctor with a gloomy look on his face said that he could not sign me off because the ecg had revealed that I had a heart problem.

As I drove home I thought, well I have had a good crack at the cat so now I have two choices, spend six months moping or find something else. That something else turned out to be RC flying.

A friend who had a hobby shop and he steered me to a gentle



A ducted fan rescued for a Vampire foamy powers this one. Lifting fuselage is because it needs all of the lift it can get. No worries about going supersonic.



I had two brushless motors hanging around so I designed this twin. A good flyer but likes to touch down with about 30 percent power.



A fun flyer. My version of a slo poke. Wings are cut down from an Arf trainer.



This design hand launches easily, can be landed anywhere, and is very aerobatic.

lady kit with a brushed motor and a clunker of a nicad battery. I had it together in no time and confidently chucked it into the air. Total flight time: 2.5 seconds.

So I traced the parts and built another with much the same result. Then a neighbor who had witnessed the carnage directed me to George Garlock who apparently had been flying RC since Jesus was a boy. George turned out to be a generous and supportive teacher and it was he who taught me the nefarious art of RC flying. So after a short 30 plus year break I had returned to the fold.

One thing I quickly noticed is the emergence of ARFs. Now I had always considered this a hobby of two parts; Building and flying. To me ARFs have both cut the hobby in half and taken away some creativity. They do, however, allow many who have not the time or the facilities to build to participate in the hobby.

So I returned to my roots. I have a hangar of about 23 flyable aircraft and a half dozen not quite so flyable. And I spend less than \$400 a year and it is mostly due to ARFs.

I noticed when ARF owners crashed, the models often ended up in the 50 gallon barrel the club uses as a garbage can. At the end



A rescued carbon fiber wing spar from the garbage bin inspired this boom fuselage with all moving pull tail. Looks a bit strange but it flies quite well.

of the day I pull them out and take them home.

I have amassed a considerable collection of servos, landing gear, wheels, etc., all of which end up in my designs at some point or other.

My first thought when I rough out a design is, what do I want it to do? Do I want a gentle slow flier or a 3d monster or a go to everyday plane that will do a bit of both?

I prefer wing spans of about six feet because they fit in my car, I can see them in the air, and they are economical to build.

I use mostly truss fuselages and D tube wings with webbed spars. Too much wing is better than not enough and larger tail surfaces are

better than too small. I design for a C/G at between 25% and 30% of the wing chord and like 1.5 degrees positive incidence on the wing and 0 or 1 degree on the horizontal stab. I recommend UltraCote but there are other coverings that are workable at a fraction of the cost.

I am now totally electric so there is no oil soaking or vibration from a piston pounder trying to unglue my joints, and as an added pleasure my car does not stink.

So there you have it, confessions of a frugal modeller. ✈

STUKA REVIVAL



By Jeff Truemner - 35725

So I happened to be in my local hobby store talking to the owner and mentioned my bucket list of planes, and he said hold on a minute and came out of the back room with fuse, wing, motor (new 50cc) and boxes of bits and pieces for a 100" Ziroli Stuka... and said "here."

I was totally blown away, we briefly talked price, although I was totally at a disadvantage as the smile on my face gave away my bargaining power. He boxed it up and I brought it home to sort through the hundreds of scale bits and try and figure where they all went!

I knew I had no hope of figuring it out on my own, but fellow club member Greg Dejanovic is a master painter retailer on German aircraft and so I thought he might be able finish this for me. Turns out... yes he would.

So I got busy and fixed the hangar rash this plane had endured during its five-owner life, the original builder was the only one to do any work the others just passed it around. With the repairs done, I installed the equipment purchased a new canopy as well as two pilots from Ziroli. This was going to be a bucket list plane and no expense was to be spared!

After I had done all I could do, it was off to the paint shop! I must say I don't know how he does it. The work shop is small and full of planes and yet he managed to fit in all 101 inches of this one-piece wing!



About a month goes by and I finally start to get a few glimpses. We'll to say I was impressed would be an understatement! Greg's attention to details and knowledge is outstanding. I still keep finding little things. I ordered a bomb for the centreline hard point from England only to find out it was too small. It was the outer wing bomb. Not to be deterred Greg found a file on line and 3d printed the correct one and made moulds and cast the other three for the wings, they turned out beautiful and really

add to the look of such a sinister plane.

I had Greg do a full cockpit but never thought about opening the canopy. We'll turned out most of what Greg did was hidden under the green house. So I had him open it up what a great decision.

As more time goes by, more details are noticed and my excitement levels are peaking through the roof! While he would send photos during the work, he kept on saying I had to see it in person to appreciate the details. Boy was he right.

The plane had everything... wiring harnesses, magazine drums for gunner even the sac for spent cartridges, dive angle gauge on right side of canopy, hand painted signage, rivet details, weathering, bomb cradle for main bomb, and my personal favourite the dive sirens!

So if you stumble across basement find give it a second chance at life it can be well worth it. This model is good enough to go into a museum, but I'm going to fly it for all to see and enjoy hope to see you soon at a fun fly or a scale rally! ✈



SPECTRE RADIO

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Spektrum a maintenant mis à jour sa procédure de programmation de récepteur pour la plupart de ces composantes précises. À l'aide d'un émetteur Spektrum mis à jour et neuf, vous retrouverez un menu qui s'appelle Forward Programming qui saura vous guider à travers les étapes à franchir, le temps de programmer un récepteur compatible. Ce récepteur doit être à « on » et appairé à l'émetteur; la manette des gaz doit être désactivée avant toute tentative de programmation.

À l'aide d'un récepteur compatible, vous pouvez fixer le mode SAFE à « on » ou à « off » en l'un ou l'autre des trois modes de vol programmables; on peut aussi ajuster le mode AS3X et le régler à l'aide d'un interrupteur à deux ou trois positions sur votre émetteur Spektrum compatible.

Vous trouverez un tableau bien utile afin de comparer tous les émetteurs Spektrum ici : Spektrum-Air-Transmitter-Chart.pdf - https://www.horizonhobby.com/on/demandware.static/-/Sites-horizon-master/default/dwd52b3603/Manuals/Spektrum_Air_Transmitter_Chart.pdf.

Autre tableau utile, cette fois pour les récepteurs Spektrum : https://www.horizonhobby.com/on/demandware.static/-/Sites-horizon-master/default/dw9b8b9303/Manuals/Spektrum_Air_Receiver_Chart.pdf.

horizonhobby.com/on/demandware.static/-/Sites-horizon-master/default/dw9b8b9303/Manuals/Spektrum_Air_Receiver_Chart.pdf.

Altimètres

Le MAAC a introduit une limite de 700 pieds pour les activités normales mais autorise certaines exemptions là où l'espace aérien au-dessus l'autorise.

Histoire d'aider à ce qu'on observe les documents de politique MAAC MPPD 15 – limitation d'altitude, le Comité du spectre radio du MAAC offre les renseignements suivants.

Spektrum et sa nouvelle gamme d'émetteurs et de récepteurs T (télémetrie) comportent un variomètre intégré. On peut programmer des avertissements audibles d'altitude.

La plupart des fabricants majeurs de systèmes RC comportent maintenant des dispositifs de télémetrie afin de déterminer l'altitude à laquelle vole votre maquette.

Il existe d'autres dispositifs sur le marché :

https://icare-icarus.3dcartstores.com/ALES-Competition-Altimeter-for-Models-CAM_p_839.html

Utilisateurs de systèmes Jeti - <https://www.espritmodel.com/jeti-telemetry-sensor-altimeter-multi-ex.aspx>

Utilisateurs de systèmes Futaba - [https://www.espritmodel.com/futaba-telemetry-](https://www.espritmodel.com/futaba-telemetry-sensor-air-pressure-sbs-02a-altitude-variometer.aspx)

[sensor-air-pressure-sbs-02a-altitude-variometer.aspx](https://www.espritmodel.com/futaba-telemetry-sensor-air-pressure-sbs-02a-altitude-variometer.aspx)

Captur GPS Spektrum - <https://www.horizonhobby.com/product/gps-telemetry-sensor/SPMA95871.html> -- discontinué

Zlog pourrait aussi vous aider - <http://www.hexpertsystems.com/zlog/>

Bien qu'il ne soit plus en affaires, le fabricant Eagle Tree Products offrait anciennement des dispositifs de mesure d'altitude et de GPS.

Il y a quelques jours, j'ai piloté mon Bushmaster jaune et noir (envergure de 84 pouces). Le ciel était couvert et la luminosité, pas très bonne. Mon avion était facile à voir dans le ciel bien qu'à 700 pieds d'altitude au-dessus de notre terrain, il se trouvait à la limite de ce que j'étais capable de voir quant à son orientation.

J'ai réduit les gaz et je me suis retrouvé dans ma zone (visuelle) de confort lorsque la maquette est redescendue à environ 450 pieds. Je procéderai à d'autres tests afin de mesurer la véritable altitude.

Nous faisons voler nos maquettes à notre terrain bordé de plusieurs arbres. La plupart du temps, j'estime que je fais évoluer les miennes à 100 ou 150 pieds – parfois moins – au-dessus des arbres. Nous pouvons assurément voler selon les nouveaux paramètres d'altitude du MAAC.



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RADIO SPECTRUM



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Committee Chair

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Spektrum has now updated its receiver programming steps for most of its new receivers. With an updated and new Spektrum transmitter, a menu called Forward Programming will guide you through the steps to program a compatible receiver. The receiver must be on, bound to the transmitter and the throttle must be killed before any programming is allowed to be enabled.

With a compatible receiver, SAFE can be turned on or off in any of the three programmable flight modes; AS3X can also be adjusted and set if using either a two- or three-position switch on your compatible Spektrum transmitter.

A good chart to look at and compare all the Spektrum transmitters is with this link: [Spektrum-Air-Transmitter-Chart.pdf](https://www.horizonhobby.com/on/demandware.static/-/Sites-horizon-master/default/dwd52b3603/Manuals/Spektrum_Air_Transmitter_Chart.pdf) -https://www.horizonhobby.com/on/demandware.static/-/Sites-horizon-master/default/dwd52b3603/Manuals/Spektrum_Air_Transmitter_Chart.pdf

Another useful chart for Spektrum receivers is the following: <https://www.horizonhobby.com/on/demandware>.

[static/-/Sites-horizon-master/default/dw9b8b9303/Manuals/Spektrum_Air_Receiver_Chart.pdf](https://www.horizonhobby.com/on/demandware.static/-/Sites-horizon-master/default/dw9b8b9303/Manuals/Spektrum_Air_Receiver_Chart.pdf)

Altimeters

MAAC has introduced a 700-foot height limit for normal RC activities but is also allowing waivers where the airspace above will allow it.

To help with compliance with the new MAAC MPPD 15 – MAAC Altitude Limit Policy documents, MAAC's Radio Spectrum Committee provides the following information.

Spektrum with its new line of transmitters and T (telemetry)-designated receivers sport a built-in variometer. Audible altitude warnings and readings can be programmed with your Spektrum transmitter.

Most of the major RC transmitter manufacturers now have telemetry devices to help ascertain the above ground level height that your model is flying at.

Devices on the market to help with height:

https://icare-icarus.3dcartstores.com/ALES-Competition-Altimeter-for-Models-CAM_p_839.html

Jeti radio users - <https://www.espritmodel.com/jeti-telemetry-sensor-altimeter-multi-ex.aspx>

Futaba radio users - <https://www.espritmodel.com/futaba-telemetry-sensor-air-pressure-sbs-02a-altitude-variometer.aspx>

Spektrum GPS sensor -<https://www.horizonhobby.com/product/gps-telemetry-sensor/SPMA95871.html> -- discontinued

Zlog may also be of assistance - <http://www.hexpertsystems.com/zlog/>

Eagle Tree products, although no longer manufactured, did offer altitude and GPS tracking and measuring devices.

A few days ago, I flew my yellow and black colored 84-inch wingspan Bushmaster. It was overcast and the light was flat. My plane was easy to see in the sky although on reaching 700 feet of elevation over our field, the aircraft was definitely on the edge of my ability to distinguish its orientation.

I cut the throttle and was comfortable with the orientation when the aircraft was down to the 450-foot area of height over the field. Further tests will be conducted to get actual altitude measurements.

We fly in an area with lots of trees bordering our flying field. Most of the time, I'm estimating our planes are 100 – 150 feet or less over the trees. We can indeed work with the height limitations that MAAC has stipulated. ✨

VOL CIRCULAIRE

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Cette chronique est un peu plus difficile à rédiger puisque nous sommes en pleine transition; nous effectuons de nouvelles sorties afin de faire voler des maquettes mais nous avons encore des épisodes de météo.

Au moment d'écrire ces lignes (le 13 mai), nous avons vécu des précipitations de neige ici à Leduc (Alberta)... Au secours! À l'heure actuelle, je salive à l'idée de quitter pour le concours Northwest Regionals de Roseberg (Orégon) dans deux semaines! Je n'ai disputé aucun concours de vitesse ou de course depuis trois ans; j'espère avoir retrouvé mes réflexes à temps.

Au moment de soumettre ce compte-rendu, l'organisateur du Championnat mondial de vol circulaire de 2022, c'est la Pologne. Le concours est prévu pour le mois d'août. La situation est telle (la guerre fait rage à côté en Ukraine) qu'on ne peut jurer de sa tenue.

Les équipes en provenance de la Russie et du Belarus ont été bannies. Celles de la Grande-Bretagne et de la Lituanie se sont désistées. La moitié des membres de l'équipe américaine en a fait de même et l'équipe canadienne ne s'est pas encore

inscrite.

Appelez-moi afin d'obtenir les mises à jour.

POURQUOI JE NE PEUX EN FAIRE DAVANTAGE?

Depuis que je suis devenu un grand-papa à temps complet, ma retraite dorée est maintenant un rêve. Ma femme Dianne et moi nous occupons de notre petit-fils Damien, âgé de deux ans et demi, ces jours-ci pendant que son père travaille. Parfois, je souhaiterais qu'il soit suffisamment vieux pour venir faire voler mes maquettes mais je sais pertinemment que les enfants grandissent très vite et j'essaie de profiter de ses jeunes années.

Je n'ai aucun doute que Damien sera un modéliste de quelque sorte lorsqu'il sera plus vieux parce qu'il s'intéresse à tout ce qui se trouve dans l'atelier de son grand-père. Comme grand-papa, il est d'ailleurs fasciné par tout ce qui comporte un moteur.

Voyez-vous, à chaque fois que je reçois un colis par la poste, je peux compter sur l'aide de mon petit adjoint qui s'empressera de l'ouvrir. C'est presque comme célébrer Noël : on ouvre des cadeaux et on cherche d'autres jouets (nous deux)!

Lorsque j'autorise Damien à entrer dans mon atelier, chaque tâche me prend deux fois plus de temps à accomplir. J'ai

récemment reçu une commande de matériaux de K&S de la part d'un collègue de club et Damien était bien excité d'aider grand-papa à découvrir la marchandise (sur le plancher), bien sûr!

Pour une fois, je suis heureux que la porte de l'atelier se ferme un peu plus difficilement, sans quoi Damien se plairait à s'y introduire lorsque grand-papa a le dos tourné (ou qu'il dort).

CONCOURS DE PONOKA

J'ai remarqué que quelques modélistes dans mon coin ont construit des Goodyear racers afin de vivre une expérience de vol différente. Nous espérons mettre ces maquettes en vedette lors du rassemblement de vol circulaire de Ponoka (Alberta), les 4 et 5 juin. L'hôte sera la Ponoka R/C Flyers Association; bienvenue aux maquettes de vol circulaire de tout acabit. Je m'attends à ce que nous nous amusions beaucoup si la météo est favorable. Pour de plus amples renseignements, communiquez avec John From.

Je remercie ceux d'entre vous qui m'avez soumis des renseignements et des photos pour cette chronique. Continuez de m'en envoyer de sorte à ce que je présente l'activité en provenance de tous les coins du Canada. ✈

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CONTROL LINE

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This is a slightly harder column to write in that we are in a transitory time of just starting to get out flying again, but still issues with bad weather are keeping us off the flying field.

As I write this (May 13), we had a snowfall yesterday here in Leduc (Alberta)....ARGH! Currently, I'm salivating just thinking about leaving for The Northwest Regionals in Roseberg, Oregon in two weeks! Not having competed in speed and racing for almost three years, I hope I can whip my rusty reflexes into shape by that time.

As of this submission, the organizer of the 2022 World C/L Championships in Poland remains firm that this event is scheduled to go ahead in August. This is such a dynamic situation (what with the war in Ukraine next door) that it's anybody's guess as to what will happen between now and then.

Teams from Russia and Belarus have been banned. The British and Lithuanian teams have pulled out, fully half of the American team members have withdrawn, and the uncertain Canadian team has not yet registered.

Call me for the most current updates.

WHY I DON'T GET MORE DONE?

Ever since I became a full-time grandpa, my nice easy retirement became a pipe dream. My wife Dianne and I look after our 2-1/2-year old grandson Damien these days while his Dad is at work. At times, I wish he was old enough to go flying with me, but I know kids grow up too fast these days, so I'm trying to relish in these early years while I can.

I have no doubt that Damien will be a model aviator of some kind when he grows up because he's very interested in everything in grandpa's workshop. He's also (like Grandpa), fascinated by anything with a motor attached to it.

You see, every time I get a package in the mail, I can count on my little helper to open it up for me. It's almost like Christmas, opening presents and looking for more toys (for both of us)!

When I do allow Damien into the workshop, every job now takes at least



Jeff Sheppard of Beaumont, AB shows off his first attempt at a C/L Goodyear racer. This Shoestring built from a Sig kit is powered with a Gibeault-converted O.S. .15LA R/C engine. / Jeff Sheppard, de Beaumont (Alberta) exhibe son premier essai à assembler une maquette de type Goodyear racer pour le vol circulaire. Il a construit ce Shoestring à l'aide d'un kit Sig et a employé un moteur O.S. .15LA (télécommandé) converti par Gibeault.



This is 2-1/2 year old Damien who is always willing to help Grandpa spread material all over the shop floor. / Voici Damien (âgé de deux ans et demi) qui est toujours partant à aider grand-papa à étaler du matériel partout sur le sol.

twice as long. I recently received a whole tub of K&S material from a club member and Damien was enthralled to help Grandpa sort it out (on the floor) of course!

For once, I'm happy that the door into the shop is sticky, otherwise Damien would have a heyday getting into it whenever Grandpa wasn't looking (or asleep).



Grandson Damien (dressed for 'casual Friday') is always willing to help Grandpa open those tough child-proof model packages. / Mon petit-fils Damien (habillé de façon relaxe du vendredi) veut toujours aider grand-papa à ouvrir ces colis de maquettes supposément à l'épreuve des enfants.

PONOKA CONTEST

I've noted that a few fliers in my area have built Goodyear Racers for something different to do. We hope to maybe showcase these models at the Control Line Event in Ponoka, AB this summer on June 4-5. Hosted by the Ponoka R/C Flyers

continued on page 50

VOL CIRCULAIRE ACROBATIQUE

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Toujours sur la lancée des maquettes acrobatiques électriques, cette chronique met en vedette le tout nouveau projet de Chris Cox. Il s'agit de la deuxième mouture de son MiG présenté à l'origine dans le numéro de juillet-août 2020 de Model Aviation. Voici les commentaires que nous offre Chris sur son nouveau Miggish.

“Ce qui différencie le Miggish des maquettes précédentes, c'est la construction entièrement en composite. Les ailes, le fuselage, le stabilisateur et les gouvernes sont tous moulés à l'aide d'une mousse Airex de 1,2 mm scellée à vide (vacuum bagging) entre deux couches de fibre de verre de 1/2 once.

“Ceci est commun à toute nouvelle technique de construction : nous avons une bonne dose d'apprentissage à vivre, surtout que nous avons besoin d'un matériau plus élastique afin d'assurer un meilleur scellé entre la fibre de 1/2 once et la mousse très poreuse d'Airex. Résultat d'une adhésion pas tellement idéale, j'ai constaté que plusieurs zones nécessitaient une réparation, ce qui a ajouté du poids. Un matériau plus extensible est disponible et je l'utiliserai, la prochaine fois. Pour l'instant, je songe à mouler le prochain fuselage à l'aide de balsa plutôt qu'en Airex.

“À l'instar de mes maquettes précédentes, le Miggish est un design en ligne : le moteur, les ailes et le stabilisateur sont tous situés sur la ligne centrale. Je n'ai utilisé aucune incidence.

“Il se pourrait que vous remarquiez les renflements sur l'intérieur des bords de fuite de la gouverne de profondeur. Ces dispositifs tout simples contribuent à assurer une sortie très solide des coins et ont réussi à améliorer le vol en palier (rectiligne). Lorsque j'ai mené mes propres expériences, j'ai tout bonnement étalé trois ou quatre couches de ruban de 1/8 de pouce sur les deux côtés du bord de fuite de la profondeur. J'ai immédiatement remarqué une amélioration des caractéristiques de vol.

“Autre nouveauté : la finition. Après avoir rempli les aspérités et avoir appliqué de l'enduit-verniss (dope) coloré, j'ai appliqué



une couche de peinture nacrée, j'ai ensuite appliqué trois couches de polyuréthane clair Acro Glo. Le tout brille au soleil et le nacré ressort énormément!

“Le poids prêt à voler était de 67 onces. Toutefois, les balances lors du concours Jim Walker Memorial Spring Tune-Up de Portland (Orégon), le 24 avril, indiquaient 64 onces. Peut-être que la vérité se trouve à quelque part au milieu de ces deux paramètres! Je suis persuadé que ma maquette aurait pesé deux onces de moins si je n'avais pas eu à remplir les imperfections du fuselage.

“Les réglages en vol se passent bien mais jusqu'à maintenant, je n'ai pas encore ajouté les générateurs de vortex ou les bandes de turbulence, ce qui améliore normalement les caractéristiques de vol. Malgré cela, j'ai terminé en deuxième place lors du concours de Portland -- j'ai perdu par un seul point contre Howard Rush, un membre de l'équipe américaine de F2B pour 2022. Ce n'est pas si mal pour une nouvelle maquette qui n'est pas encore fin prête pour son premier concours.

“Équipement : moteur Badass 3515-710

suite à la page 50

CONTROL LINE PRECISION AEROBATICS



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Continuing on with the topic of electric stunt models, this CLPA column features a new build from Chris Cox. This is version 2 of his original MiG presented in the July – August 2020 issue of Model Aviation. Here is Chris' commentary on his new model, Miggish.

“What makes Miggish different from previous models is the all-composite construction. Wings, fuselage, stabilizer and control surfaces are all moulded, utilizing 1.2mm Airex foam, vacuum bagged between two layers of 1/2 ounce fibreglass cloth.

“Common with any new construction technique, there was some learning involved, primarily the need for a stretchier vacuum bag material in order to ensure a better bond between the 1/2-ounce cloth and the very porous Airex foam. As a result of some less than ideal adhesion, I had several/many areas that required repair which resulted in added weight. Stretchier bag material is available and will be used next time. However, right now, I'm leaning towards moulding the next fuselage from balsa rather than Airex.

“As with my previous models, Miggish is an inline design, motor, wing and stab all situated on the centre line. No incidence is used.

“You may notice the elevator wedges situated on the inboard trailing edges of



the elevators. These simple devices really help lock the model in when exiting a hard corner and even improve level flight. When I first started experimenting with these devices, I simply laid three or four layers of 1/8" tape on both sides of the elevator trailing edge. Improvement in flight characteristics was immediately noticed.

“Also new was finishing technique. Following the usual filling and colour dope application, I sprayed on a coat of pearlescent paint and then followed up with three coats of Acry Glo polyurethane clear. It is very shiny and in the sun, the pearlescent really pops!

“Final flying weight was 67 ounces. However, the contest scales at the Jim



Walker Memorial Spring Tune-Up in Portland, Oregon on April 24th indicated 64 ounces. Perhaps the truth lies somewhere in the middle? I'm sure it would have been two ounces lighter had I not had to fill all the imperfections found in the fuselage.

“Flight trimming is going well, but as of yet, I have not added trip strips and vortex generators, which can generally be counted on to further improve flight characteristics. Despite this, I finished in 2nd place at the Portland contest, losing by one point to Howard Rush, USA 2022 F2B team member. Not too shabby for a new model that is still not in full contest trim.

“Equipment: Badass 3515-710kv, Jeti

continued on page 50

Vol libre intérieur suite de la page 51

les Épreuves canadiennes de vol intérieur, l'année prochaine. Si jamais vous connaissiez un bon emplacement avec plafond de 15 mètres et plus qui serait disponible à un tarif raisonnable, veuillez nous en informer. Nous recherchons deux emplacements, l'un sur la côte Est, l'autre dans l'Ouest.

Comme toujours, quiconque s'intéresse à nos activités peut s'inscrire au groupe de vol libre sur Facebook – c'est notre plateforme de discussion, d'affichage de feuilles de pointage, de nos blogues de construction et d'affichage de vidéos de vol. En ligne se trouvent aussi plusieurs kits afin d'assembler des maquettes simples.

Vous pouvez consulter le kit du Scraps au <https://jhaerospace.com/product/scraps-indoor-living-room-flier/>. Vous trouverez aussi une maquette sous la mention « 2022New FiD rubber band powered aircraft » pour seulement 12,60 \$ sur AliExpress!

Si vous voulez participer, explorez ces ressources citées ou communiquez directement avec moi. ✈

C/L Precision Aerobatics from page 49

Spin 66 ESC, Igor Burger Active Timer, Walker Flap Adjuster (WFA), Howard Rush Go/No Go LED voltage indicator, Thunder Power 2800 mAh 6S 25C battery.

“Speaking of batteries, I have been experimenting with some Li-Ion batteries. They are cheaper the Li-Po, take anywhere from 400 to 600 (or more) charges, and weigh two ounces lighter than Li-Po equivalent. So far, they have worked flawlessly!”

Thank you, Chris.

As always, I invite the submission of material for future CLPA columns. ✈

Control Line from page 47

Association, C/L models of all types are welcome. I expect it to be a blast if the weather is good. For more information, Jon From is the club contact person.

I'd like to thank those of you who have supplied me with info and photos for my column. Please keep sending me items so that I can continue to showcase activity all over Canada. ✈

Vol circulaire acrobatique suite de la page 48

kv, contrôleur de vitesse Jeti Spin 66, minuterie active Igor Burger, ajusteur de volets Walker, indicateur de voltage Howard Rush Go/No Go au DEL, batterie Thunder Power 6S de 2 800 mAh de 25C.

“Puisqu'il est question de batteries, je procède à certains essais de batteries Li-Ion. Celles-ci sont moins dispendieuses que les Li-Po, elles soutiennent entre 400 et 600 cycles de charge (ou davantage) et pèsent deux onces de moins que leur équivalent au Li-Po. Jusqu'à maintenant, elles fonctionnent à merveille!”

Merci, Chris.

Comme toujours, je vous invite à soumettre du matériel en prévision de prochaines chroniques. ✈

Quebec (I) from page 25

Bouchard benefitted from Michel Roy's excellent collaboration in terms of research – namely in collecting witness accounts – and in helping with aviation terminology.

The book « Chevrier » is available at most bookstores (thanks to Les Éditions de la francophonie) or by writing directly to the author, at notairehonoraire@telus.net.

ABOUT THE MODEL...

The P-40 Kittyhawk – which can be seen resting on the table, behind both collaborators for the book – is my own RC P-40 that I retired after some 397 flights. I removed all electronic gear and I restored the airframe to reproduce Kittyhawk AK915 which commander Jacques Chevrier flew when he crashed into the Saint-Lawrence river during a combat mission again U-boat U132, which had just sunk three ships offshore of Cap-Chat, on the morning of July 6th, 1942... exactly 80 years ago this summer.

The model will be displayed during the commemorative ceremony in Cap-Chat on July 5th, 2022 and then, it will be permanently displayed the Royal Canadian Legion's little museum in Mont-Joli, where the full-size was based.

For once, an RC plane will survive for a long time! ✈

Québec (I) suite de la page 24

reconnaissance était habituellement fait par des militaires moins haut gradés », ajoute Jacques Bouchard.

Pour réaliser cet ouvrage, Jacques Bouchard a pu compter sur la grande collaboration de Michel Roy qui a contribué aux recherches, notamment en recueillant des témoignages et en aidant avec la terminologie d'aviation.

Le livre « Chevrier » est disponible en librairie aux Éditions de la francophonie ou en écrivant directement à l'auteur à notairehonoraire@telus.net.

Au sujet de la maquette...

Le P-40 Kittyhawk – placé sur une table, derrière les deux collaborateurs pour le livre -- est mon P-40 téléguidé que j'ai mis à la retraite après 397 vols. J'ai enlevé toute l'électronique et j'ai restauré l'avion au complet aux couleurs exactes du Kittyhawk AK915 que pilotait le commandant Jacques Chevrier lorsqu'il a plongé dans le fleuve lors d'une mission de combat contre le sous-marin allemand U132 qui venait de couler trois navires au large de Cap-Chat au matin du 6 juillet 1942, il y aura exactement 80 ans cet été.

La maquette sera également exposée lors de la commémoration de l'évènement à Cap-Chat le 5 juillet 2022 et ensuite en exposition permanente au petit musée de la Légion royale canadienne de Mont-Joli où l'avion original était basé.

Pour une fois, un avion téléguidé va survivre longtemps ! ✈

INDOOR FREE FLIGHT

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As the COVID-19 restrictions relax, our Indoor Free Flight community can finally get together and fly!

In the last issue, we reported on our F1D team trip to the Salt Mine in Romania. This March, we participated in the Jim Richmond Open at West Baden Springs Hotel in French Lick, IN. Dmytro Silin came second in F1D with the best flight of 23:22. In April, we attended the Indoor Fling in Pontiac, MI.

Now, we hope that Hangar 1 at Lakehurst, NJ will be reopened. This 54-metre high site is a perfect place to practice for the F1D World Championship in the Salt Mine. The latter is scheduled for this December.

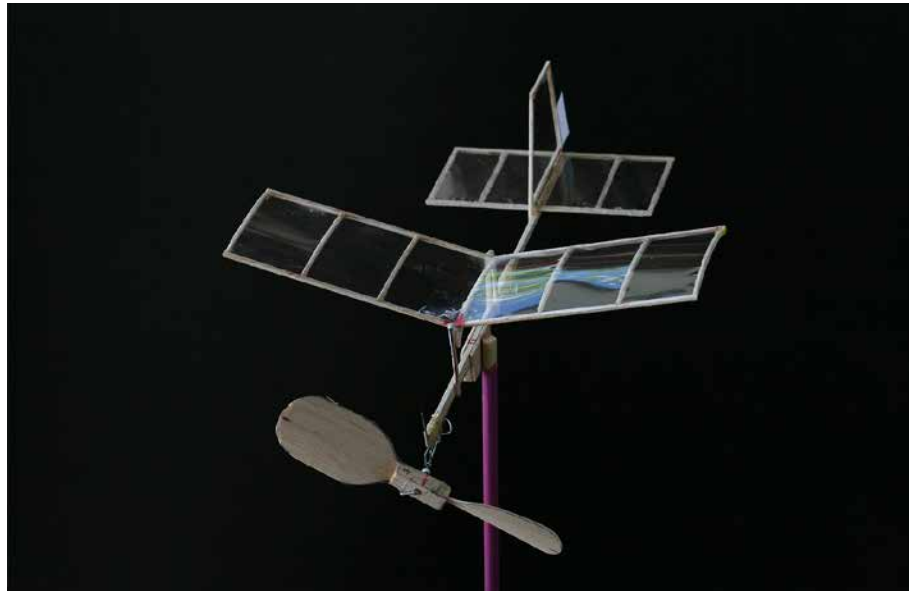
The global picture with indoor flying looks rather optimistic. Recently, there was a Spain National Championship with 18 participants flying F1M models (simplified F1D). There are regular competitions in Thailand with over 60 participants!

Our Vlad Linardic will run this summer's second F1D-F1N competition in Croatia.

Now back to Canada.

John Marett continues his series of articles on Embryo models. In this issue, you will find his thoughts on rubber motors.

Vlad Linardic established Mike Thomas



The Scraps model built by Brian Bates from Calgary. / La maquette du Scraps, qu'a construite Brian Bates, de Calgary.

Perpetual Trophy. Mike was a great flyer who won many titles and set many records. This trophy will be awarded at the end of each year for the longest F1D flight.

We also hope to run the Canada Indoor Nationals, next year. If you know a good, 15+ metre-high site with a reasonable rental rate, please let us know. We are looking for two sites, one on the East coast and another one in the West.

As always, anyone interested is invited to join the Indoor Free Flight group on

Facebook – our platform for discussions, scoresheets, building logs, and flight videos. Kits for several simple models are available online.

See the Scraps model kit at <https://jhaerospace.com/product/scraps-indoor-living-room-flier/>. On AliExpress, you can find “2022New F1D rubber band powered aircraft” for just \$12.60!

If you would like to participate, explore the above resources or contact me directly.



VOL LIBRE INTÉRIEUR

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Au fil de l'allègement des restrictions afférentes à la COVID-19, les membres de notre communauté de vol libre intérieur peuvent enfin se rassembler afin d'exécuter des vols!

Dans la dernière chronique, nous avons fait état du voyage de notre équipe de F1D à la mine de sel en Roumanie. En mars dernier, nous avons participé au concours Jim Richmond Open à l'hôtel West Baden Springs de French Lick (Indiana). Dmytro Silin a terminé deuxième en F1D pour son meilleur vol de 23:22. En avril, nous nous

sommes rendus au rassemblement Indoor Fling de Pontiac (Michigan).

Maintenant, nous espérons que le hangar 1 de Lakehurst (New Jersey) sera ouvert une fois de plus. Cet emplacement avec plafond de 54 mètres est l'endroit tout désigné pour se pratiquer en prévision du Championnat mondial de F1D dans la mine de sel. Ce dernier est prévu pour décembre 2022.

Le portrait d'ensemble du vol intérieur s'annonce bien. Récemment, 18 concurrents se sont livré combat à un Championnat mondial en Espagne à l'aide de maquettes F1M (des F1D simplifiées). Des concours ont lieu régulièrement en Thaïlande et ils réunissent plus de 60

participants!

Notre propre Vlad Linardic organisera la deuxième compétition de F1D-F1N de l'été en Croatie.

Revenons au Canada.

John Marett poursuit sa série d'articles sur les maquettes Embryo. Dans ce numéro, vous retrouverez son point de vue sur les moteurs élastiques.

Vlad Linardic a créé le trophée perpétuel Mike Thomas. Ce dernier était un superbe modéliste qui a remporté plusieurs titres et a établi plusieurs records. Ce trophée sera décerné en fin d'année pour le plus long vol de F1D.

Nous espérons aussi pouvoir organiser

suite à la page 50

MAQUETTES ÉLECTRIQUES RC

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COMMENT CONFIGURER LE MODE SAFE SELECT

Plusieurs des maquettes électriques populaires que nous apercevons au terrain de vol proviennent de Horizon Hobby et sont munies de la technologie d'appairage BNF (Bind 'N' Fly); presque toutes sont équipées du mode de stabilisation SAFE Select®.

SAFE Select ne comporte que deux modes : SAFE ON (activé) et SAFE OFF (contrairement au mode SAFE employé à bord de l'Apprentice et autres maquettes de formation qui, elles, possèdent les modes débutant, intermédiaire et expérimenté). Avec SAFE Select, vous choisissez le mode voulu selon la façon par laquelle vous appairez (fonction de binding) la maquette à l'émetteur. Si vous voulez appairer le mode SAFE ON, vous devez insérer la fiche (plub) d'appairage, mettre l'émetteur à « on » pour ensuite retirer la fiche de la façon conventionnelle. Pour appairer sans le mode SAFE, vous devez garder la fiche en place tout au long du processus d'appairage. Que ce soit avec ou sans mode SAFE, vous bénéficierez de la technologie de stabilisation AS3X® afin d'adoucir le vol de votre maquette et de minimiser la turbulence que cause le vent.

Les utilisateurs attirent parfois les problèmes à l'aide de SAFE Select au moment de configurer l'interrupteur (la « switch ») afin d'activer et de désactiver le mode SAFE en vol. Le manuel qui

accompagne la maquette détaille la procédure mais celui-ci n'est pas facile à suivre et on retrouve quelques endroits où on peut se tromper.

Un contrôle indépendant du mode SAFE Select requiert une voie et un interrupteur dédiés. Sur un récent émetteur Spektrum, vous devez vous rendre à la fonction Channel Assign (ou sur un plus ancien DX8, sur Switch Select) pour ensuite configurer un interrupteur approprié (habituellement, le « B ») sur une voie non utilisée (« Gear » ou « Aux2 »). Utilisez l'écran afin de vérifier le fonctionnement de l'interrupteur.

Ensuite, Après avoir appairé la maquette en mode SAFE ON, tenez les manettes en position illustrée dans le manuel (maintenez-les dans les coins inférieurs et intérieurs) et, comme le stipule le manuel, actionnez l'interrupteur choisi à travers cinq cycles (les anglophones diraient « toggles »). Les servos réagiront, signe que l'interrupteur a fait son travail. On voudrait croire que c'est tout ce qu'il y a à faire. Mais ce n'est pas le cas – et l'interrupteur ne fonctionnera pas. C'est quoi la clé?

Il y a deux problèmes potentiels. Premièrement, les voies servant aux manettes (TAER) doivent être configurées à 100 % d'output. On ne peut insérer moins de 100 % aux réglages Travel ou Rate ou à quoi que ce soit (comme un mélange, mix) qui les limitera. Vérifiez si c'est le cas en regardant l'écran afin de vérifier que la fonction aileron peut atteindre -100 %. Ce qu'on oublie souvent, c'est d'utiliser la fonction High Rate.

La deuxième erreur très commune,

c'est de ne pas actionner l'interrupteur choisi suffisamment rapidement et continuellement, à plusieurs reprises. Lorsque je me suis aperçu comment configurer un interrupteur SAFE, j'ai constaté qu'il était impossible de l'actionner rapidement en tentant de compter le nombre de fois. J'ai ensuite découvert que je ne pouvais pas l'actionner « trop de fois ». Si bien que maintenant, ma procédure est simple et presque fiable à 100 %. En tenant les manettes en position voulue, j'actionne l'interrupteur autant de fois que possible (de façon raisonnable, quand même) pendant 4 ou 5 secondes. C'est amplement suffisant afin de réaliser les cinq cycles requis.

Anciennement, je ne pensais pas grand-chose de la technologie SAFE; j'estimais qu'elle n'était pas nécessaire et qu'elle limitait les « vrais » pilotes. Mais de plus en plus, j'apprécie les bénéfices de la configuration SAFE; elle est en fonction par simple détente d'interrupteur lorsque j'en ai besoin. Des exemples : même un pilote moyennement expérimenté pourrait avoir recours au mode SAFE en des conditions visuelles amoindries (au coucher du soleil, lors de journées d'hiver pas très contrastées, lorsque votre maquette vient de passer devant le soleil et que vous l'avez perdue de vue) ou lors d'une situation de décollage ou d'atterrissage épineuse (bourrasques de vent). Bien que je n'utilise le mode SAFE que sporadiquement, je l'apprécie lorsque j'en ai besoin. Cette technologie m'a tiré d'embarras à quelques reprises. ✈

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HOW TO SET UP SAFE SELECT

Many of the most popular electric aircraft we see at the field are BNF (Bind 'N' Fly) models from Horizon Hobby and nearly all are equipped with SAFE Select® type stabilization.

SAFE Select has only two modes: SAFE ON and SAFE OFF (unlike the form of SAFE used in the Apprentice and other trainers, which has Beginner, Intermediate and Experienced modes). With SAFE Select, you choose which mode you want by the way you bind the model to the transmitter. To bind in SAFE ON mode, you insert the bind plug, power up the receiver, then remove the plug before binding to the transmitter in the usual way. To bind without SAFE, you leave the plug in throughout the bind process. With or without SAFE, you get the benefit of AS3X® stabilization to help smooth the model's flight and minimize the effects of wind turbulence.

Where people sometimes run into trouble with SAFE Select is in setting up a switch to turn SAFE on and off in flight. The procedure is detailed in the manual that

comes with each such model, but it's not always easy to follow and there are a couple of places where you can trip up.

Independent control of SAFE Select requires a dedicated channel and switch. On a recent Spektrum transmitter, go to Channel Assign (or to Switch Select in an old DX8) and set up a suitable switch (usually B) on an unused channel (such as Gear or Aux2). Use the Monitor screen to verify switch operation.

Next, with the model previously bound in SAFE ON mode, hold the sticks in the positions shown in the manual (bottom inner corners) and, as the manual says, flip the chosen switch through five complete back and forth cycles (toggles). The servos will jump to acknowledge that the switch is set up. That's supposedly all there is to it. Except that often it's not – and the switch just doesn't work. So, what's the secret of success?

There are two potential problems. First, the stick channels (TAER) must have full 100% output. They can't be subject to Travel or Rate settings below 100% or to anything else (such as a mix) that will limit them. Check that this is the case by viewing the monitor screen verifying that aileron can reach 100% while the throttle, elevator and rudder sticks can all reach -100%. The

most frequent issue is forgetting to use High Rate.

The second common mistake is simply not flipping the chosen switch quickly, continuously and enough times. When I first tried to set up a SAFE switch, I found it impossible to flip quickly while counting the toggles. Then I realized that it didn't matter if I flipped the switch too many times. So now, my procedure is simple and virtually 100% reliable. While holding the sticks in the required position, I flip the switch back and forth as rapidly as possible (within reason) for about 4-5 seconds. This is more than enough to achieve the required five complete back and forth toggle cycles.

I used to shun SAFE in all its forms as unnecessary and limiting for "real" flyers. But increasingly, I see the benefits of setting up a SAFE so it's there at the flick of a switch when needed. Examples of when even a fairly experienced pilot might use SAFE include poor seeing conditions (near sunset, in low contrast winter light, when you have just flown through the sun and lost sight of the model, etc.) or in a difficult takeoff or landing situation, such as with a gusty crosswind. Now, though I still only use SAFE rarely, I value it for those times when I need it. It's gotten me out of trouble a couple of times. ✨

continued on page 53



R/C FLOAT PLANE

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Like it or not, foam model airplanes are quickly becoming more and more popular and may very well be the future of this hobby. Whether you are a beginner or an expert pilot, flying a trainer or a turbine-powered plane, there is a foam plane for you, varying in size from ultra-micro to three (3) metres or more.

Today's manufacturers have done away with the need to spend hundreds of hours building and detailing your plane with rivets, panel lines and other scale details. Companies like Parkzone, Hobbyzone, Hobby King, E-flite, FMS, Multiplex etc, produce incredibly high quality, detailed models out of foam.

The most commonly used foam is EPO (Expanded Polyolefin). EPO is incredibly tough, it bends rather than breaks, pops back out when crushed, and when torn, both halves line up perfectly for gluing, making for an almost invisible repair.

So, what does all this mean for the float pond? Well for one, it makes it possible for



more people to enjoy float flying. Many foam planes are now coming with floats as well as wheels so people no longer need to have a dedicated floatplane they may only fly once or twice a year. These foam float planes are much easier to transport, with many fitting into the smallest compact vehicle.

While foam airplanes fly just as well as balsa models in the air (sometimes better), they do sometimes present a little more trouble on the water due to their

lighter weight. As wind does affect these featherlight airplanes, many now come with gyros as standard equipment such as Horizon Hobbies AS3X receivers.

As with all floatplanes, it is highly recommended to waterproof all your electrical and electronics. A little water inside your plane can ruin your beautiful day at the pond pretty fast.

So, grab a foamie and let's head to the pond! ✈

HYDRAVIONS

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Qu'on le veuille ou non, les maquettes d'avion en mousse deviennent de plus en plus populaires et pourraient fort bien constituer l'avenir de ce passe-temps. Que vous soyez un débutant ou un pilote expert, que vous pilotiez une maquette de formation ou à turbine, vous trouverez un avion en mousse qui vous conviendra et de dimensions variées, des micro-appareils à d'autres dont l'envergure peut dépasser les trois (3) mètres.

Les fabricants actuels nous épargnent le besoin de passer des centaines d'heures à assembler et à détailler votre appareil (rivets, lignes de panneau et autres détails propres aux copies volantes. Ces entreprises – Parkzone, Hobbyzone, Hobby King, E-Flite, FMS, Multiplex, etc.

– fabriquent des maquettes en mousse de qualité étonnante.

La marque de mousse durable la plus répandue, c'est l'EPO (en anglais, Expanded Polyolefin). Il s'agit d'un matériau incroyablement résistant qui plie au lieu de casser, qui reprend sa forme s'il est compressé et, lorsque déchiré, on peut aisément le recoller parce que les moitiés s'alignent parfaitement. La réparation est pratiquement invisible.

Alors, qu'est-ce que cela signifie pour l'étang à partir duquel vous faites évoluer votre hydravion? Eh bien, pour une chose, davantage d'adeptes peuvent goûter aux joies du vol sur flotteurs. Plusieurs maquettes en mousse sont maintenant offertes avec de tels flotteurs – au même titre qu'un train d'atterrissage conventionnel – de sorte à ce que vous n'ayez pas besoin d'un hydravion conventionnel que vous ne ferez voler

qu'une fois ou deux par année. Ces maquettes de mousse se transportent plus aisément; plusieurs d'entre elles n'auront aucune difficulté à être remisées dans votre véhicule compact.

Bien que des maquettes en mousse volent tout aussi bien que celles en balsa (parfois mieux), leur mouvement sur l'eau est parfois plus pointu en raison de leur poids léger. Puisque le vent les affecte facilement, plusieurs de ces appareils sont maintenant proposés avec des gyroscopes embarqués, comme la série des récepteurs AS3X de Horizon Hobbies.

À l'instar de tous les hydravions, nous vous recommandons fortement d'imperméabiliser vos composantes électriques et électroniques. L'infiltration d'eau a tôt fait de débouseler une sortie à l'étang par une splendide journée.

Empoignez un foamie et en route vers l'étang! ✈

R/C GRAND MODÈLE



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Eh bien! Nous voici déjà à la fin mai!
Comme le temps file lorsqu'on s'amuse!

En premier lieu, j'aimerais remercier
le MAAC et mes collègues de comité de
m'avoir accepté à titre de président du
Comité des grosses maquettes RC.

Puisque c'est ma première chronique,
je devrais me présenter. Je suis né et j'ai
grandi en Abitibi (Québec) et j'ai toujours
été fasciné par tout ce qui vole.

J'ai commencé à construire et à piloter
des maquettes il y a 40 ans, à une époque
où la colle cyanoacrylate n'existait pas
et lorsqu'on devait découper et coller
son kit à l'ancienne. J'ai appris à piloter
des appareils à l'échelle réelle en même
temps mais je n'ai jamais terminé mon
permis. Éventuellement, je suis devenu un
ingénieur en entretien d'aéronef (AME).

Des fusées au vol libre, des planeurs au
vol motorisé, j'aime tout essayer et je m'y
plais beaucoup mais ma véritable passion,
ce sont les grosses maquettes.

Je suis déménagé en Alberta en 2005
afin de poursuivre ma carrière en aviation
(ingénieur AME sur hélicoptères). À l'heure
actuelle, je travaille pour une fantastique
entreprise à Red Deer (Alberta) à titre de
gérant de production.

En matière de vol de maquette, les deux
dernières années ont été plutôt lentes en
raison de la COVID-19 mais cette année,
nous sommes de retour en force.



Nous venons tout juste de présenter
notre premier rassemblement de
remorquage aérien au terrain du Club
CARFF de Red Deer; l'un de nos membres,
Eraldo Pomare, l'a organisé et il a remporté
beaucoup de succès!

C'est à ce moment que j'ai eu l'occasion
de mettre à l'essai les capacités de
remorquage de ma plus grosse maquette
à ce jour, le Bidule 170. J'avais procédé au
vol d'essai la semaine précédente et j'étais

fin prêt à le mettre au travail. L'avion est
mû par un ZDZ160 B2RV-J et j'y ai installé
un système de télécommande JETI avec
redondance d'alimentation et de récepteur.
Je ne manque pas de puissance : je pouvais
remorquer le plus imposant planeur à notre
limite d'altitude (1 000 pieds) en moins
d'une minute!

Nous nous sommes tous bien amusés; la
journée était parfaite et a lancé ce que nous
espérons sera une superbe saison! ✈

R/C LARGE MODEL



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Already the end of May! Time flies when we are having fun!

First, I'd like to say thanks to MAAC and to my co-Committee members for having me as the new Chair for the Large Model Committee.

And I figure that for my first article, I should probably introduce myself. I am born and raised in Abitibi, Québec and I've always been fascinated by everything that flies.

I started building and flying models some 40 years ago, at a time where there was no CA glue and your model had to be cut and glued the old-fashioned way. I learned to fly full scale at the same time but never actually completed my licence. I eventually became an Aircraft Maintenance Engineer.

From rockets to free flight, from gliders to power flight, I like to try it all and enjoy it all, but Large Scale Models is my true passion.

I moved to Alberta in 2005 to pursue my career in Aviation (Helicopter AME), currently working for a great company in Red Deer, Alberta as their Production Manager.

The last few years were pretty slow when it came to model flying, due to COVID-19, but this year, we are back at it stronger than ever.

We just had our first great Aerotow event at the CARFF field in Red Deer; the event was organized by one of the club members, Eraldo Pomare and it was a great success!

This is where I had the chance to test



the towing capabilities of my largest plane to date, the Bidule 170. Having done the test flight the week prior, I was ready to put the plane to work. The plane is powered by a ZDZ160 B2RV-J and controlled by a JETI system with power and receiver

redundancy. With no lack of power, I could pull the largest glider to our altitude limit (1000' feet) in less than a minute!

We all had a great time; it was the perfect day to the beginning of hopefully a great season! ✈️

ACROBATIE DE PRÉCISION RC

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Eh bien, c'est ma première tentative à rédiger une chronique pour Model Aviation Canada, en ma qualité de nouveau président du Comité d'acrobatie de précision (voltige) pour maquettes télécommandées. Je débute le tout en remerciant Harry Ells d'avoir assuré cette direction au fil des années et de ses contributions. Il demeure au sein du comité et j'ai hâte de pouvoir compter sur d'autres contributions et sur ses conseils.

On retrouve quatre catégories au sein de notre discipline : Sportsman, Intermediae, Advanced et F3A. Les séquences sont conçues de sorte à ressembler à quatre blocs; les pilotes deviennent habiles à exécuter des manœuvres de base avant de passer au prochain niveau.

Si vous voulez l'essayer, que faire pour commencer?

Vous aurez deux décisions à prendre : quelle maquette utiliser et à quelle catégorie s'inscrire? Si vous débutez tout juste et que vous voulez essayer de la voltige, je vous suggère de vous lancer au sein de la catégorie Sportsman ou possiblement Intermediae (si vous êtes un peu plus expérimenté). Bien que les séquences paraissent simples, elles peuvent être difficiles à exécuter et à obtenir un bon pointage. Les manœuvres en Sportsman constituent la base de toutes les manœuvres des autres catégories; les suivantes sont des combinaisons de lignes droites, de loopings et de de tonneaux.

Bien sûr, on compte des exceptions. Si vous pilotiez en IMAC Unlimited ou à un niveau semblable de complexité, vous pourriez préférer choisir quelque chose qui puisse mettre à l'épreuve votre aptitude de pilotage.

Sportsman, c'est la catégorie d'entrée et elle est conçue de sorte à ce qu'un débutant puisse exécuter les séquences avec à peu près n'importe quelle maquette adéquatement motorisée. Oui, la séquence peut être exécutée avec succès à l'aide d'un avion de formation si c'est ce que vous avez sous la main. On peut utiliser n'importe quelle maquette autorisée par le MAAC au sein de cette catégorie. La séquence de vol comporte des moments au cours desquels on peut quitter la « boîte » pour ensuite effectuer des virements de cap (non soumis au pointage) afin de permettre au pilote de se préparer à la prochaine manœuvre.

Les deux principales exigences en Sportsman et Intermediae, ce sont une maquette bien réglée et qui soit dotée de suffisamment de puissance. Un avion de voltige n'est pas une exigence et son pilote peut s'avérer tout aussi compétitif. Si quelqu'un désire s'y inscrire, il peut se tourner vers des options moins onéreuses. N'importe quelle maquette bien réglée et suffisamment motorisée sera efficace entre les mains d'un pilote qui s'est pratiqué. Plusieurs néophytes ont utilisé des maquettes de formation au pilotage et des maquettes IMAC avec succès au sein de la catégorie Sportsman.

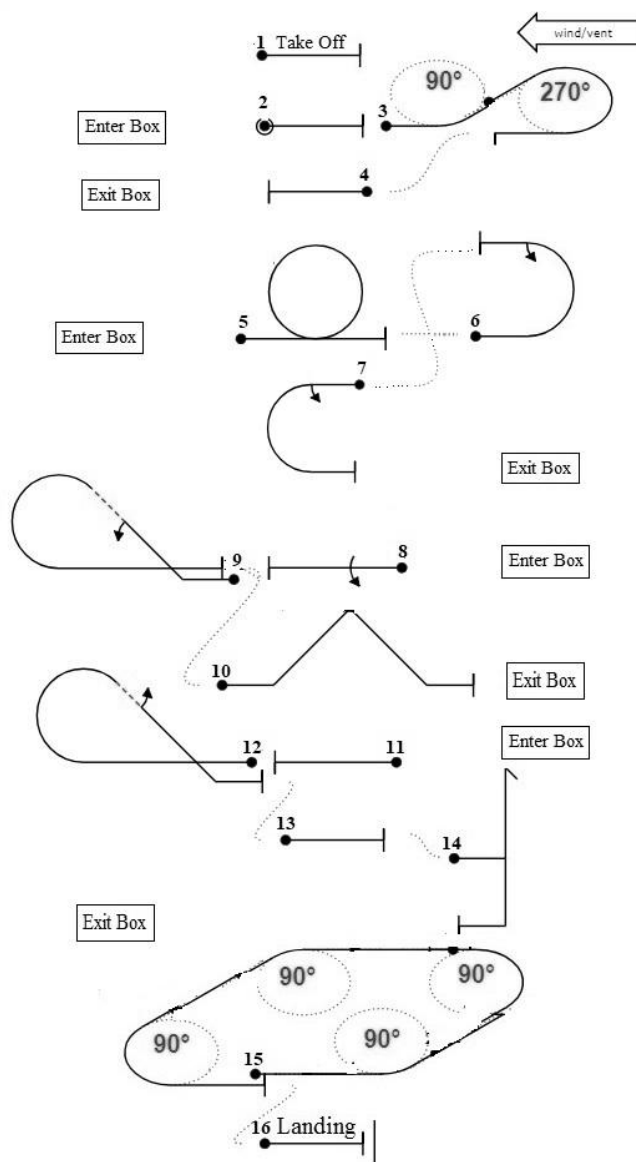
Le prochain niveau, c'est l'Intermediae, qui comporte une véritable séquence de revirement (turnaround). C'est aussi au sein de l'Intermediae qu'on retrouve les paramètres d'envergure de deux mètres et de poids (« dry ») de 5 kg. Les maquettes électriques sont pesées sans les batteries. Bien que des limites existent au sein

des règlements, les directeurs de concours peuvent autoriser de plus grandes maquettes, histoire de susciter l'intérêt des pilotes.

Au sein de toutes les catégories, les séquences sont exécutées à l'intérieur d'une « boîte » ou « la zone de manœuvre », comme on l'appelle parfois. À l'instar de la voltige, cette boîte est d'environ 150 m devant le pilote et se définit latéralement par une ligne de 60 degrés sur la droite et sur la gauche du pilote. La limite supérieure de cette boîte est définie comme étant une ligne de 60 degrés qui s'étire vers le haut depuis l'intersection des deux lignes latérales.

Je vous conseille fortement de vous procurer un exemplaire du livret de règlements et de lire les règlements et la description des manœuvres. Si possible, trouvez un pilote expérimenté qui vous prodiguera des conseils. Si vous vous débrouillez par vous-

suite à la page 59



R/C PRECISION AEROBATICS

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Well, here is my first effort at a Model Aviation Canada article as the new Chair of the RC Precision Aerobatics committee. I would like to start off by thanking Harry Ells for his contributions as Chair of this committee. He is remaining as a member of the Committee and I look forward to his continued contributions and advice.

In RC Precision Aerobatics or pattern as it is more commonly known, there are four classes: Sportsman, Intermediate, Advanced and F3A. The schedules are designed with building blocks in mind so the pilots learn basic skills before moving on to the next level.

So, if you want to give it a try, what do you have to do to get started?

The first two decisions to make are what airplane to fly and what class to enter. If you are just beginning and want to try pattern, my suggestion is to start with Sportsman or possibly Intermediate if you are a bit more advanced pilot. Although the schedule looks simple, it can be hard to do and score well. The manoeuvres in Sportsman form the basis for all manoeuvres in all the other classes as all of them are just combinations of straight lines, loops and rolls.

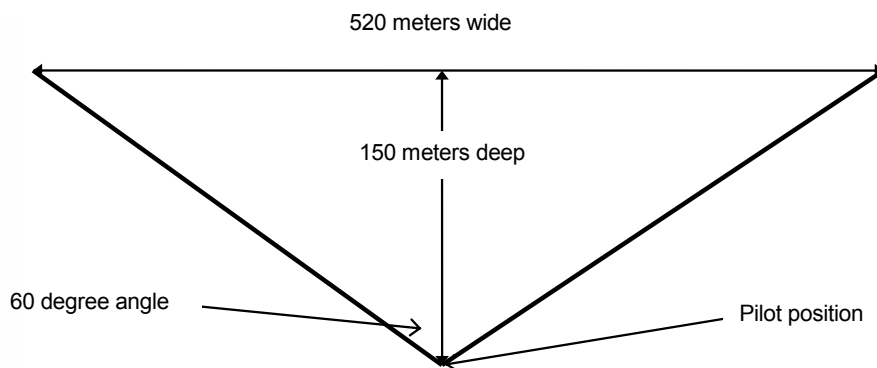
There are, of course, exceptions to this. If you have been flying IMAC Unlimited or something similar, you might want to pick something a little more challenging.

Sportsman is the entry-level class

Acrobatie de précision RC suite de la page 58 même grâce aux règlements et aux descriptions que vous aurez lus, tant mieux; mais ce sera plus facile si vous pouvez vous lier d'amitié avec un concurrent d'expérience qui pourra vous guider afin d'exécuter la séquence.

Vous vous sentez d'aplomb? Voici la séquence Sportsman.

(NDLR : Puisque l'anglais est couramment utilisé, nous reproduisons ladite séquence avec la terminologie originale, dans la



and is designed so that it can be flown by a beginner pilot with just about any adequately powered four-channel sport airplane. Yes, the sequence can be successfully flown using a trainer if that is all that is available. Any MAAC-legal airplane can be used in this class. The sequence has breaks to exit the box with unscored turnarounds to allow the pilot to regroup.

The two main requirements in the Sportsman and Intermediate classes are a properly trimmed plane with adequate power. A pattern plane is not a requirement to be competitive. If someone is looking to enter, there are a number of inexpensive options available. Any adequately powered well-trimmed sport plane will be effective in the hands of a pilot who has spent the time to practice. Many beginning pilots have used trainers and IMAC planes successfully in Sportsman.

Intermediate is the next level up and is a full turnaround sequence. Also beginning with the Intermediate class, the two-metre wingspan and length and dry weight limit of 5 kg applies. Electric aircraft are weighed without batteries. Although there are aircraft limitations in the rules, contest directors (CDs) can allow larger models to enter Intermediate in an effort to stimulate interest.

In all the classes, the sequences are flown in a box or as it is also sometimes described, the manoeuvring zone. As used in pattern, the box is an area of about 150 m in front of the pilot and is defined laterally by a 60-degree line to the right and left of the pilot. The upper limit of the box is defined by a 60-degree line up from the intersection of the two lateral lines.

I highly recommend getting a copy of the rulebook and reading the rules and manoeuvre descriptions. If at all possible, hooking up with an experienced pilot for some coaching will make it much easier. You can manage to get going on your own from reading the rules and descriptions of the manoeuvres from the rulebooks; it will be much easier if you can connect with an experienced competitor to help coach you through the first few times through the sequence.

Still feel like giving it a try? Here is the Sportsman schedule.

Takeoff - Upwind
Trim pass (unscored) - Downwind
Enter the box
Straight Flight Out - Upwind
Procedure Turn - Turnaround
Straight Flight Back - Downwind
Box exit and free turnaround
One Loop - Upwind
One Immelmann - Turnaround
Split "S" - Downwind
Box exit and free turnaround
One Horizontal Roll - Downwind
½ Reverse Cuban Eight - Turnaround
Cobra Without Rolls - Upwind
Box exit and free turnaround
Straight and Level Flight - Downwind
½ Cuban Eight - Turnaround
Straight and Level Flight - Downwind
Stall Turn - Turnaround
Exit the box
Free downwind pass
Rectangular Approach
Landing - Upwind
Give it a try and have fun. ✈

COURSE AUTOUR DE PYLÔNES

Roy Andrassy - 10064-L CD

Chef de Comité

403-8805-9520 | royandrassy@shaw.ca

J'espère que vous vous portez bien et que vous vous préparez à la saison de course.

Comme je l'ai mentionné auparavant, la Canadian Prairie Pylon Racing Association jouit d'un excellent site Web qu'a monté Kevin Umbach, au <http://www.cppra.org>.

L'inscription est dorénavant ouverte pour les cinq courses proposées en Alberta et en Saskatchewan. Une inscription hâtive n'a pour unique but que d'aider les organisateurs à préparer un meilleur concours. Allez-y, les gars, et empressons-nous de vivre une saison de course exempte de la COVID-19.

Un nouveau record de chrono/vitesse vient d'être établi en Q40... par moi-même (Roy Andrassy) à l'aide de mon observateur (caller) californien, Doug Killebrew. J'ai établi cette nouvelle marque lors du samedi de la course de fin de semaine à Whittier (Californie), le 19 mars 2022. Le temps était excellent et un léger vent traversier soufflait. Whittier se trouve à environ 400 pieds au-dessus du niveau de la mer et l'altitude-densité (corrigée à l'aide d'un capteur d'oxygène) était d'environ 600 pieds pendant la majeure partie de la matinée. Nous avons établi le record au cours de la deuxième ronde : 58:22 secondes! C'est rapide comme l'éclair! Je me trouvais dans le premier couloir; Jaime De La Vega (Mexique) se trouvait dans la deuxième; Joanne Coffey était dans la troisième; et Robert Holik (réputé pour son association aux hélices APC) se trouvait dans la quatrième. Des collègues très rapides, sans l'ombre d'un doute. Joanne Coffey a établi son meilleur chrono personnel, 1:01:97! Joanne est possiblement la femme la plus rapide en Q40 au monde. Félicitations, Joanne; c'est un honneur amplement mérité.

(Please insert Picture labelled 58/22 time slip).

Je remercie Doug Killebrew pour son excellent travail d'observateur. Aucun de mes partenaires habituels de Phoenix (Arizona) n'était en mesure de participer, si bien que j'ai « loué » les services d'un expert local. Merci beaucoup, Doug. Les années que vous avez passées en course

Ln	Pilot	Ch	Fin	M:S.HH	Cts	DN	Pts
1	R Andrassy	SS	1	58.22			
2	J De La Vega	SS	3	103.15			
3	J Coffey	SS	2	101.97			
4	R Holik	SS	4	105.98	1		

The timeslip showing Roy's record time! / La preuve du chrono record de Roy!

autour de pylônes rapportent gros aux personnes à l'intérieur de votre bulle. Un merci spécial est de mise à l'endroit de l'Italien Paolo Pampana pour sa fabrication du kit Precious Metal, un design très rapide en Q40. J'ai commandé l'option carbone pour mon propre kit (ce qu'il propose sur la plupart d'entre eux). Paolo fabrique aussi le célèbre kit Strega (toujours en Q40), le design même qui détient présentement le record américain, qu'a aussi établi à Whittier le Robert Holik mentionné plus haut, avec l'aide de son observateur Travis Flynn. Ce nouveau jalon se situait dans l'échelle inférieure des 56 secondes, je crois (56:22?). J'ai moi-même utilisé un moteur Nelson (pour les maquettes de Q40, doté d'une casserole d'hélice (spinner) de deux pouces) que m'avait fourni Mike Langlois. L'hélice était une APC. L'émetteur 28x et l'équipement radio étaient de marque JR. C'est de l'excellent équipement qui peut endurer toutes les rigueurs que lui impose la course autour de pylônes. Nous avons établi un chrono « de recharge » de 59:55 secondes lors de la troisième ronde. Robert Holik a inspecté l'hélice et le moteur et a certifié le tout comme étant légal. Merci à tout le monde qui a participé au nouveau record et merci aussi aux directeurs de concours qui ont monté un événement de très bon calibre, Mario Salazar et Dan Thordarson.

(Please insert picture labelled; New Canadian record (Roy and Doug) (Roy is on the right and Doug is on the left))

Quelque 24 pilotes se disputaient les honneurs lors du concours de Q40. De plus, cinq des cinq meilleurs chronos ont été inscrits sous la barre magique des 60 secondes. C'est ce qu'on appelle des amis rapides.]

J'ai reçu la liste des records qui ont été établis en course autour de pylônes de la part de Keith Morison, au siège du MAAC. Il existe quelques manquements (zones vides). Si quelqu'un a connaissance d'archives en la matière, veuillez m'envoyer une image numérisée ou une photo de ladite archives de sorte à ce que je puisse mettre la liste maîtresse à jour pour le bénéfice du MAAC. Merci beaucoup.

Le Championnat Mondial de F3D/E de Muncie (Indiana) sont un « GO », cette année. L'AMA américaine a décidé d'aller de l'avant même si la participation pourrait être moindre en raison de la COVID-19 et des limites en matière de déplacement. Roy Andrassy s'y rendra afin de disputer les honneurs en F3D et Paul Gibeault agira à titre de gérant d'équipe et d'observateur. Merci, Paul. Je suis persuadé que vous effectuerez du bon travail! Semble-t-il aussi que le même championnat mondial sera bel et bien disputé aux Pays-Bas en 2023. Jusqu'ici, aucune date précise n'a encore été avancée.

Les NATS 2022 de Muncie pour la course autour de pylônes seront aussi présentés en 2022. J'y serai et je me suis inscrit à quatre épreuves (EF1, au sein de deux catégories Q500 et en Q40). Je crois que certains pilotes de l'est du Canada s'y trouveront aussi. Cela nous permettra de nous réunir et de déguster un breuvage adulte ou deux!

« Flash » de dernière heure : Je viens d'apprendre que Ken Fluney (directeur de concours) prépare des concours combinés d'EF1/424 le 12 juin et le 18 ou 25 septembre dans la région de Toronto (Ontario). Communiquez avec Ken afin d'obtenir des détails plus précis.

Bons vols, en toute sécurité, tout le monde. Volez vite, virez à gauche et ne vivez pas d'embêtements. Répétez! ✨

R/C PYLON

Roy Andrassy - 10064-L CD

Committee Chair

403-805-9520 | royandrassy@shaw.ca

Hope you are all well and getting prepared for the upcoming racing season.

As I mentioned before, the Canadian Prairie Pylon Racing Association has an excellent webpage set up by Kevin Umbach : <https://www.cppra.org> Registration is open for all the five proposed races in Alberta and Saskatchewan. Early registration only helps the contest organizers make a better contest for all concerned. Sign up boys and let's have an excellent COVID-19-free racing season.

We have a new Canadian Q40 time/speed record set by myself, Roy Andrassy, and my caller from California, Doug Killebrew. The record was set on the Saturday of the weekend race in Whittier, California on March 19, 2022. The weather was excellent with a mild crosswind. The altitude of Whittier is around 400 feet above sea level and the density altitude (corrected with an oxygen sensor) was about 600 feet for most of the morning. We set the record during the second round of competition: 58:22 seconds! Smoking fast! I was in lane one, Jaime De La Vega from Mexico was in lane 2, Joanne Coffey was in lane 3 and Robert Holik of APC fame was in lane #4. All very fast company for sure. Joanne Coffey set a personal best time for herself with a time of 1:01:97! Joanne is possibly now the fastest female Q40 pilot on earth. Congratulations Joanne; it's a well deserved honour, for sure.

(Please insert Picture labelled 58/22 time slip).

I wish to thank Doug Killebrew for some excellent calling. None of my regular Phoenix callers were able to attend the Whittier contest so I had to use a local "rental" caller. Thanks very much, Doug. Those years of pylon racing do benefit everyone in your bubble. Special thank you also goes out to Paolo Pampana from Italy for fabricating the very fast Precious Metal Q40 kit. My kit had the full carbon option as many of his kits do. Paolo also fabricates the famous Strega Q40 kit which presently holds the USA national record, also set at Whittier, Ca. by Robert Holik (pilot) and Travis Flynn (caller). Their record is in



Roy Andrassy holds his record winning model as he poses with caller Doug Killebrew. / Roy Andrassy tient sa maquette d'ététrice d'un record en compagnie de son observateur (caller) Doug Killebrew.

the low 56s I believe (56:22?). The motor I used was the Nelson Q40 engine (two-inch spinner) supplied by Mike Langlois. The propellor was from APC. The 28X transmitter and radio equipment were all from JR. All excellent first-class stuff made for the rigors of racing. We set a backup time of 59:55 seconds during the third round. The prop and engine were inspected by Robert Holik and verified as legal. Thanks to everyone involved with the new record and also, thanks to the contest directors for running a first-class show: Mario Salazar and Dan Thordarson.

(Please insert picture labelled; New Canadian record (Roy and Doug) (Roy is on the right and Doug is on the left)

There were 24 pilots competing in the Q40 contest. Five of the best times were below the magical 60-second mark. Fast company for sure. J

I have received a list of all the pylon records from Keith Morison at MAAC. There appears to be some voids in the records. If anyone has any MAAC such pylon records, please send me a scan or a picture of the record so I can update the master list for MAAC. Thanks very much.

The F3D/E Muncie World Champs are

a "GO" this year. AMA made the decision to proceed with the competition even though the participation level may be lower than normal because of COVID-19 and the worldwide travel limitations and restrictions. Roy Andrassy will be attending to fly in F3D, and Paul Gibeault will be shoring up the Team Manager and calling duties. Thanks, Paul. I am sure you will be excellent on the needle! It looks like there will be a F3D/E Pylon World Championship in the Netherlands in 2023. No firm dates have been announced yet.

The 2022 Muncie Pylon NATS are also a go for this year. I will be attending and flying in four events (EF1, two Q500 classes and Q40). I believe that some of the Eastern Canadian racers will also be there. That will give us a chance to get together and have a tasty adult beverage or two.

News Flash: I just found out that Ken Fluney (contest director) will be running EF1/424 combined contests on June 12th and on Sept 18 or 25th in the Toronto, Ontario area. Contact Ken for specific details.

Happy and safe flying to all. Go fast, turn left and stay out of trouble. Repeat! ✈

Ottawa Valley (G)*from page 23*

that have survived. Clubs from around the world participate in this one-day, fall event. Last year, during the 14th annual event, a total of 524 pilots globally put in 8,327 flights with various sizes and configurations of the Ringmaster design. A group from the Stetson Flyers Club participates in the Fly-A-Thon and heartily encourages others to join in – both those modellers who, like many of us, flew control line in our youth, as well as others who have never entered the circle – to give it a try! If you're interested in participating in this year's event, you can join the Facebook group. For MAAC members in Zone G, you will be able to find details on the Stetson Flyers club page. Come on out and get "dizzy" with the rest of us! It's lots of fun! ✈

Vallée de l'Outaouais (G)*suite de la page 22*

configurations). Un groupe de modélistes des Stetson Flyers participe au Fly-A-Thon et encourage les autres à y prendre part – tant les anciens adeptes de leur jeunesse que les autres qui n'ont jamais mis les pieds dans le cercle de vol – et à essayer cette discipline! Si vous voulez participer à l'évènement de cette année, vous pouvez vous joindre au groupe sur Facebook. Pour les membres du MAAC au sein de la zone G, vous trouverez les détails sur la page du Club Stetson Flyers. Venez « buzzer » de la tête avec nous! Plaisir assuré! ✈

Saint-Laurent (J)*suite de la page 27***5. Leadership du club**

Les leaders au sein du club devraient toujours encourager l'attitude selon laquelle on garde les choses simples et faire en sorte que soient retirés les obstacles qui pourraient nuire au plaisir du vol télécommandé.

Ne montrez pas du doigt et ne condamnez pas les choses – celles que vous n'aimez pas ou que vous feriez différemment – et concentrez-vous plutôt sur les vérifications de sécurité essentielles (à la pratique de notre passe-temps) afin que la maquette soit en état de vol.

Si vous voulez partager d'autres suggestions, n'hésitez pas à communiquer directement avec nous.

Salutations et au plaisir de vous voir bientôt à votre club. ✈

Manitoba NW Ontario (D)*suite de la page 18*

pour le temps qu'il lui a soutiré!) pour le leadership dont il a fait preuve en obtenant et en maintenant l'exemption (de la Partie IX du Règlement de l'aviation canadien, le RAC) malgré de la résistance constante – venant surtout de l'intérieur. Il profite dorénavant de sa vraie retraite en faisant ce que nous devions tous faire – faire du bricolage de modélisme, pour le simple plaisir! Merci une fois de plus, Peter.

Pendant que nous nous trouvions dans la région d'Ottawa, nous avons aussi eu l'occasion d'aller souper avec le nouveau président du MAAC, Mike Anderson et son épouse. Nous avons aussi visité le terrain de vol du Club Phelan, dont la disposition est vraiment intéressante. Je crois que Mike comprend très bien la nouvelle réalité à laquelle se bute le MAAC afin de survivre au sein de l'industrie de l'aviation qui est régie et qui se soucie de sécurité et qu'il saura très bien prendre la relève de Peter.

Sur une note plus légère, si vous avez la chance de vous rendre à Ottawa (autrement qu'au sein d'un convoi), une visite au Musée canadien de l'aviation et de l'espace vaut amplement la peine. J'aime toujours la qualité des exhibits. Cette année, les concepteurs présentent une exposition sur l'évolution du contrôle aérien et, en guise de « plogue » sans ambages... mon ancien secteur/

espace aérien fait partie de celle-ci! Un autre musée sensationnel, c'est le Canadian Bushplane Museum situé à Sault-Sainte-Marie – sans équivoque la meilleure mise en valeur d'avions de brousse que je connaisse – et de plus, vous pouvez aller à l'intérieur des appareils. On retrouve aussi une bien belle collection de maquettes télécommandées d'avions de brousse.

Passons maintenant aux choses sérieuses. Je parcourais les pages de vieilles revues de modélisme (des années 1950?) et c'était intéressant de voir quels « sujets » les adeptes reproduisaient, à l'époque. J'ai alors pensé que nous reproduisons souvent des appareils à l'échelle réelle à peu près 10 à 15 ans après leur création et notre actuelle technologie (afférente à l'aéromodélisme) s'y prête. (On ne retrouvait pas les jets dans ces vieilles revues!) Ainsi, je me pose la question : quand reproduirons-nous des copies volantes de drones? Au Musée à Ottawa, on y présente deux drones militaires – de VÉRITABLES exemplaires – et non des machines qu'étiquettent incorrectement les médias. On peut aussi y observer un véritable missile Bomarc (pas particulièrement aimé puisque ceux-ci ont remplacé l'Avro Arrow). Eh bien... qui reproduira en premier un tel drone (ou en ai-je déjà construit un)? ✈

C-B et Yukon (C)*suite de la page 14*

Web du MAAC pour les plus récentes mises à jour de la page du Groupe consultatif sur la sécurité ou au sein de votre propre groupe d'intérêt spécialisé.

Je vous souhaite une excellente saison de vol. Veuillez envoyer des photos et des comptes-rendus d'évènements. ✈



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FOR SALE: To be sold as a complete package. Two radio controlled aircraft, Slowpoke 61" wingspan with os .46. Slowpoke 49" wingspan with OS .15. Both aircraft are supplied with receivers and servos. Radio is JR XP 622- 6 channel FM radio. Charger and manual supplied with radio. Airplanes are ready to fly. The

motor shave been run-in. \$1,000 for complete package. Phone George at 705-436-22169 (Barrie, ON)

WANTED: PULSE 60, nib preferred, price and shipping (BC) negotiable, John (250) 374-8415

FOR SALE: New **Balsa USA 80" Spad** kit \$400. **Proctor 87" Curtiss Jenny** Kit \$325.

1/3 scale Kenner Sportster. DGA Model Kit, 110" span, covered in Solartex, Turnigy TR55 gas engine, Ready to fly, just needs batteries and reciever. Pictures on request \$1200 or best offer.

Arizona Modeller 1/4 DVII, 88" span, designed by Gary Allen, with everything you would want \$500 obo.

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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 DX7S Transmitter. Assembled and the initial setup dome 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.

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.

Location: Steinbach; MB Ph 1-204-346-4139 e-mail: edvoth@gmail.com5.

FOR SALE: Large gillows p-38 lightning, pt-17 steerman, 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)

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'évènement, veuillez observer tous les protocoles de distanciation physique et personnelle. Profitez de notre passe-temps tout en vous protégeant et en protégeant les autres

ALBERTA - A

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 01, 2022 - FRIDAY | Fun Fly | 3 Days | Ponoka Heli fun fly | PONOKA RADIO

CONTROL FLYERS ASSOCIATION | MOOSE FIELD PONOKA | This Canada Day long weekend the Helicopters will be taking over the Field \$10 pilot registration fee, Free dry camping | 2022-1106 | <https://www.facebook.com/ponokarcflyers>

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>

JULY 07, 2022 - THURSDAY | Fun Fly | 4 Days | Tofield Funfly | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | TOFIELD AIRPORT | Tofield funfly July 7th to 10th open to all MAAC members. We will be flying from the full

size airport at Tofield all club rules for this site will be followed for this event. Dry camping is available on site for Rv's. there is a \$25 entry fee for this event. | 2022-1042

JULY 15, 2022 - FRIDAY | Fun Fly | 3 Days | Fun Fly 2022 | PONOKA RADIO CONTROL FLYERS ASSOCIATION | MOOSE FIELD PONOKA | Open to all MAAC approved Airplanes, Helicopters, Multirotors, and Contol line Free Registration and Free camping. Concession stand Saturday and Sunday, Steak supper Saturday night. | 2022-1082 | <https://www.facebook.com/ponokarcflyers>

JULY 16, 2022 - SATURDAY | Display | 1 Day | Springbrook Drivin/Flyin Artisan Market and Show & Shine Car Show | CENTRAL ALBERTA RADIO FUN FLYERS (RED DEER) | Springbrook/Red Deer Airport | Saturday, July

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16, 2022 Central Alberta Radio Fun Flyers R/C aircraft display and membership information at the Springbrook Drivin/Flyin Artisan Market & Show and Shine Car Show; 10 a.m. to 4 p.m. | 2022-1107 | <http://www.carff.ca>

JULY 25, 2022 - MONDAY | Air Show/Demo | 1 Day | Medicine Hat Airshow | MEDICINE HAT RC'ERS INC. | Medicine Hat Airport | Facebook - Medicine Hat family fun & flight | 2022-1114 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

AUGUST 05, 2022 - FRIDAY | Fun Fly | 3 Days | Valley Model Aeronautics Club Fun Fly | VALLEY MODEL AERONAUTICS CLUB | VALLEY MODEL AERONAUTICS FLYING FIELD | Valley Model Aeronautics Club Fun Fly- August 5, 6 & 7, 2022 - 10:00 am till dusk. Free Admission - Camping available(no hook ups). Potluck Supper Saturday night - bring your own meat - barbecues on site. Location - 11 kilometers North of Drayton Valley on Highway #22 - On East Side of Highway. For more information please contact Ken @ 780-542-7756 (kmashon@telusplanet.net) or Brian @ 780-621-3655(bdtucker@telusplanet.net) | 2022-1033

AUGUST 06, 2022 - SATURDAY | Competition | 1 Day | Q500, AMA 426 (Quickie 500) | CALGARY MINIATURE PYLON RACING ASSOCIATION | CMPRA FLYING FIELD | Quickie 500 class racing. This race will follow the AMA 426 rules. All competitors welcome. Current MAAC membership required. This is the fourth official Quickie 500 race of 2022 for the Canadian Prairie Pylon Racing Association (CPPRA) following Medicine Hat. New racers welcome. | 2022-1090

AUGUST 07, 2022 - SUNDAY | Competition | 1 Day | Quarter 40 (AMA 422, FAI-F3T) | CALGARY MINIATURE PYLON RACING ASSOCIATION | CMPRA FLYING FIELD | Quarter 40 class racing. This race will follow the AMA 422 rules, as well planes that meet FAI-F3T specifications will be accepted. Current MAAC membership required. This is the second official Quarter 40 race of 2022 for the Canadian Prairie Pylon Racing Association (CPPRA) following Edmonton. | 2022-1091

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 13, 2022 - SATURDAY | Air Show/Demo | 2 Days | Lethbridge HuckFest | LETHBRIDGE ALBERTA RADIO CONTROL CLUB (LARCC) | BROXBURN FIELD | Lethbridge Huckfest Giant Scale Event. Come show your off your, stuff hot food and cold drinks will be served. Dry Camping Is available, Some Media will be here come show your Airplanes. | 2022-968

AUGUST 13, 2022 - SATURDAY | Competition | 1 Day | MacNair RC Scale Aerobatics Competition | DIDSBURY R/C FUN FLYERS | MACNAIR FIELD | A 1-day competition. Pilots meeting Saturday 9:00 am Lunch will NOT be provided or available. Fee, \$30 Imac members, non-members \$40, First time Basic free. MAAC or temporary MAAC membership required for all pilots. Normal sequences will be flown. Event conducted in compliance with all Covid 19 requirements at the time of the event. Dry camping on site; Friday the airfield is available for practice. | 2022-1032 | <http://www.drcff.net>

AUGUST 20, 2022 - SATURDAY | Competition | 1 Day | Summer Combat | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRCMC | Come join us for a super fun day of RC combat. Engine size limited to 46 or equivalent electric. Streamers and BBQ included with entrance fee. Pilot meeting at 10:00 | 2022-1102 | <http://www.scrmc.ca>

AUGUST 20, 2022 - SATURDAY | Fun

Fly | 2 Days | CORN ROAST | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST 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:blackwelreg@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

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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 | SCRCMC | SCRCMC - 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>

SEPTEMBER 10, 2022 - SATURDAY |

Competition | 2 Days | Autumn pylon 22 | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | Sanctioned by Canadian Prairie Pylon Racing Association (CPPRA) and hosted by the Medicine Hat RC'ers. Q500 race on Sept 10-11. 09:00 AM start each day. CPPRA rules apply. Pre-registration required online at www.cppra.org. Field available for test flying Friday PM ONLY. \$60/event fee. Dry camping available to pilots. | 2022-952 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

SEPTEMBER 10, 2022 - SATURDAY |

Fun Fly | 1 Day | ERCS electric fun fly | EDMONTON RADIO CONTROL SOCIETY | ERCS FIELD | Let's try this again! Its been 2 years since the last one so lets make this one a great time! Come on out for a day of flying anything electric. Shake off the Covid blues! No noisy gassers flying around just our electric powered planes! Landing fee this year is \$10 and valid MAAC is required. | 2022-1026 | <http://www.ercs.ab.ca>

SEPTEMBER 10, 2022 - SATURDAY |

Fun Fly | 1 Day | Wings over the Fort | FT SASKATCHEWAN RC FLYING CLUB | FORT RC FLYING CLUB FIELD | Wings over the Fort- September 10. Come join us at Galloway field and participate in perfect day of fall flying, complete with fun, food, and camaraderie. Sport and scale aircraft of all types and sizes are welcome. Door prizes, raffle and no landing fees! Flying commences at 10AM till dusk. Weather permitting. MAAC membership required. Field is 3km south of Fort Saskatchewan on RR224 | 2022-1045

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/>

SEPTEMBER 17, 2022 - SATURDAY |

Fun Fly | 2 Days | Dogfight Over Benalto | ALBERTA/NORTHWEST TERRITORIES ZONE | Gary Hillman property | Six miles southeast of Benalto, Alberta | 2022-1135

SEPTEMBER 24, 2022 - SATURDAY |

Meeting/Seminar/Clinic | 1 Day | Annual Zone Meeting | ALBERTA/NORTHWEST TERRITORIES ZONE | CARFF | AZM "A" Zone Saturday, Sept 24, 2022, 1 to 3 pm. Hosted by CARFF (Central Alberta Radio Fun Flyers), Red Deer, Alberta | 2022-1065

SEPTEMBER 30, 2022 - FRIDAY |

Fun Fly | 3 Days | Fall Fun Fly and Potluck | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | Rocky Barnstormers Fall Fun Fly and Potluck. Travel south of Rocky approximately 1 km, turn rt (West) onto TWP Rd 392 and travel 0.7 km to entrance to Barnstormers Main Flying Field. Free flying and free self contained camping. Concession Sat and Sun. Pottluck supper Sat night; bring salads, vegetables, or desert. Meat is supplied. MAAC rules apply and proof of valid MAAC membership required. | 2022-959

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>

JANUARY 01, 2023 - SUNDAY |

Fun Fly | 1 Day | Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | Rocky Barnstormers Polar Fun Fly Jan 1, 2023 at Main Field 1 km south of Rocky, turn rt onto TWP RD 392 travel 0.7 km and turn rt. into Flying Field. Heated Club House, coffee, cake and cookies provided. proof of valid MAAC membership required. MAAC Rules apply. Contact Peter 403-846-7522 | Jan-23

ATLANTIC - B

JULY 23, 2022 - SATURDAY | Fun Fly | 1 Day | ASRCM Fun Fly | ATLANTIC SOCIETY OF R/C MODELERS | FIELD | The Atlantic Society of Radio Control Modelers is hosting a summer fun fly at our field on July 23, rain date is July 24, there will be a landing fee of \$10.00 for pilots. We will be providing refreshments for all those who attend. | 2022-1055

JULY 30, 2022 - SATURDAY | Fun Fly | 1 Day | Annual Fun Fly | SOUTH SHORE RADIO CONTROL FLYING CLUB | Lynwood Joudrey Memoreal RC flying Field | Annual Fun Fly. After two years, come and enjoy our fun fly. BBQ lunch. any airworthy aircrafts are welcome. MAAC rules apply. | 2022-1084 | <http://www.ssrcfc.ca/>

AUGUST 05, 2022 - FRIDAY | Fun Fly | 3 Days | Kent RC Fun Fly | ATLANTIC ZONE | Kent RC Association | Come join the Kent RC Association for a weekend of fun. Our fun fly will be on the Saturday of that weekend, but all are welcome to come and stay for the weekend camping. You can come anytime after 1pm on Friday and stay until Sunday afternoon. Dry camping is available and power is also included for everyone to use. All gas, nitro, and electric planes and helis are welcome, but no jets or drones for this event. The entry fee gets you a barbecue at lunchtime on Saturday as well Campfires and night flying are welcome as well throughout the weekend. We hope you all can make it out for a weekend of great fun! | 2022-1067

AUGUST 14, 2022 - SUNDAY | Fun Fly | 1 Day | SWF's Fun Fly & Open House | SOUTH WEST FLYERS | ROLAND BOURQUE FIELD | Yes Virginia, there will be a Fun Fly once again at the Roland Bourque R/C Field outside beautiful Yarmouth N.S. (covid gods willing). This is a one day event scheduled for Sunday Aug 14th 9:00am to 4:00pm, no rain date. As before we also have an Open House and the general public are invited to see our Club and what the RC hobby is all about. We plan on having food and refreshment available, please check with contact person for details. There will be a \$10.00 landing fee for all pilots only. Mark your calendar and we hope to see you at our event. | 2022-1011 | <http://southwestflyers.com>

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 a l'Aéroport d'Edmundston. Un rendez-vous pour modélistes et pilotes d'avions, jets et hélicoptères. hangar pour la nuit (avec électricité). Camping sur le terrain (sans service). Camping Provincial et motels a moins de 10km .L'aéroport est situé a la frontière Nouveau-Brunswick |

Québec, sur l'autoroute 2. A surveillez pour les nouvelles sorties de l'autoroute. Pour plus d'information contacter Paul Belzile 506-740-0565, courriel: paulbelzile70@gmail.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. 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 contact Paul Belzile, 506-740-0565, email: paulbelzile70@gmail.com | 2022-392

AUGUST 27, 2022 - SATURDAY | Fun Fly | 1 Day | Ches Lockhart Memorial Cup | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | With the cooperation of both the flying gods, and the COVID gods, Avon RC Fliers is hosting (finally) the third annual Ches Lockhart Memorial Scale Fly In! The event is August 27, 2022, with a rain date on August 28, 2022. . All planes must be a recognizable scale airplane. Gas, glow, electric, any size, all are welcome as long as they are scale. There will a Pilots' Choice vote for the BEST OF SCALE. There will be a BBQ. A landing fee of \$10.00 will apply. If there are any Provincial COVID restrictions still in effect. they will be enforced. Please note we occupy Provincially regulated Marshland and NO overnight camping of any kind is permitted, whether tent, trailer or RV. We are located at #4499 Highway #14, past Daniel U-Pick and the winery. Flying starts at 9:00 | 2022-994 | <http://www.avonflyers.ns.ca>

SEPTEMBER 16, 2022 - FRIDAY | Fun Fly | 3 Days | Fallbash | SOUTH SHORE RADIO CONTROL FLYING CLUB | Greenfield Airport | Annual Fall bash. This year 3 day's only. Bring your latests greatest RC Model for 3 day's of fun. We have a new owner of the airport. Lets show him what RC is all about. Remember MAAC rules apply. Washroom facilities are available. Camping same as before. Clubhouse kitchen of limits. landing fee is \$ 10.00. Set up for Pilots starts 8:00 am on Friday morning. No arrivals on Thursday. | 2022-1093 | <http://www.ssrcfc.ca/>

OCTOBER 01, 2022 - SATURDAY | Fun Fly | 1 Day | Wings Of Wellington Oktoberfest Fun Fly | WINGS OF WELLINGTON | FIELD - 520 MIDDLE DYKE ROAD KINGS CO. NS | Considered to be the last fun fly of the season, Wings of Wellington is once again proud to host the Oktoberfest Fun Fly. Everybody is welcome, please come out and enjoy a day of fun, feasting (BBQ), flying, and fellowship. Freewill offering to offset food costs is appreciated. The rain date will be Oct 2nd <https://www.facebook.com/groups/WingsOfWellington> | 2022-1144 | <http://wingsofwellington.ca/>

BRITISH COLUMBIA - C

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 08, 2022 - FRIDAY | Competition | 3 Days | British Columbia Scale Classic | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | British Columbia Scale Classic 2022 - 16th. Annual British Columbia Scale Classic - High Country Flyers, Kamloops, B.C. - High Country Radio Control Flyers (highcountryflyers.org) The event will be held July 8th., 9th. & 10th., 2019. Friday night pizza "Hangar Party" and "Saturday gathering" to be arranged. NEW LOCATION: The Kamloops Tournament Capital - Ranch 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 Note: A No Smoking field. This event is "low key" fun for beginners through to expert. Static Judging and Safety Inspections start Friday 12:30pm to 5:30pm. Saturday and Sunday Pilots meetings - 8:30am with gear up at 9:00am. 4 - 6 rounds of flying planned. \$20.00 entry fee per model; \$10.00 off for NorthWest Scale Aero-Modellers Membership or US Scale Masters Association Membership. USSMA Rules format. • For rules information: NorthWest Scale Aero-Modellers - Home (nwscale.org) Categories are: Flying Only Categories - No Static Judging - only picture showing likeness. Pro/Am-Sportsman (Fun Scale/Novice), Pro/Am-Pro (Experienced), Pro/AM Unlimited (Expert Flyers) Flying and Static Judging Categories Advanced (ARF's allowed in the first 3 classes), Team and Expert. Five mandatory manoeuvres; Take-Off, Straight Flight Through, Figure Eight, Landing & Realism of Flight - plus 5 optional manoeuvres that YOU pick that would be typical of your model. Awards for the top 3 in each category,

plus Pilot's Choice, Highest Static & Flight Scores. Scores count toward "Canadian World Championship Team Selection," North West Scale Championships, US Scale Masters and Top Gun qualifier. More information: Roly Worsfold Ph: 250-819-2594 or e-mail: rolyrcflyer@gmail.com Mike Allman Ph: 250-558-0758 or e-mail: mike.rc.allman@gmail.com | 2022-1054 | <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 16, 2022 - SATURDAY | Air Show/Demo | 2 Days | Hot July Nights car show | 100 MILE MODEL FLYERS | 100 Mile Airport | Saturday demonstration flying at 100 mile airport for car club 12 noon till 4pm. By invitation only, spectators welcome. Notam in place, radio communication with full scale aircraft, following all transport Canada and MAAC rule. All health orders to be followed. No flying without spotters. Sunday static display from 9am till 3pm at Donex parking lot. All health orders to be followed. | 2022-960

JULY 22, 2022 - FRIDAY | Fun Fly | 3 Days | 100 Mile Model Flyers annual fun fly | 100 MILE MODEL FLYERS | 100 Mile Airport | 100 Mile Model Flyers invite you to attend our annual summer fun fly. July 22 23 24 2022. All types of aircraft welcome. \$10 landing fees per pilot. Flying from 9am to dusk electrics after hours. All pilots and spotters must be MAAC members. Notam posted, air traffic monitored. Event held at 100 Mile House Airport. GPS; 51.642880-121.307020. Paved runway, suited for Jets and large models, dry camping available on site. Wash rooms, walking trails, off lease dog park. Check in Friday, \$10 fee for weekend. We will see you at the 100 Mile model flyers annual fun fly. Centrally located in Zone C. Dry camping at South Cariboo rec center ball diamonds next to runway, just feet from camping to flight line. Hotels, Motels, and other amenities 5 minutes away. All health orders will be followed. Please let us know if you are planning to attend. Early bird camping is available, at our home field. Contact Bill Hood 250-397-2575 billlinda@bcinternet.net John Code 250-395-1219

thecodejc@gmail.com Denis Doucette 250-397-2125 drsmdoucette@gmail.com | 2022-961

JULY 29, 2022 - FRIDAY | Fun Fly | 5 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 03, 2022 - WEDNESDAY | Air Show/ Demo | 1 Day | Old Folks entertainment day | 100 MILE MODEL FLYERS | 100 Mile Airport | Bringing the old folks out in conjunction with the 100 Mile Cruisers car club to entertain them with old cars and model aircraft flights. A great fun afternoon for us all. Notam in place radio communication with full scale aircraft following all Transport Canada and MAAC rules. No flying without spotters, by invitation only, All health orders to be followed. | 2022-962

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.pgmac.club>

AUGUST 14, 2022 - SUNDAY | Fun Fly | 1 Day | Cam Riess Memorial Annual Float Fly | PENTICTON MODEL AVIATION CLUB | PYRAMID PARK/KICKINEE PROVINCIAL PARK | Come join PENMAC for our annual float fly on beautiful Okanagan lake. Float fly location is half way between Penticton and Summerland off HWY 97. There will be pilot prizes, raffles and other draws. Mornings at this site are usually flat calm due to its location. Looking forward to seeing you there. If you haven't been to this event put it on your bucket list for 2022. Email our club at penmacflyrc@gmail.com with "Float fly 2022" in the subject line for more details. Hope to see you there this year. | 2022-963 | <http://www.penmac.org>

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 02, 2022 - FRIDAY | Fun Fly | 4 Days | Larry Christensen Memorial Fun Fly | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A CROSS RD VERNON BC | secretary@vrcas.org | The 27th. Annual Larry Christensen Memorial Fun Fly will be held at the Vernon R/C Aeromodellers Society field just north of Swan Lake in Vernon, BC. Commencing at 9am Friday September 2nd., 2022 until Labour Day Monday afternoon. COVID-19 safe practices still in effect. No landing fee, free parking/dry camping available for RVs beginning Tuesday afternoon, August 30th. (first come, first serve). This is a non-smoking site. Daily 50/50 draws, on site club BBQ concession. See website www.vrcas.org for info & location map or contact: secretary@vrcas.org | 2022-687 | <http://vrcas.org>

SEPTEMBER 03, 2022 - SATURDAY | Fun Fly | 1 Day | Long Weekend Fun Fly | OSOYOOS MODEL AVIATION CLUB RC | OSOYOOS AIRPORT | OMAC RC Annual September Long Weekend (Osoyoos Airport (CBB9). September 3rd, 2022. Spot landing, balloon pop competition and more.... Trophies and prizes. \$10.00 land fee Includes BBQ. (Burger, Chips and drink). Separate entrance fee for events. All guests welcome \$10.00 ea. includes BBQ. Register on the website. | 2022-957 | <http://www.omacrc.ca>

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 17, 2022 - SATURDAY | Meeting/ Seminar/Clinic | 1 Day | Zone-C - Annual Zone Meeting | BRITISH COLUMBIA INTERIOR/ YUKON ZONE | Vernon Army Navy Air-Force's Spitfire Hangar | The Annual Zone Meeting is scheduled for Saturday, September 17, 2022 in Vernon at the Vernon Army Navy Air-Force's Spitfire Hangar. Registration 09:00AM - Meeting Start 10AM - 2:30PM - Lunch provided. We encourage each club to have a representative at the meeting and to bring along proxies from those who are unable to attend. It's important for clubs to have representation to help set the direction of MAAC policies and processes. Location Name: Army Navy Air-Force Hangar - view on a map below. Location: 2500 46th Ave, Vernon, BC • Directions: 2500 46th Ave (right across from the old Canadian Tire Building) You will see you the Spitfire outside on the pole! Directions: GPS: 50.278686, -119.264799 | 2022-1069

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 | judgirl@telus.net | 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

JULY 09, 2022 - SATURDAY | Fun Fly | 2 Days | PRAM Fun Fly | PATRICIA REGION AEROMODELLERS INC | PATRICIA REGION AERO MODELLERS | The Patricia Region Aero Modelers invites you to come fly with us at our field on Johnston Rd just west of Dryden. There is lots of room for (unserved) camping on site, long smooth runways and lots of sky to fill with planes! Come and join the fun, to watch or participate. There will be burgers and drinks available, and plenty of parking, so grab some planes, your MAAC card and come fly with us! | 2022-988

AUGUST 07, 2022 - SUNDAY | Fun Fly | 1 Day | WRCC Fun Fly & Swap Meet | WINNIPEG RADIO CONTROL CLUB | WRCC MAIN FIELD WHEELS | Sunday, Aug 7th 10am-3pm, Winnipeg Radio Control Club is hosting a FUN FLY & SWAP MEET at the WRCC Field located at 115 Ed Spencer Dr. in Winnipeg. There will be a prize draw and concession! All MAAC members are invited. Must have a current MAAC membership to fly. There is no charge to participate. For more info contact Brian at bdkorchinski@shaw.ca. | 2022-1130 | <http://www.wrcc.info>

AUGUST 12, 2022 - FRIDAY | Fun Fly | 3 Days | Gathering of Aero Modellers | INTERLAKE RADIO CONTROL MODEL CLUB | Interlake radio Control 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-served 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/>

AUGUST 27, 2022 - SATURDAY | Fun Fly | 1 Day | Diamond Aces Fun Fly | DIAMOND ACES R/C FLYING CLUB | DIAMOND ACES RC FLYING CLUB INC. | Diamond Aces Summer fun fly | 2022-975 | <http://www.diamondacesrc.ca>

SEPTEMBER 03, 2022 - SATURDAY | Fun Fly | 2 Days | RUGBY LAKE FLOAT FLY | PATRICIA REGION AEROMODELLERS INC | RUGBY LAKE LODGE | Jacqui and Dave of Rugby Lake Lodge have graciously invited us back to enjoy some Float flying at their beautiful campground. book early for a campsite at: <https://www.rugbylakelodge.com/ontariodrivetohousekeepingfishinglodge.htm>. We will have bbq burgers and smokeys for a nominal fee, for lunch. Come out for a great weekend of camping and flying or come out and visit for the day. See you all there!! | 2022-987

MIDDLE - E

JULY 09, 2022 - SATURDAY | Fun Fly | 1 Day | Garth Mitchell Memorial Float Fly | NIAGARA REGION MODEL FLYING CLUB | NRMFC Float Fly Event Site | Once again the Niagara Region Model Flying Club is hosting three float fly events this summer. at our Foss Rd location in Fenwick Ontario. The events will be run in the same format as last year. There will be a \$10 registration fee which will include a free BBQ lunch for all registered pilots. BBQ lunch will also be available to family members and spectators making a donation of \$5 which will go towards the operating cost of the events. It appears that this will most likely be the last year that we will have access to this property. So we are encouraging everyone who has participated in our events in past to come out this summer to enjoy some great float flying, or just a day at the lake with friends and family to help us make the best float flying season yet. | 2022-1048 | <http://www.nrmfc.ca>

JULY 16, 2022 - SATURDAY | Fun Fly | 1 Day | Swap shop/Fun Fly | HESPELER MODEL AVIATORS INC | 2400 HESPELER RD CAMBRIDGE | Hespeler Model Aviators is hosting a Swap Shop/Fun Fly on Jul 16 2022 (Rain Day July 17, 2022) Address of the field is 2400 Hespeler Road in Cambridge. Google location here: <https://goo.gl/maps/qHRUjwiHhdd2N3p7> Any COVID government regulations in place at that time will be adhered to. This will be a MAAC sanctioned event. Swap Shop in the morning from 9 AM till 11 AM with flying starting at 11:15 AM. Vendor setup will start at 8:00 am Swap shop will be held at the field where participants can sell items out of their vehicles. Anything RC related can be sold. Seller price per parking space/car will be \$10 (one car per spot) Limit of 25 vendors,

so reserve your spot: call Roger at 519-651-7725 When the swap shop has ended, all vehicles will be moved back to the defined parking area prior to flying. Buyers and fliers entry price is \$5.00 per person. MAAC membership is required to fly. Gas /Nitro/Electric powered planes and Helicopters are permitted to fly. Sorry, No turbines at this time. We will have scheduled times for 3D flying only. (TBD at the field with pilots participating) Food will be provided at reasonable price. Watch HMA Facebook Page for more info, or contact Roger at 519-651-7725 or Dale at 519-240-4146. | 2022-1066 | <http://www.hespelemodelaviators.ca/>

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>

AUGUST 14, 2022 - SUNDAY | Fun Fly | 1 Day | NRMFC- BBQ, Open House, and Swap Meet. | NIAGARA REGION MODEL FLYING CLUB | WALKER FIELD | As we slowly limp back into normalcy, the NRMFC would like to extend an invitation to our friends who've come to our Fun Fly in the past. Included with your landing fee there will be tickets for a Prize to be raffled off, and BBQ lunch served around noon. Come get reacquainted we miss you all. | 2022-1139 | <http://www.nrmfc.ca>

AUGUST 27, 2022 - SATURDAY | Fun Fly | 1 Day | Summer wind-up float fly | NIAGARA REGION MODEL FLYING CLUB | NRMFC Float Fly Event Site | Once again the Niagara Region Model Flying Club is hosting three float fly events this summer. at our Foss Rd location in Fenwick Ontario. The events will be run in the same format as last year. There will be a \$10 registration fee which will include a free BBQ lunch for all registered pilots. BBQ lunch will also be available to family members and spectators making a donation of \$5 which will go towards the operating cost of the events. It appears that this will most likely be the last year that we will have access to this property. So we are encouraging everyone who has participated in our events in past to come out this summer to enjoy some great float flying, or just a day at the lake with friends and family to help us make the best float flying season yet. | 2022-1049 | <http://www.nrmfc.ca>

SEPTEMBER 10, 2022 - SATURDAY | Fun Fly | 2 Days | KW Flying Dutchmen Fun Fly 2022 | KITCHENER WATERLOO FLYING DUTCHMEN

R/C CLUB | WATERLOO ROD & GUN CLUB | The KW Flying Dutchmen would like to invite our friends and fellow flyers to join us on September 10th and 11th for a Fun Fly, non scale event. Traditionally we would be hosting our Scale Rally at this time, but the uncertainty of when Ontario's public health measures would allow for such an event made it impossible for the necessary planning needed for the event to occur. This is an open event, free to all pilots. MAAC membership is required to fly. Muffler/FAI sound level rules will be enforced as will the KWFD club rules (designated starting areas, flight lines, circuit flights, etc) There are about 40 campsites (some hook-ups) available anytime the week before the event for \$10.00 a night (\$15 with hydro). As well, there are many area hotels/motels and camping facilities in the Kitchener/Waterloo area. Electric power in the KWFD clubhouse is limited and not available after hours as all buildings are locked at night. There are only a few campsites that have power available. It is advisable to bring your own power source or ensure that your batteries are fully charged before attending. The Waterloo Rod & Gun Club will be providing food throughout the weekend | 2022-1038 | <http://new.kwflyingdutchmen.com/>

NORTHERN ONTARIO - F

JULY 23, 2022 - SATURDAY | Competition | 2 Days | N.O.I.C. | SUDBURY MODEL AIRCRAFT CLUB | GARSON/CONISTON ROAD SUDBURY | The Northern Ontario Imac Contest has returned. Want to give scale aerobatic flying a try, join us at this year's NOIC Scale Aerobatics Contest (IMAC) in Sudbury. This is a two day event. All classes will fly regular sequences. Contact Brendan Grace (b.grace01@gmail.com) for more information. | 2022-1127 | <http://smac.vianet.ca>

AUGUST 13, 2022 - SATURDAY | Air Show/Demo | 1 Day | 2022 Annual Fun Fly | NIPISSING MINIATURE AIRCRAFT CLUB | CRANBERRY FIELD | Relaxing no stress event. All types of aircraft welcome. Great chance for socially, friendly and exchange of hobby related ideas. Buy, sell or trade opportunity. Raffle tickets (brand new radio) and pilots prizes (all pilots win something). Rain day is Sunday, August 14th. Fee: \$15- Pilot+Lunch (\$5 for additional lunch only). Contact: F. (Foley) Soroye - Soroye#start.ca | 2022-1002 | <http://www.nipmac.ca>

OTTAWA VALLEY - G

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 09, 2022 - SATURDAY | Fun Fly | 2 Days | Kingston 3D Rally | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | The Kingston Radio Control Modellers is pleased to welcome all levels of flyers to the Kingston 3D Rally. The Beautiful KRCM field is a great location for loads of 3D fun. The field will be open Thursday and Friday for early arrivals. Plenty of camping space available. No hook-ups. Price includes T- shirt, Friday night pot-luck, Saturday evening meal. Canteen will be open for Saturday and Sunday breakfast and lunch. Contact: Terry Haley for T-shirt size and other information. Call or text: 613-217-1129 or email: terryhaley91@gmail.com | 2022-1001 | <http://www.krcm.org>

JULY 23, 2022 - SATURDAY | Fun Fly | 2 Days | WWI Dawn Patrol | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | July 23, 2022 Fun Fly 2 days Hosted by the Kingston Radio Control Modellers at their club field located north of Odessa. WWI Dawn Patrol event for scale and semi-scale models representing WWI and the golden era of flight (prior to 1939) Plenty of open flying as well as a fun mission event including bomb drop and balloon bust for those who dare. Canteen on site Saturday. Plenty of room for camping so come Friday night. Contact Brian Perkins, 613-484-9095 | 2022-991 | <http://www.krcm.org>

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/>

JULY 30, 2022 - SATURDAY | Fun Fly | 1 Day | Zone Fun Fly | BROCKVILLE MODEL AERO CLUB | 1 Melbourne Lane | Come Join the Fun, Saturday July 30th/22. 9AM start. Fun Fly & Swap Meet. Lunch available for purchase. Pot Luck Dinner for those who wish to attend. Open air swap meet, bring what you want to sell or trade. Camping is available and the field will be available for casual flying on Sunday. No lunch Sunday. Weather and fire ban permitting there will be a campfire Saturday evening to discuss the days events. Hope to see you. | 2022-1072 | <http://www.bmaclub.ca>

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 20, 2022 - SATURDAY | Fun Fly | 2 Days | 2022 Ottawa Valley Giant Scale Rally | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | 2022 Ottawa Valley Giant Scale Rally in Kingston. Hosted and sponsored by the Kingston Radio Controlled Modellers Club. Registration is \$30 and starts at 8:00 a.m. on Saturday. Flying is from 9:00 a.m. - 5:00 p.m. each day. 400 foot grass runway. Limited camping - no hook-ups. Canteen and Kingston style Saturday night feast. Rule 80" wingspan for monoplanes, 60" for biplanes or 1/4 scale. Must be a current MAAC member. U.S. participants must obtain a temporary registration from MAAC which can be found at the following link, https://secure.maac.ca/members/en/foreign_join.php Landing fee is \$30, Saturday dinner tickets available at \$25 each. 50/50 draw on both days. Contact: Jay Kingston: (613) 634-3872. Email: ajtkingston@hotmail.com. Directions: <https://www.krcm.org/map.pdf> | 2022-1051 | <http://www.krcm.org>

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.ottawarclub.ca/>

SEPTEMBER 17, 2022 - SATURDAY | Fun Fly | 1 Day | KRCC Warbirds Gathering | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | Kingston R/C Modellers Warbird Gathering Saturday Sept. 17. Rain date Sunday Sept. 18. Come and enjoy a day with plenty of open flying for scale or semi-scale models of aircraft used by the military for training or combat purposes from WWI to present. Plenty of room for camping for those who would like to arrive Friday night. Canteen on site Saturday.

| 2022-995 | <http://www.krcm.org>

SEPTEMBER 24, 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/>

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

JULY 23, 2022 - SATURDAY | Swap Shop | 1 Day | SWAP N'SHOP | RADIO CONTROL AERONAUTICS ASSOCIATION | Sturgess Road | Swap n' shop the day before the scale meet. \$10 donation to set up your table. Also test flying and tuning going on so it will be busy. Small concession and BBQ. See our web site for directions to field. | 2022-1103 | <http://rcaa.ca/>

JULY 24, 2022 - SUNDAY | Competition | 1 Day | Joel Clarkston Memorial scale meet | RADIO CONTROL AERONAUTICS ASSOCIATION | Sturgess Road | Our first major event at the stunning new RCAA Comox Valley site in Black creek will be a scale meet with a vote for best plane and a chance to get your name on the cup! Come fly Saturday and get tuned up for judging on Sunday. Sorry, no foamies. | 2022-1031 | <http://rcaa.ca/>

AUGUST 05, 2022 - FRIDAY | Indoor Flying | 3 Days | 2022 Abbotsford Airshow | KWADSRUS | Abbotsford Airshow - S.T.E.M. Zone | The KwadsRUs FPV Racing Club will be part of the S.T.E.A.M. Zone at the 2022 Abbotsford International Airshow, in BC. Under a translucent 40'x20' tent, MAAC pilots will be racing against the clock some tiny but speedy ducted quadcopters, around and through LED obstacles of all shapes. This should be a fun display to watch for aeronautic fans of all ages. We will see you there! | 2022-1010 | <http://www.kwadsrus.org/>

AUGUST 06, 2022 - SATURDAY | Competition | 2 Days | Western Canadian Stunt Championships | VANCOUVER GAS MODEL CLUB | RICE MILL ROAD | Look here under "Where the Action Is" <http://flyinglines.org> | 2022-1100

AUGUST 14, 2022 - SUNDAY | Fun Fly |

1 Day | Mission Wings Fun Fly | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | The annual Mission Wings Members and guest's fun fly August 14th 2022 Members are invited to the annual Mission Wings fun fly. Members may bring a guest. It will be held on Sunday August 9th, 2020. Pilots meeting 9.30am. Flying starts 10am All pilots will be required to sign in. Must have MAAC card. There is no entry fee. Come and enjoy a day's flying with the other members of your club. Members may bring a guest. (You are my guest) There will be lots of food and drink available all day for your enjoyment. The club house will be open with gourmet coffee. If you have anything to sell, swap or give away, bring your stuff / junk to the fun-fly. Your stuff / junk are someone else's treasure. Paul Bedford, friendly, effervescent, event director. Don't contact me, just be there. | 2022-1030 | <http://www.missionwings.ca>

AUGUST 21, 2022 - SUNDAY | Fun Fly | 1 Day | 2022 JACQUES HEYRMAN MEMORIAL FLY-IN | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2022 JACQUES HEYRMAN MEMORIAL FLY-IN Sunday August 21, 2022 Open to all currently registered MAAC and AMA pilots of all electric aircraft. Admission: \$5.00 which includes a raffle ticket for prizes, [additional tickets may be purchased throughout the event] Overall field hours are from 08:00hrs to 20:00hrs. Registration begins at 10:00am, pilots briefing at 10:30am. There will be open flying before and after competitions. We will have 4-5 different competitions this year including one for helicopters and having the ever popular fox and hound, where 3 "hound" planes at a time chase the "fox" plane with a 40' streamer behind it, trying to cut the streamer with their props! This is very popular with the pilots and more so with the spectators, anything can happen!! There will be NO maiden flights at this event! Raffle draw will be held in the mid afternoon. Pizza will be offered at \$2.00 per slice or 3 slices for \$5.00, also pop and water will be available for all registered pilots. So come on out to watch some very gifted pilots and some not so much, but all out to have fun! Guaranteed to make you "oooh and aaah" throughout the day! Please monitor this thread: 2022 JACQUES HEYRMAN MEMORIAL FLY-IN for additional updates ; www.hoods-up.net | 2022-1005 | <http://www.hoods-up.net>

AUGUST 27, 2022 - SATURDAY | Competition | 2 Days | Pattern in the Valley | RADIO CONTROL FLYING CLUB OF B.C. | Spectrum Flyers | Pattern in the Valley - Plus - 2023 F3A Team Trial Spectrum Flyers are pleased to announce that they will host the Canadian F3A Team Trials in conjunction with Pattern in the Valley on August 27 & 28th at the Spectrum Flyers Club field Surrey, BC. CD will be Jerry Ruschinski Maac # 21350 ..jr_lawnman@hotmail.com #604-837-1975. or.. CoCd Henry

Piorun Maac #12876 ...piorun@uniserve.com 604-820-9324 The F3A Team Trials will be held in conjunction with this event and the top three pilots (and junior pilot) will represent Canada in the 2023 World Championships in Australia. All classes will be flown and trophies to 3rd place. First time pilots will fly for free, all others pay a \$30 entry fee, which includes morning coffee, donuts/muffins and pizza lunch on Saturday. Lots of room for camping and RV's. Friday August 26th will be a practice Day. We will also hold a short 1 hour judging seminar Friday afternoon/evening to go over some judging criteria, followed by a Potluck dinner** ** If there's enough interest, we would like to do a Pot-Luck Dinner Friday night after Judging Seminar. Please bring your favourite choice of: Appetizer, Casserole, Entree, Dinner or Desert. We will have a BBQ on site if needed. If possible, send a quick email to myself or Henry that you would like to be a Potluck participant. Interested Pilots for the Team Trails are asked to apply by email to the Contest Director stating they would like to participate in the F3A 2023 Team Trials. Entry fee for Team Trial Participates will be \$100 with a deadline for entry fees of - June 15th, 2022.) Please ETransfer money to Jerry Ruschinski at jr_lawnman@hotmail.com Team Trial Pilots - There will be a Model Process to weigh and measure planes on Friday ! Pilots meeting Saturday morning 9am sharp. https://www.maac.ca/en/clubs_details.php?club_id=730 Please email us for a list of nearby Hotel accommodations. | 2022-964 | <http://www.rcfcbc.ca>

SEPTEMBER 17, 2022 - SATURDAY | Meeting/Seminar/Clinic | 1 Day | MAAC Zone H AZM South West British Columbia | BC COASTAL ZONE | PARKSVILLE DISTRICT AND QUALICUM FLYERS FLYING FIELD | Notice of Annual Zone Meeting MAAC Zone H South West British Columbia September 17th, 2022 at 12:00 pm Location: Parksville District and Qualicum Flyers flying field (outdoors) GPS 49.273903,-124.236816 1675-1687 Island Hwy E, Nanoose Bay, BC V9P 9C2 The Annual Zone Meeting (AZM) alternates between Vancouver Island and the Lower Mainland. It deals with the business of the zone that includes elections if applicable for the, election of Zone Director, Deputy Zone Director, resolutions and recommendations from zone members, nominations for awards and Leader members, appointment of zone members to standing committees and any other zone business that might arise. There are different protocols for each. Business of the Zone Deputy Zone Director-- Nominations for Deputy Zone Director are requested, see Submissions section for details. It should be noted that, by MAAC policy, 15.2 British Columbia Residency: The annual zone meeting of the British Columbia Coastal Zone shall alternate yearly between Vancouver Island and that portion of the British Columbia Coastal Zone on the mainland of

British Columbia. Should the British Columbia Coastal Zone Director reside on the mainland portion of the zone then the Deputy zone director shall reside on Vancouver Island(s). Resolutions & Recommendations . Members are entitled to submit resolutions and recommendations to be considered by the zone and if passed by a majority vote at the AZM form part of the agenda at the Annual General Meeting. See Submissions section for details. Standing Committees , Zone members are encouraged to join standing committees to help guide the many disciplines and interest areas of MAAC. Two members from the zone may be nominated for each standing committee. A listing of standing committees can be found in the opening pages of Model Aviation Canada, MAAC's member magazine. Awards and Leader Member , Nominations for awards other than Leader Member may be submitted to head office at any time, subsequently forwarded to the Awards Committee for a recommendation to the board and do not need to be approved at an AZM. Nominations for Leader Member are considered at AZM's and if approved by majority vote forwarded to head office and subsequently forwarded to the Awards Committee for a recommendation to the board. Submissions All submissions that require approval at the AZM, by majority vote, must be received by the zone director by August 8, 2022, forty (40) days in advance of the AZM. Requirements for deadlines for submissions were made the same and set at forty (40) days for 2022. In addition, all nominations for awards and deputy zone director need to be copied to head office. Zone Director zd-h@maac.ca MAAC Head Office office@maac.ca In the past, member participation was limited to those in attendance at the meetings with their vote and any open proxy votes in hand. Resolutions and recommendations, nominations for zone director, deputy zone director and award nominations took place at the meeting. All the decisions on the business of the zone were made by those in attendance. This was in part because attendance meant prohibitive travel costs for many members in the larger zones. MAAC by-laws and the Canada Corporations Not-for-profit Act require that members have the opportunity to vote on the business of the zone by open or closed proxy. The meeting notice sent to all zone members, twenty-one (21) days in advance of the meeting date, includes, in the agenda, the business that will be considered and voted on at the meeting. Members that are not able to attend in person are encouraged to vote by open or closed proxy on the agenda items. Submissions requirements, for business of the zone, is forty(40) days in advance so that the zone director can prepare the notice of meeting, accompanying agenda and closed proxy form for circulation twenty-one (21) days in advance of the meeting. This is to ensure every zone member has the opportunity to consider and vote on the

business of the zone. Zone Director/ Deputy Zone Director nominations are not accepted at the AZM and must be submitted to the zone director and head office by August 8, 2022, forty (40) days in advance, nomination forms can be found here: <https://www.maac.ca/en/documents.php?cat=28> Resolutions and recommendations will no longer be accepted at the meeting and must be submitted to the zone director by August 8, 2022, forty (40) days in advance. Templates can be found here: https://secure.maac.ca/get_document.php?document_id=312 Awards may be submitted to head office at any time. They are forwarded to the Awards Committee for a recommendation to the board. Awards are usually presented at or after the AGM. Nomination forms can be found in the Awards section here: <https://www.maac.ca/en/documents.php> Leader Member nomination are not accepted at the meeting and must be submitted to the zone director and head office by August 8, 2022, forty (40) days in advance, forms can be found here: Still to come as there are two versions on the website that need resolving Proxy forms, either open or closed may be used by members not in attendance to vote on the business of the zone. Open proxies allow another zone member to vote on their behalf. Closed proxies are specific to the agenda item and the submitter indicates their vote on the form. Closed and open proxy forms will be included in the Notice of Meeting you will receive twenty-one (21) days in advance of the AZM. Cheers John Deadman MAAC Zone Director Zone H zd-h@maac.ca | 2022-1141

QUEBEC - I

JULY 02, 2022 - SATURDAY | Competition | 2 Days | Imac Beauce | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | CLUB D'AEROMODELISME LES PHOENIX | Bonjour à tous, Le Club Phoenix est fier d'organiser une compétition Imac en Beauce cette année. Il y aura 5 catégories, Basic, Sportman, Intermédiaire, Avancé et Unlimited. Il n'y aura pas de service de cantine. Le coût sera de 20\$ pour tous les pilotes. Il sera donc possible pour vous d'arriver dès le vendredi pour passer une superbe fin de semaine. Les Phoenix offre un terrain de camping sans service. Les inscriptions débuteront à partir de 8:00h le samedi matin, la rencontre des pilotes à 8 :30 et la compétition aura lieu à 9:00h. Venez donc tenter votre chance et rencontrer des personnes passionnées les 2 et 3 juillet 2022. Si vous voulez venir et que vous ne voulez pas vous inscrire sur le site mini-iac, faite moi le savoir pour que je puisse avoir une idée du nombre de participant. Voici les coordonnées GPS pour vous rendre sont: 46.032928, -70.705304 Pour ceux qui désirent aller au motel, voici quelques endroits suggérés : -Le Georgeville : 300 118e Rue, Saint-Georges, QC G5Y 3E3 (418) 227-3000 -Motel le Voyageur : 10500 Boulevard Lacroix, Saint-Georges, QC G5Y 6X9 (418) 228-3233 -Confort Inn : 16525

Boulevard Lacroix, Saint-Georges, QC G5Y 2G2 (418) 227-1227 Tous ces motels sont à environ 15min du terrain. Au plaisir de vous voir en grand nombre. Daniel Laliberté 418-957-8323 | 2022-970 | <http://www.clubphoenixbeauce.weebly.com>

JULY 23, 2022 - SATURDAY | Competition | 2 Days | Saguenay IMAC V | CLUB AEROMODELISME SAGUENAY INC. | VILLE DE SAGUENAY | C'est avec fierté et enthousiasme que Le Club Aéromodélisme Saguenay présentera sa cinquième édition de compétition IMAC les 23 et 24 juillet 2022. Nous vous invitons cordialement à vous joindre à nous, que ce soit en tant que participant ou visiteur, vous aurez du plaisir garanti! Le terrain vous sera accessible pour les campeurs à partir du vendredi 22 juillet 2022, la compétition se déroulera sur 2 jours soit le 23 et 24 juillet 2022, la rencontre des pilotes se tiendra à 8hr30, il n'y aura pas de service cantine, tous les pilotes et bénévoles au traditionnelle souper du samedi soir à prix populaire. Le coût d'inscriptions sont de 20\$ pour le basic et 40\$ pour les classes suivantes ; sportman, intermédiaire, avancé et illimité. Vous pouvez nous suivre sur notre page Facebook; Club aéromodélisme Saguenay inc. Pour nous trouver, vous avez juste à inscrire, Club aéromodélisme Saguenay inc. sur google map. Coordonnées géographiques : 48.459165, -71.205161 Pour ceux qui prévoient passer une très belle fin de semaine chez nous, voici quelques suggestions pour vos nuitées : Nous avons un terrain de camping à même notre site, mais avec aucun service de facilité et pour Ceux qui sont intéresser à rester camper quelques jours sur le site après la compétition, il n'y a aucun problème. | 2022-1041 | <http://www.aeromodelismesaguenay.com>

JULY 30, 2022 - SATURDAY | Fun Fly | 1 Day | FUN FLY amical | CLUB AVION MODELE GRANBY INC | MUNICIPALITE DE GRANBY - 1200 BOUL. INDUSTRIEL | CLUB AVION MODÈLE DE GRANBY vous invite à son FUN FLY amical qui se déroulera au 1200 Blv. Industriel à Granby,,samedi le 30 juillet 2022. L'inscription sera possible dès 9h. et le tout se terminera par un feu de joie en soirée. Le camping sauvage est offert uniquement aux membres du MAAC dès le 29 juillet (aucune facilité sauf la toilette chimique).Vous pouvez réserver votre place à : sunshine65@hotmail.com | 2022-1036

AUGUST 20, 2022 - SATURDAY | Fun Fly | 1 Day | planeur | CLUB AIR MODELISTE | RUE PETIT ST-JEAN, ST-ETIENNE(Lévis) | Le club Airmodéliste de Québec propose la huitième édition de sa journée annuelle des planeurs! Les activités se tiendront à notre club de Saint-Étienne de Lauzon, soit les 20 ou le 21 août 2022, selon ce que mère nature décidera. Les coordonnées GPS de notre site sont accessibles à l'adresse web suivante : <https://www.clubairmodeliste.com/>

localisation-de-la-piste. Tous les planeuristes sont les bienvenus, pilotes chevronnés comme pilotes débutants, adeptes de remorquage et de planeurs électriques (la carte du MAAC est évidemment obligatoire). Pour le remorquage, nous pourrions compter sur plusieurs avions remorqueurs, dont au moins un équipé d'un moteur de 120cc, et de pilotes très confirmés pour l'activité. Nous devrions être en mesure d'offrir le café matinal et nos délicieux hot-dog traditionnels à un coût plus que modique. À noter que le camping est possible sur notre site de Saint-Étienne à partir de l'après-midi du vendredi 19 août. Nous disposons d'une toilette chimique. Pour confirmation et renseignements, écrivez à Marc Alain (malain88@gmail.com). Au plaisir de vous y voir en grand nombre! The Airmodeliste club of Quebec-City proudly announces the eight edition of its yearly gliders' activity! The gliding activity will be held on our installations at Saint-Étienne de Lauzon, either the 20th or the 21st of August 2022, depending on the temperature. The GPS coordinates of our installations are indicated at this web address: <https://www.clubairmodeliste.com/localisation-de-la-piste>. All glider pilots are welcomed, newbies and veterans of the activity, either electric gliders or towed gliders (provided all are MAAC registered, of course). For towing, we will count on several towplanes, even one equipped with a 120cc motor, and seasoned tow pilots will be on the row! We should be able to provide for very modest prices the morning coffee and our delicious traditional hotdogs! It will be possible to set up tents or RV on our site, starting Friday afternoon the 19th of August. We provide a chemical toilet on the site. For confirmation and any further question, please join Marc Alain (malain88@gmail.com). It'll be a great pleasure and a great fun to see you guys and gals there! | 2022-1000 | <http://www.clubairmodeliste.com>

SEPTEMBER 03, 2022 - SATURDAY | Fun Fly | 2 Days | Funfly 2022 | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | CLUB D'AEROMODELISME LES PHOENIX | Rassemblement de pilotes Club Phoenix Beauce 3 et 4 septembre (fête du travail) Les membres du club Phoenix invites les pilotes des autres club affilié au MAAC à venir nous visiter à notre piste. Camping sur le site. Au plaisir de vous revoir tous ! | 2022-1132 | <http://www.clubphoenixbeauce.weebly.com>

ST LAWRENCE - J

JULY 02, 2022 - SATURDAY | Competition | 1 Day | Drone Racing Multi GP | CLUB ESCADRON DU RICHELIEU INC. | CLUB ESCADRON DU RICHELIEU | Évènement de Drone fest Sorel-Tracy Public · Tout le monde sur ou en dehors de Facebook Voici le lien pour vous inscrire à la course. : <https://www.multigp.com/races/view/?race=23846/Summer-race-04>

Où : au club escadron du richelieu, Chemin champagne, Sorel-Tracy. Quand : samedi le 2 Juillet Horaire : 10h à 10h45 inspection (prévoyez arriver sans les props sur les quads) 10h45 meeting de pilote 11h à 12h pratique. 12h30 à 16h30 qualification Prix : 20\$ en prévente avant le vendredi 1er Juillet 19h. Après cette heure-là, le prix passe à 30\$. Pour les membres du club, vous avez un 10\$ de rabais. Si vous n'êtes pas membre et que vous souhaitez le devenir, vous pouvez m'écrire en privé. Je vous donnerai toutes les informations nécessaires. le montant doit être payé avant de brancher une batterie. MAAC : Obligatoire VTX : vous devez être capable de faire la Raceband au complet et seulement 25mW sera accepté. Méthode de paiement : Pour l'instant, seulement un virement Interac au dronefestfpv@outlook.com sera accepté ou en argent à votre arrivé. La question doit être votre nom et la RÉPONSE : drone | 2022-1119 | <http://sites.google.com/site/escadronrichelieu/>

JULY 09, 2022 - SATURDAY | Competition | 1 Day | Drone Racing Multi GP | CLUB ESCADRON DU RICHELIEU INC. | CLUB ESCADRON DU RICHELIEU | Où : au club escadron du richelieu, Chemin champagne, Sorel-Tracy. Quand : samedi le 9 juillet Horaire : 10h à 10h45 inspection (prévoyez arriver sans les props sur les quads) 10h45 meeting de pilote 11h à 12h pratique. 12h30 à 16h30 qualification Prix : 20\$ en prévente avant le vendredi 8 juillet 19h. Après cette heure-là, le prix passe à 30\$. Pour les membres du club, vous avez un 10\$ de rabais. Si vous n'êtes pas membre et que vous souhaitez le devenir, vous pouvez m'écrire en privé. Je vous donnerai toutes les informations nécessaires. le montant doit être payé avant de brancher une batterie. MAAC : Obligatoire VTX : vous devez être capable de faire la Raceband au complet et seulement 25mW sera accepté. Méthode de paiement : Pour l'instant, seulement un virement Interac au dronefestfpv@outlook.com sera accepté ou en argent à votre arrivé. La question doit être votre nom et la RÉPONSE : drone Il y aura quelques espaces à l'ombre et sur les tables, mais je vous recommande d'apporter votre abris et table. Drone Fest — Chapter — Drone Fest — Season — Summer 2022 — Race Coordinator — BendFPV +1 819-979-2252 | 2022-1123 | <http://sites.google.com/site/escadronrichelieu/>

AUGUST 13, 2022 - SATURDAY | Fun Fly | 2 Days | Fun Fly 2022 | AIR CALM INC. | TERRAIN - 600 BOUL. DE L'AEROPARC LACHUTE | Fun Fly - 2 Jours - Le Club Air Calm Lachute vous invite les 13-14 Août prochains! Bienvenue à tous! 2 jours de plaisir à Lachute, tous les types d'avions (foamie, arf, construction, acro, warbirds, bi-plan, jets) sont bienvenus. Piste de 600pi asphaltée et 600pi gazonnée adjacente (note: AUCUN hélicoptère, drone, quad ou FPV permis). Kiosque de hotdogs/chips/liqueur/eau le midi sur place (\$), café et muffins le matin (\$). Camping sur le site disponible

(places limitées). Venez faire un tour dans notre petit paradis! Info Facebook 'Club RC Aircalm Lachute' Contact: Yvon Crête, novyc31@gmail.com | Fun Fly - 2 Days - Club Air Calm Lachute invites you the next 13-14 of August! Welcome to all! 2 days of fun in Lachute, all aircraft types (foamie, arf, build, acro, warbirds, bi-planes, jets) are welcomed. 600ft asphalt and 600ft grass adjacent runways (note: NO helicopters, drone, quad or FPV permitted). Food stand on site with hotdogs/chips/soft drinks/water for lunch time(\$), coffee and muffins in the morning (\$). Camping on site available (limited places). Come and discover our little paradise! Info Facebook 'Club RC Aircalm Lachute' Contact: Yvon Crête, novyc31@gmail.com | 2022-1092 | <http://www.facebook.com/groups/aircalm/>

AUGUST 20, 2022 - SATURDAY |

Competition | 1 Day | Drone Racing Multi GP | CLUB ESCADRON DU RICHELIEU INC. | CLUB ESCADRON DU RICHELIEU | Où : au club escadron du richelieu, Chemin champagne, Sorel-Tracy. Quand : samedi le 20 août. Horaire : 10h à 10h45 inspection (prévoyez arriver sans les props sur les quads) 10h45 meeting de pilote 11h à 12h pratique. 12h30 à 16h30 qualification Prix : 20\$ en prévente avant le vendredi 19 août 19h. Après cette heure-là, le prix passe à 30\$. Pour les membres du club, vous avez un 10\$ de rabais. Si vous n'êtes pas membre et que vous souhaitez le devenir, vous pouvez m'écrire en privé. Je vous donnerai toutes les informations nécessaires. le montant doit être payé avant de brancher une batterie. MAAC : Obligatoire VTX : vous devez être capable de faire la Raceband au complet et seulement 25mW sera accepté. Méthode de paiement : Pour l'instant, seulement un virement Interac au dronefestfpv@outlook.com sera accepté ou en argent à votre arrivé. La question doit être votre nom et la RÉPONSE : drone | 2022-1122 | <http://sites.google.com/site/escadronrichelieu/>

AUGUST 28, 2022 - SUNDAY |

Competition | 1 Day | Drone Racing Multi GP | CLUB ESCADRON DU RICHELIEU INC. | CLUB ESCADRON DU RICHELIEU | Où : au club escadron du richelieu, Chemin champagne, Sorel-Tracy. Quand : samedi le 28 Août Horaire : 10h à 10h45 inspection (prévoyez arriver sans les props sur les quads) 10h45 meeting de pilote 11h à 12h pratique. 12h30 à 16h30 qualification Prix : 20\$ en prévente avant le vendredi 27 Août 19h. Après cette heure-là, le prix passe à 30\$. Pour les membres du club, vous avez un 10\$ de rabais. Si vous n'êtes pas membre et que vous souhaitez le devenir, vous pouvez m'écrire en privé. Je vous donnerai toutes les informations nécessaires. le montant doit être payé avant de brancher une batterie. MAAC : Obligatoire VTX : vous devez être capable de faire la Raceband au complet et seulement 25mW sera accepté. Méthode de paiement : Pour l'instant, seulement un virement Interac au dronefestfpv@outlook.com sera accepté ou en argent à votre arrivé. La question doit être votre

nom et la RÉPONSE : drone Il y aura quelques espaces à l'ombre et sur les tables, mais je vous recommande d'apporter votre abris et table. | 2022-1121 | <http://sites.google.com/site/escadronrichelieu/>

SEPTEMBER 03, 2022 - SATURDAY | Competition | 1 Day | Drone Racing Multi GP | CLUB ESCADRON DU RICHELIEU INC. | CLUB ESCADRON DU RICHELIEU | Où : au club escadron du richelieu, Chemin champagne, Sorel-Tracy. Quand : samedi le 3 Sept. Horaire : 10h à 10h45 inspection (prévoyez arriver sans les props sur les quads) 10h45 meeting de pilote 11h à 12h pratique. 12h30 à 16h30 qualification Prix : 20\$ en prévente avant le vendredi 2 Sept. 19h. Après cette heure-là, le prix passe à 30\$. Pour les membres du club, vous avez un 10\$ de rabais. Si vous n'êtes pas membre et que vous souhaitez le devenir, vous pouvez m'écrire en privé. Je vous donnerai toutes les informations nécessaires. le montant doit être payé avant de brancher une batterie. MAAC : Obligatoire VTX : vous devez être capable de faire la Raceband au complet et seulement 25mW sera accepté. Méthode de paiement : Pour l'instant, seulement un virement Interac au dronefestfpv@outlook.com sera accepté ou en argent à votre arrivé. La question doit être votre nom et la RÉPONSE : drone Il y aura quelques espaces à l'ombre et sur les tables, mais je vous recommande d'apporter votre abris et table. | 2022-1120 | <http://sites.google.com/site/escadronrichelieu/>

SASKATCHEAWN - K

JUNE 29, 2022 - WEDNESDAY | Fun Fly | 1 Day | Pilot Training | HUB CITY R/C CLUB | Richardt Field | Pilot Training If you are a new pilot wanting to learn to fly RC come join us. Our club instructors will help get you in the air and learn to fly RC without crashing. Wednesday Evening at 6:45pm till dark | 2022-1099 | <http://www.hcrcc.org>

JUNE 30, 2022 - THURSDAY | Fun Fly | 1 Day | Control Line Flying & Rocket Launch | HUB CITY R/C CLUB | Richardt Field | Control Line Flying & Rocket Launch Control Line Fun Flying on Thursday evenings starting at 6:00pm and going till sundown. Must be a club member with current MAAC to fly. Rocket launches are also welcome Thursday evenings and will be coordinated in between control line flights If the event it is too windy, I will send out an email Thursday afternoon to members advising that the field is open for general r/c flying We will do this each Thursday evening until cold weather shuts us down. | 2022-1117 | <http://www.hcrcc.org>

JULY 16, 2022 - SATURDAY | Fun Fly | 2 Days | Summer Fun Fly | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK | Join us for summer time flying and meet a great group of pilots. BBQ and camping available. |

2022-1078 | <http://www.smms.org/swiftwings>

AUGUST 06, 2022 - SATURDAY | Fun Fly | 2 Days | Moose Jaw RC Pity Pat Fun Fly 2022 | MOOSE JAW R/C AIRCRAFT CLUB | ASH ST. & 16TH AVE. | Moose Jaw Radio Control Aircraft Annual Pity-Pat Fun Fly on Saturday August 6, 2022 AND Sunday August 7, 2022. Open to all Pilots with a 2022 MAAC/AMA membership. No admission charges for Spectators. Pilot Landing Fee Donation \$10.00 for the one / two days inclusive. Props will go Pity-Pat and so will your heart with the excitement and the vast variety of crafts. We have ample camping room, sorry no services other than an excellent flying field to use! 600' x 230' grass area PLUS this... a (2014) GeoTex mat 135' x 35' for you electric Flying enthusiasts. A power charging station for Electrics has been installed. Event Director: Kerry Olson (639) 538-3955 and Event Chairman: Justin Heagy (306) 690-3286. For directions, photos and lots more information, hook up to our NEW - Club Facebook site: <https://www.facebook.com/groups/785119741916847/> | 2022-1016 | <http://breto45.wixsite.com/mjrc>

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 13, 2022 - SATURDAY | Fun Fly | 2 Days | Late Summer Fun Fly | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK | Bring some planes and hang out with the pilots at Swift Wings. BBQ and camping available. | 2022-1079 | <http://www.smms.org/swiftwings>

AUGUST 13, 2022 - SATURDAY | Fun Fly | 2 Days | Annual Fun fly | SUN CITY PROP BUSTERS | Sun City Prop Busters | Sun City Prop Busters Radio Control Club of Estevan, SK is holding our Annual Fun Fly the weekend of Saturday, Sunday August 13, 14, 2022. Weather permitting. This is an unstructured event, please join us for flight at our field and R/C racing on our 1/10th Scale Racing Track. Our facility has a clubhouse, washroom, firepit and free dry camping. Everyone welcome. Those participating must be MAAC insured. | <http://www.suncitypropbusters.com>

AUGUST 20, 2022 - SATURDAY | Competition | 2 Days | 2022 Saskatoon CPPRA

Pylon Race | HUB CITY R/C CLUB | Richardt Field | The CPPRA pylon races will be hosted by the HCCRC at Richardt Field on August 20 & 21. 8am-4pm both days Q500 (AMA_426) Saturday, Q40 (AMA422) Sunday \$50 per event to participate. Free to the viewing public. Concession on site. If you have any questions, please contact Jeff Martin at jmartin@sasktel.net OR call (306)270-9318 | 2022-1009 | <http://www.hcrcc.org>

AUGUST 25, 2022 - THURSDAY | Fun Fly | 2 Days | Jet Rally | HUB CITY R/C CLUB | Richardt Field | The Hub City Radio Control Club will host a 2 Day Jet Rally on Thursday August 25th and Friday August 26th at Richardt Field. Pilots must have MAAC ! \$35.00 landing fee, The fee is paid once and covers both days. Social evenings. Lunch will be available both days (12 noon - 2pm) Spectators are welcome. No fee for spectators. -Bring a lawn chair! -Wheelchair accessible. | 2022-998 | <http://www.hcrcc.org>

AUGUST 27, 2022 - SATURDAY | Fun Fly | 1 Day | Fun Fly | HUB CITY R/C CLUB | Richardt Field | The Hub City Radio Control Club will host a Fun Fly on Saturday August 27th at Richardt Field. Pilots must have MAAC and A-wings to fly. No fee for Pilots. Breakfast (8am-10am) and Lunch (12 noon - 2pm) will be available Social evenings. Spectators are welcome. No fee for spectators. -Bring a lawn chair! - Wheelchair accessible. | 2022-997 | <http://www.hcrcc.org>

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. No fee for pilots. Pilots must have their MAAC and C-wings, or have a C-wings spotter to fly. 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 \$15/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 -Bring a lawn chair! -Wheelchair accessible | 2022-397 | <http://www.hcrcc.org>

SEPTEMBER 17, 2022 - SATURDAY | Fun Fly | 2 Days | Season End Fun Fly | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK | Help us wrap up the season in style. Show off your planes and skill. BBQ and camping available. | 2022-1080 | <http://www.smms.org/swiftwings>

SEPTEMBER 24, 2022 - SATURDAY | Fun Fly | 2 Days | fun fly | YORKTON RC FLYERS | Yorkton RC Flyers | facebook page | 2022-394

OCTOBER 01, 2022 - SATURDAY | Fun Fly | 1 Day | Moose Jaw RC Fall Fun Fly 2022 | MOOSE JAW R/C AIRCRAFT CLUB | ASH ST. & 16TH AVE. | Moose Jaw Fall Fun Fly Saturday October 1, 2022 Club & Pilot Meeting at 9:00 a.m. Safety

Meeting preflight 2022 MAAC Membership certification required Pilot Fee donation \$10.00 Facebook Site for details: www.facebook.com/groups/78519741916847/ | 2022-1017 | <http://breto45.wixsite.com/mjrc>

SOUTH EAST - L

JULY 16, 2022 - SATURDAY | Competition | 2 Days | The Jim Eichenberg Memorial Precision Aerobatics Contest | OAKVILLE MFC INC. | DRUMQUIN PARK | Event Details: The Jim Eichenberg Memorial Precision Aerobatics Contest Hosted by the Oakville Milton Flying Club July 16th and 17th 2022. MAAC Sanctioned event involving all Pattern Classes: Sportsman, Intermediate, Advanced, Masters and FAI. FAI will fly P23. Points will be awarded toward the S.E. Zone Championship. Pre-registration by phone or email to the C.D. Paul Brine (519) 787-5144 email: pbrine@wightman.ca will be greatly appreciated. \$40.00 entry fee. Send no money. Pay at the contest. Start time 0900 H Saturday. Registration 0730 to 0830 H Saturday. Event Address Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Parking is located at our club flying field. Camping is not available at the field. Check with the C.D. for alternate options if you wish to camp. In the unlikely event of an adverse weather forecast or other reasons beyond our control, we will post any announcements on our website www.omfc.org by no later than 9:00pm the day before. | 2022-979 | <http://www.omfc.org>

AUGUST 20, 2022 - SATURDAY | Fun Fly | 1 Day | OMFC Family Fun Fly | OAKVILLE MFC INC. | DRUMQUIN PARK | Events Coordinator | 416-346-0401 | Events@OMFC.org | This is your club event, weather permitting, so come on out and support your club. Bring your favorite aircraft. All types of models are welcome. Enjoy a great day of flying and fun with your friends and fellow club members. Food and Drinks will be available and there will be draw prizes for lucky fliers. Field Directions: Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. In the unlikely event of an adverse weather forecast or other reasons beyond our control, we will post any announcements on our website www.omfc.org by no later than 9:00pm on Friday Aug 19, 2022. For more information, please contact our Event Coordinator at: (416) 346-0401. Hope to see you there! | 2022-978 | <http://www.omfc.org>

SEPTEMBER 24, 2022 - SATURDAY | Fun Fly | 1 Day | OMFC Pilot's Day | OAKVILLE MFC INC. | DRUMQUIN PARK | Events Coordinator | 416-346-0401 | Events@omfc.org | The Oakville (Milton) Model Flying Club invites all OMFC Members in good standing to this exclusive annual fun fly event for pilots. A complementary BBQ and beverage is scheduled

for 12 noon and will be provided while supplies last. Please advise your intention to attend to the contact below so that we may plan for adequate supplies. We are also arranging a random free draw for some nice giveaways including a big prize giveaway so be keep sure to hang on to your draw ticket number (1 ticket per member) provided upon entry and fill out the entry log with your OMFC Member #. You will not need to be present for the draw but it will be done live. The random draw is scheduled at 1:00pm. In the unlikely event of an adverse weather forecast or other reasons beyond our control, we will post any announcements on our website www.omfc.org by no later than 9:00pm on Friday Sep 24, 2022. For more information, please contact our Event Coordinator at: Events@omfc.org or (416) 346-0401. Hope to see you there. | 2022-977 | <http://www.omfc.org>

SOUTH WEST - M

JULY 09, 2022 - SATURDAY | Competition | 2 Days | The BeanField Gran Prix | THE BEAN FIELD FLYERS | KEN PEGG 30148 ESTERVILLE RD DRESDEN | Our annual control line combat competition. Speed limit Saturday, F2D Sunday. July 9th and 10th. | 2022-1108

JULY 09, 2022 - SATURDAY | Fun Fly | 1 Day | Annual Scale Rally | FOREST LAKESIDE FLYERS | CLUB FIELD 6047 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 09, 2022 - SATURDAY | Swap Shop | 1 Day | Springford-Haley Memorial air field swap meet/fun fly | HALEY MEMORIAL FLYERS | Haley Memorial Airfield | We are looking at having a outdoor rc swap meet/ fun fly at our airfield this summer. \$10 a table, bring your own table, we maybe have a few in case you don't have 1 let us know we will try our best to arrange something. The plan is to have a hamburger/ hotdogs lunch with drinks, and then a fun fly in the afternoon, so be sure to bring a small or large plane with, the field is plenty large to fly any size!! There is a Johnny on the spot bathroom at the field. All proceeds for the table spot rental and Barbeque are going toward the club for up keep etc for the airfield. Everyone is welcome for the fun fly, we are asking that non members coming for the fun fly that a donation would be greatly appreciated, thank you. Coming from the 401 turn south onto hwy59, continue to Holbrook and turn right onto oxford road 13, continue straight till you get to Springford, we are right across from

the large concrete silo's, (on your left) we are on the right hand side, follow laneway past solar panels to the field. Please email me to reserve a table spot - williamdejong@yahoo.ca or you can call or text 226 376 0042. Thanks Willy. Rain date is Saturday July 23/2022 | 2022-1060 | <http://Noj1Xo>

JULY 10, 2022 - SUNDAY | Fun Fly | 1 Day | Mac Rowe Memorial Funfly | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | Open to all types of flying. Everyone is welcome at the annual WRCFC Mac Rowe Memorial Funfly. Come celebrate the clubs 50th year. Check out our website: <http://woodstockrc.ca> for directions and GPS co-ordinates. | 2022-1025 | <http://woodstockrc.ca/>

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

JULY 30, 2022 - SATURDAY | Competition | 2 Days | Southern Ontario Control Line Championship (S.O.C.C.) | THE BEAN FIELD FLYERS | KEN PEGG 30148 ESTERVILLE RD DRESDEN | The S.O.C.C. Is back! Saturday is Profile Stunt followed by Control Line Precision Aerobatics. After that we will run LA .25 Sport Race. Sunday will see F2D combat. If the weather Saturday is unseasonable this will be the rain day for aerobatics. | 2022-1109

JULY 30, 2022 - SATURDAY | Fun Fly | 1 Day | Bluewater RC Scale Rally | BLUEWATER R/C FLYERS | FIELD - 2590 PETROLIA LINE | July 30/31, 2022 Scale Rally Open to all Scale Aircraft. Come out and enjoy a weekend of camping and Scale Flying at the Bluewater RC Fliers in Sarnia On. Current MAAC or AMA required to fly (AMA guests must follow transport Canada regulations found at https://www.maac.ca/en/foreign_membership.php). No Charge to Fly, No Charge to watch. Pilot's breakfast \$10.00, Lunch available at a modest price. Contact bluewaterrcflyers@gmail.com Website; <https://www.bluewaterrcflyers.com/page2> | 2022-993 | <http://www.bluewaterrcflyers.com/>

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>

AUGUST 20, 2022 - SATURDAY | Fun Fly | 1 Day | August Fun Fly | SKY HARBOUR MODELERS | Goderich Municipal Airport | Come fly with us at the Goderich Airport. All MAAC members welcome. Open flying from our paved runway. This is a no charge event. Registration with a current MAAC is required. No rain date! Bring your planes and a lawn chair and have a good day of flying. | 2022-1129 | <http://facebook.com/skyharbourrc>

AUGUST 27, 2022 - SATURDAY | Competition | 2 Days | Woodstock IMAC Contest 7th annual | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | Standard format two day IMAC contest. All classes Basic to Unlimited offered. Novice Class will also be available on Saturday. Special welcome for any new IMAC pilots who want to give Basic a try. Please be assured that lots of help will be offered to first time participants. MAAC sanctioned event with MAAC Rules and Safety Code in affect. MAAC membership required. A 1200' altitude limit will be in effect. Saturday August 27: Registration

- 8 AM Pilots Meeting: 8:30 AM Wheels Up: 9 AM Sunday August 28: Pilots Meeting - 8:30 AM Wheels Up - 9 AM IMAC Members - \$30, Non-IMAC Members - \$50 First Time Basic Pilots / Novice Class - \$10 Field Open Friday Aug 26 for practice. Please share the sky. Lunch BBQ offered with proceeds to WRFCF. Sorry no on-site camping available. Note: Local and Provincial Public Health Regulations will be followed. PILOTS: Please sign up on the IMAC website under North Central Region: <http://www.mini-iac.org/Regions/North-Central-Region> | 2022-1113 | <http://woodstockrc.ca/>

SEPTEMBER 03, 2022 - SATURDAY | Fun Fly | 3 Days | Fall Follies Fun Fly | THE BEAN FIELD FLYERS | KEN PEGG 30148 ESTERVILLE RD DRESDEN | The Follies are back. This year we are going to have a bit more structure. Saturday we are going to host our first Bring Your Own Table (BTOT) swap meet. Just bring a table and your stuff. This will be a chance to clean out the garage and catch up on control line. At around 2 pm we are going racing with the LA .25 Sport Race. Sunday at 10 am we are going to fly Speed Limit Combat. The swap meet left overs might still be around. This is a free weekend. We are trying to promote the control line side of the hobby feel free to drop by. 1/2A trainers will be available for kids of all ages. | 2022-1110

SEPTEMBER 14, 2022 - WEDNESDAY | Fun Fly | 5 Days | Thunder Thrust2 Over Chatham

Kent Airport | SOUTH WEST ONTARIO ZONE | C-K MUNICIPAL AIRPORT 8528 FOURTEENTH LINE RR2 MERLIN | Jet Rally - Thunder Thrust2 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 Douppnik (519) 791-5328 or pdouppnik@gmail.com Hope to see you there | 2022-919

OCTOBER 02, 2022 - SUNDAY | Swap Shop | 1 Day | Dave Toon memorial swap meet | WOODSTOCK RADIO CONTROL FLYING CLUB | Innerkip Community Centre | MARK NETHERCOTT | 519-539-5562 | Bluecollarplumbingservice@gmail.com | Woodstock Radio Control Flying Club 1st Annual Memorial "Dave Toon" Swap meet. Date: Sunday October 2nd Location: Innerkip Community Center, 695566 17th Line, Innerkip, ON 5 minutes from the flying field. Time: Swap meet open 10am-2pm, vendors set-up at 9am Cost: \$5 adult entry, Youth under 18 Free. Vendor tables are \$25 each. Call (226)228-9406 or email:Bluecollarplumbingservice@gmail.com Ask for Mark to reserve your table All hobby categories to be available, Plane, Car, Truck, Helicopter, etc. Door Prizes and Raffle prizes available Food and drink will be available. | 2022-1131 | <http://woodstockrc.ca/>

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