

Reports From The Committees

R/C SAILPLANE

Bill Pettigrew

I feel sure that all R/C sailplane pilots in the country will join me in congratulating John McMillan of Scarborough, Ontario on becoming the first Canadian member to achieve the coveted Level 5 in the League of Silent Flight.

John has been a member of MAAC since the 1940's and is the immediate past president and a charter member of one of the largest R/C Sailplane clubs in Canada: the Central Ontario Glider Group. John began his Level 5 tasks in 1982 and finished the last two within a month this spring. On April 26, John completed his 10K goal and return cross-country flight and just two weeks later flew his eight hour slope duration flight from a difficult ski hill near Hamilton, Ontario.

For those of you not familiar with the

L.S.F. programme; Level 5 requires a two hour thermal duration flight, a ten kilometre goal and return cross country flight, an eight hour slope soaring flight as well as numerous contest wins. While highly competitive contest activity is very much a necessity on the way to a Level 5, John never let that get in the way of his

relaxed and sportsmanlike approach to the hobby.

Close Contention

As difficult as Level 5 tasks are there were a number of pilots in close contention to become the first Level 5 in Canada, so

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Jack Nunn, John McMillan, Neil Tinker celebrate with a cool one after the day shift.

Zone Reports

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to get out to a couple more events in the Zone; in particular, the Guelph Gremlins' fly-in picnic, and one of the Southern Ontario Pylon Racing Association's team selection trials for the World Champs in Australia next spring. A couple of our local lads look like they might make the team, not to mention any names prematurely; so I have a vested interest in speculating the event. Diane and I are also planning to go to Expo the week after Labour Day. I'm looking forward to seeing my old buddy, Jim Scammell, and a powow with Huge Howie Cowan and Ken Thomas, our far west Directors. Maybe even fly a toy airplane or two. You'll hear all about it next issue. □

P.W. Milbury
Assistant Zone Director
Middle Zone

The weather here in the Peninsula has been a bit rough this year as well as a lot of other places in

Canada and the United States. But even so, we get out to our flying field and enjoy ourselves in the good weather.

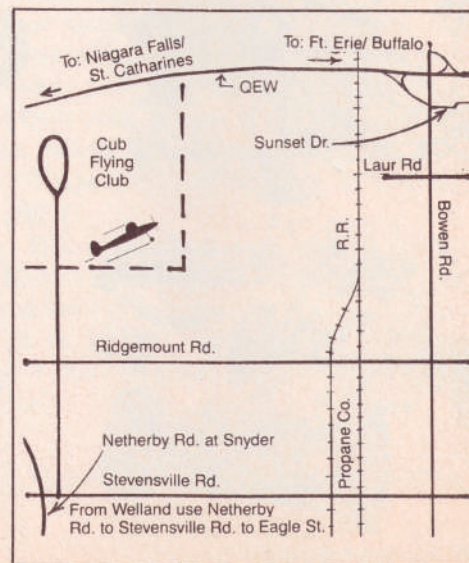
The St. Catharines group are enjoying their fields at Brock University and Line 5 in Virgil and the Welland group seem to be doing fine with their field. The Fort Erie group are gradually gaining momentum with one student almost ready for his wings and another student starting.

Local Events

Our Fun Fly had a few locals and a couple of people from Hamilton, Jack Rousseau (your zone director) and Ken Griffith. I thank them very much for coming to the Fun Fly. The Mall Show was a small success as a few of the booths did not arrive for Aviation month is Fort Erie, thus, The Cub Flying Club had to put in three booths to fill the spaces not taking up by others. We at least gained one new member through the Fun Fly and Mall show with a possible three to come.

The Cub Flying Club has six acres that we mow for our flying site. It is on Eagle Street off Ridgemount Rd. near the

QEWS. Each member has a key to the gates. I met a flier's wife at the Mall and she asked where the field was, so I told her where it is in Stevens. It seems that a group looking for the field were looking in Ridgeway, Ont. Under this letter you will find a map showing how to get to our field. If no one is around call 871-0226. Happy Landings. □





Committee Reports

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there was always a sense of competition in the air. Julius Topf and David Wright of British Columbia; Jack Nunn, Joe Bedford and Gerry Bower of Ontario among others. Sure enough, less than six weeks later, Joe Bedford gained his last contest win at the Ontario Grand Prix to become Canada's second L.S.F. Level 5.

While it is no longer possible to be the first Canadian L.S.F. Level 5 it is still possible to be the first winner of Diamonds in the Canadian Soaring Society. The C.S.S. was formed to provide a challenge similar to the L.S.F. yet was tailored specifically to the diversity of the Canadian soaring scene. Membership in C.S.S. is already approaching the one hundred mark including participants from Great Britain and the United States. For more information on the non-profit Canadian Soaring Society programme write to C.S.S. General Delivery, Midhurst, Ont. L0L 1X0. Try it, you'll like it, as it provides constant challenges to raise your soaring skills.

Reasonable Standards

By the time you read this report the 1987 F3B team selection programme will have been completed. It is my pleasure to note that no one with any experience in the event felt that the pre-selection standards set were unreasonable. They all expressed agreement with the ultimate aims and methodology of the programme.

Mr. Udo Rumpf of Consecon, Ontario was able to surpass the criteria set for participation in the next world championship and so will be recommended to the President and Board of Directors to represent Canada in West Germany in 1987. With the



L.S.V. 5 John McMillan and his Paragon. Only seven and three-quarter hours to go.

potential already shown and a full year to prepare we feel certain that Udo will represent Canada and MAAC very well.

Bruce Taylor and Alex Reinhardt of Winnipeg will soon be releasing a kit of their new thermal duration design. Thoroughly contest proven, this model was designed as Alex described "by the numbers" and he ought to know. He's a two-time member of Canada's F3B team and an aeronautical engineer to boot. More news about this all Canadian design in the autumn.

He'll Be Missed

Finally, it is with great regret that I have to announce the death of one of the world's most creative, active and responsible exponents of radio controlled sailplaning. Mr. Dan Pruss died in June within days of the 12th Great Race, one of the many events he helped create. Dan was probably most widely recognized for his R/C soaring column in A.M.A.'s Model Aviation magazine. For Dan, that was really just the tip of the iceberg. His activities and impact behind the scenes in almost every aspect

of the sport would take volumes to describe.

He was many time C.D. of the U.S. Nationals, many time team manager of U.S. world championship F3B teams, co-creator of events like the Great Race, and model products like NY-Rods, Chairman of the FAI R/C Sailplane Committee, and most of all one of the most pleasant human beings I've had the pleasure of meeting. Flying was both his vocation and avocation. His kind don't come by very often and he'll be missed, not only in the United States but around the world. □

R/C PRECISION AEROBATICS

By Larry Barrett

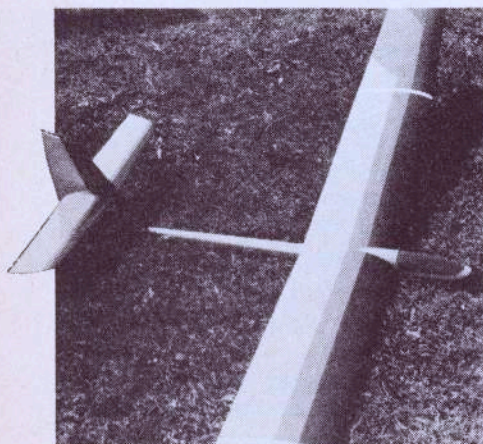
After receiving the July/August issue of Model Aviation Canada on July 24th, I felt there may be some confusion regarding the manoeuvres to be flown in the Advanced and Expert categories.

The manoeuvres depicted/listed in the July/August issue of MAAC mag were NOT the ones accepted. You may recall my article in the April/May issue whereby I stated that the type of manoeuvres to be flown would go back to my committee. The schedule voted upon and approved by the Directors are those contained in the 1986 R/C Precision Aerobatics rulebook, not the ones in MAAC mag.

The recommended manoeuvres depicted/listed in the July/August issue were **ONLY ACCEPTED ON THE UNDERSTANDING ALL THE MANOEUVRES IN THE ADVANCED AND EXPERT CLASSES WOULD BE FROM THE FAI SCHEDULE.** The R/C Precision Aerobatics Committee subsequently developed schedules for these two classes which contain all FAI Turnaround manoeuvres.

New Guide

Other news of interest in the world of R/C Precision Aerobatics: A much improved ANNEX 5B, TECHNICAL RULES FOR RADIO CONTROLLED AEROBATIC MODELS CLASS F3A JUDGES GUIDE, is in the works. The judges guide is still in the draft form and



The new Taylor/Reinhardt design, Eppler 193 wing available soon.

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