

Spring has officially arrived and the flying season has begun again! Hope you have done all the checks and balances out on the models and that they are ready to fly! I would hate to think that you were too busy to check over your model to prevent a crash from happening! Don't forget to cycle those battery packs too!

There have been some interesting experiences concerning batteries according to several members of the Canadian Model Aero-tow Society (CMAS). Frank Pilihi was of the opinion that Nickel Hydrides are too unpredictable to their true capacity. He has charged and discharged the RX packs and he had no consistent capacity rating to go by for the RX pack. Therefore he is going back to Nickel Cadmium RX packs since he has found they are more consistent in their capacity rating with charging and discharging cycles. They also can take fast charges easier than Ni-Hydrides.

On the other hand, Hans Reypa was quite enthusiastic for the A123 type batteries. His experience with the 1100 or 2200 mah packs has been very good. Once they are fully charged, they do not lose their charge over a long time like Ni-Hydrides or Ni-Cads packs. He suggested A123 batteries for RX applications using the 2200 mah battery size if weight is not a priority. Apparently, the higher capacity Ni-Hydrides do not fast charge very well so capacity is somewhat unknown unless they are fully charged the day before usage.

In my opinion, Ni-Hydrides which have always been charged the day before have given good service. I have used 3300 and 3600 mah capacity Rx pack for several years with no trouble. It would appear that high capacity Ni-Hydrides, over 4000 mah or more have some problems. It would be interesting to hear what others have experienced with Ni-Hydrides battery packs of this size.

In the last issue of *RC Sport Flyer*, page 32 shows how to measure the current in your radio system or servo installation. It is a very good idea to check out your system's current draw and find out whether your batteries are suitable for the application. As the author points out, 'I'll end by saying it is so much better to err on the side of educated action than to



Joseph Baltaza with his 1/4 scale Reiher at the SOGGI field last fall. This beauty is scratch-built from plans. / Joseph Balthaza et son Reiher à l'échelle un quart au terrain du Club SOGGI, l'automne dernier. Cette beauté a été construite artisanalement depuis des plans.

lose a very expensive airplane or worse.' So go out and buy a six-inch servo extension and a multi-meter, cut the negative lead and insert the multimeter to read the ampere scale. Check your system and servos for their current load and there you have the answer to a puzzling part of the radio system. Now you know the rest of the story!

While looking back through old copies of *The Task and The Gull* I realized that no one has published any results for record thermal flight for either R/C sailplanes or Scale Sailplanes. As committee chairman I therefore researched the archives of both these newsletters and my own reports to give you the following results.

According to the last issue of *The Gull* in 1987 the list for the longest flight thermal duration (unassisted by thermal devices) were as follows:

Two Meter sailplane class: Steve Smith, flight was 1 hour, three minutes and 15 seconds

Standard Class: no record. Note that Steve hand-launched the Prophet model!

Open Class: Jack Nunn, flight was 3 hours, 47 minutes (Astro-Maggie model)

Flying Wing design: Reg Bower, flight

was 14 minutes and 52 seconds (original design)

Slope Duration Open class: Stan Shaw. Flight was 8 hours and 15 minutes. (Gemini standard class model was flown in 1984.)

In 1988 the Dash for Cash cross-country event established an Open record of 53 kilometers in 3 1/2 hours by Joe Bedford and Gerry Bower of Ottawa. In 1990 Pat Flynn of Michigan, U.S.A. established an Open course record of 74.7 kilometers flying an Astro Maggie thermal sailplane in the Dash for Cash event. No time was given for the flight. The last Dash for Cash event in 1993 showed that Pat Flynn flew 29 km in 49 minutes to win the event, according to *The Gull*. All were unofficial except Stan Shaw's slope record that was recorded and a certificate issued by MAAC.

According to the MAAC Scale Soaring Medal of Achievement records, Gudmund Thompson, Ottawa, flew his Discus 2c model with a span of 5.14 meters for 91 minutes on September 23, 2007 at Fergus, Ontario. Kurt Fritz flew his DG-300 1/4 scale model (3.75 meter span) for 90 minutes and 30 seconds on the same day!

The last unofficial record was done in
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R/C SCALE AEROBATICS

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The 2009 MAAC Scale Aerobatic Nationals will be held in Ottawa, Ontario from July 31 to August 2. The Stetson Flyers in Ottawa have generously offered to host the event and their club has a wonderful venue for this event. We can attest to the fact that the members are incredibly gracious hosts as this was the venue for the 2004 MAAC Scale Aerobatic Nationals. You can get a sneak peek at the field installations at <http://www.stetsonflyers.com>.

The National Championship is the premier event on the Canadian Scale Aerobatic circuit and we expect 50-60 pilots from Ontario, Québec, the Atlantic provinces, the United States and, fingers crossed, we are trying to make it possible for a contingent from the Canadian West to attend as well. This competition, in addition to being part of the MAAC Nation-

als, will also count towards the IMAC North Central Regional Championship and the Ontario Points Championship.

The competition is open to everyone. Pilots please visit www.ScaleAerobaticsCanada.com to register and for periodic updates. On this website, you will also find all the information you need to compete in Scale Aerobatics in Canada, including IMAC rules, this year's sequences, registration forms for competitions, and profiles of the pilots who compete on the circuit.

SPONSORS

At this time, we are honoured to count amongst our supporters Redplane, Smart-Fly, Carden Aircraft, Aeroworks, Unipro, Azure Hobbies, and Jersey Modeler, and we are in the process of lining up more sponsors for the event. All spon-

sors will have their logo & link on www.ScaleAerobaticsCanada.com and in the event program. If you are interested in showcasing your business or know someone who would, please contact us. Opportunities include donations to the pilots' draw and pilot packages, and sponsorship of the t-shirts or trophies.

VOLUNTEERS

If you will be in the Ottawa region that weekend and would like to volunteer on one or several of the days, contact us! You can be part of a fun event and the inside scoop on Scale Aerobatics. Perhaps it will entice you to discover an entire new side of the hobby and join us in the competition next year!

For more information, please contact Isabel at isabel@penelopeRC.com, (514) 636-8150 or Skype [isabel_deslauriers](https://www.skype.com/en/contacts/voice/isabel_deslauriers). ✈

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ACROBATIE DE COPIES VOLANTES

Les Épreuves canadiennes d'acrobatie de copies volantes du MAAC auront lieu à Ottawa en 2009, du 31 juillet au 2 août. Les Stetson Flyers, situés non loin de la capitale fédérale, ont généreusement offert d'accueillir ce concours et leur club est un lieu tout indiqué pour cet événement. Nous pouvons en attester, vu que c'était le lieu des Épreuves de 2004. Vous pouvez jeter un coup d'œil aux installations en vous rendant en ligne à www.stetsonflyers.com.

Le Championnat national et l'événement de marque sur le circuit canadien et nous attendons entre 50 et 60 pilotes de l'Ontario, du Québec, de l'Atlantique, des États-Unis et – nous nous croisons les doigts là-dessus – nous tentons de faire en sorte qu'un contingent de l'Ouest canadien soit aussi de la partie. Ce concours, en plus d'être partie intégrante des NATS du MAAC, qualifie aussi les pilotes au Championnat IMAC du Centre-nord ainsi qu'au Championnat ontarien de pointage.

La compétition est ouverte à tout le monde. J'invite les pilotes à se rendre au www.ScaleAerobaticsCanada.com afin de s'inscrire et d'y lire des mises à jour périodiques. Vous trouverez aussi en ligne tous les renseignements nécessaires afin

de livrer combat au sein de l'acrobatie de copies volantes au Canada, y compris les règlements du MAAC, les séquences de vol pour cette année, les formulaires d'inscription pour les compétitions et les profils des pilotes concurrents sur le circuit.

COMMANDITAIRES

Nous sommes honorés de compter plusieurs noms prestigieux chez les commanditaires : Redplane, Smart-Fly, Carden Aircraft, Aeroworks, Unipro, Azure Hobbies et Jersey Modeler. Nous en récolterons d'autres. Tous les commanditaires verront leur logo et leur lien Web affichés chez www.ScaleAerobaticsCanada.com ainsi que dans le programme officiel. Si vous voulez faire connaître votre entreprise ou que vous connaissez quelqu'un qui serait intéressé, veuillez communiquer avec nous. Les occasions de commandite comprennent des dons lors des tirages pour les pilotes, des trousseaux pour les pilotes et la commandite de t-shirts ou de trophées.

BÉNÉVOLES

Si vous vous trouverez dans la région d'Ottawa cette fin de semaine-là et que vous voudriez offrir vos services bénévolement pendant une journée ou toute

la fin de semaine, communiquez avec nous! Vous pouvez aussi participer à cet événement plaisant et voir les coulisses de l'acrobatie de copies volantes. Peut-être voudrez-vous par la suite découvrir cette nouvelle facette du vol télécommandé et vous inscrire l'année prochaine?

Pour de plus amples détails, communiquez avec Isabel au isabel@penelopeRC.com ou en téléphonant au 514 636-8150 ou en tapant [isabel_deslauriers](https://www.skype.com/en/contacts/voice/isabel_deslauriers) sur Skype. ✈

Sailplane

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2008 at the Southern Ontario Glider Group Inc. flying site when Bob Hammett flew his Airtronics Legend open class model to a height of 4,126 feet according to an on-board altimeter.

If you have information on any other record that should be recorded and recognized by this association, please contact me directly at stanley.shaw@sympatico.ca.

Next column, we will publish Phil Landry's construction article of building foam wings for his ASK-13. Stay tuned and many happy thermal flights! ✈