



Reports From The Committees

R/C SAILPLANE

Bill Pettigrew

I am very pleased to report that on August 4, a new Canadian absolute endurance record of eight hours, forty-two minutes, forty-three seconds was set by Robin Galway of Ottawa flying his "Bird of Time" from the slopes of Mount Glen, Quebec.

Each summer for the past four years, the Montreal Area Thermal Soarers have hosted a sanctioned record trial as part of their annual contest programme. The previous record was set by Stan Shaw of Toronto at a similar record trial on the same site some two years earlier.

As on the previous occasion, the record was set by one of three pilots attempting the League of Silent Flight, Level Five Eight Hour Slope Duration Task. After the two-day M.A.T.S. contest in Montreal,

Robin Galway, Neil Tinker of Toronto, Bill Pettigrew of Montreal as well as their faithful witnesses/sherpas Gerry Bower, Joe Bedford, Dave Thorburn and Bruce Mathews travelled to Mount Glen in the Eastern Townships of Quebec, to try their luck. Both Gerry and Joe had flown their L.S.F. eight hour flights on the same day as Stan Shaw's record flight so everyone was hoping for a repeat performance.

The site is one of many found and used by the R/C Slope Club Vol De Pente St-Laurent of Quebec. Mt. Glen is the only one of their launch areas fairly accessible by car. From here on in I'll let Robin

describe the event in his own words drawn from his record application.

Galway's Description

"The model flown in the record attempt was a standard "Bird of Time" using rudder and elevator control, and carrying 10 ounces of ballast in the form of a "C-cell" alkaline battery pack to provide sufficient capacity for the target flight duration. The ballasted flying weight was 62 ounces, giving a wing loading of 8.3 ounces per square foot. Sufficient transmitter battery capacity was provided by an external plug-in pack, also of alkaline "C-cells".

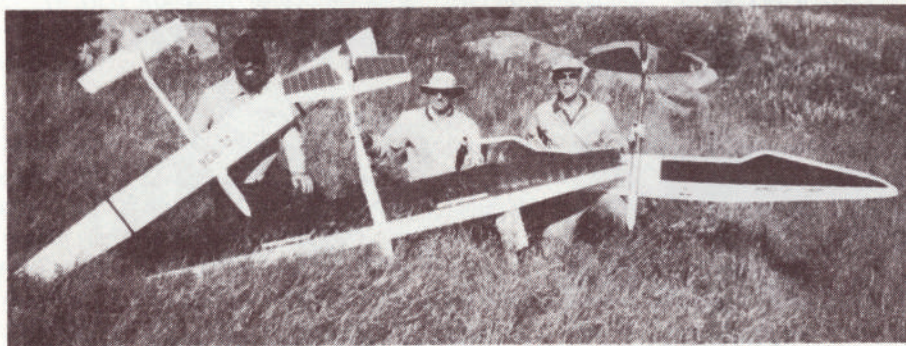
"The site is located approximately midway between the Mont Glen and Mont Foster peaks at an elevation of about 1700 feet, some 800 to 1000 feet above the valley floor. The orientation of the primary slope is approximately west-south-west, but hills on either side, which are inaccessible as launch sites, provide a large area where good slope lift is generated with wind directions ranging from west to south-west, or perhaps even further from the optimum. The slopes are steep and thickly wooded, the launching and landing area being in a small clearing; the site has previously been used by hand-glider enthusiasts who have built a wooden take-off ramp at the launching area."

"On the day of the attempt the weather was near ideal with a westerly wind of approximately 10 mph at launch time, (about 8:15 am), providing good lift. During the first couple of hours of the flight a nearly continuous string of broken low clouds approaching the hill required constant vigilance to keep the model out of their path, but this problem passed once the sun came out and the air started to warm up. As the day developed into a beautiful and comfortably warm (compared to the cold, damp, early morning) sunny day, strong thermal lift developed to augment the strong slope lift, and the pilot's problem was one of keeping the model down in the slope effect rather than keeping it up. The thermals were so strong and widespread that maintaining a comfortable height without the use of spoilers, (none of the models being flown for the LSF attempts had operational spoilers), required constant attention while flying at high speed over large areas of sky. The wind increased throughout the day to an estimated 20 mph

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Robin Galway launches his "Bird of Time" for its record 8/42/42 flight.



Bill Pettigrew, Neil Tinker, and Robin Galway with Cumic, Viking, and "Bird of Time" respectively.

Zone Reports

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discourage the faint of heart. It failed and by Sunday the wind gave up and left the lake flat as a pancake. Hopefully some of the pictures will tell the story better than I. No ARO was needed to flatten the waves!

Just a comment here may be in order. I may be wrong, but I get the feeling that water flying is gaining in popularity every year. I visited some ground-based fun flies this summer and they don't seem to get the numbers that water fun flies are getting. I

may be wrong but that is what I feel. I don't know that it is harder but the technique is different and the technology is still being argued. Some of us have been into it for a few years and learned by trial and error, while others are coming in with book-learned technology. Both seem to be pretty close. One doesn't see any of the splashes we used to see on take off.

Too bad we need lead time for this Mag. The AZM is just around the corner and it would be nice to get that report in as well. But alas, it will wait for the next issue. Hope this finds you all well and enjoying the winter building season! □



Committee Reports

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at the time the flight was terminated by a rather ignominious "arrival" - I hesitate to call it a landing - within the required 500 m of the launch point."

"The flight time was recorded, using digital stop watches, by two eminently qualified witnesses, one the MAAC Sailplane Committee Chairman, and the other one of only two LSF Level V pilots in Canada and a past-Chairman of the MAAC Sailplane Committee."

--Robin Galway

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I am pleased to be able to add that both Neil Tinker and myself were also able to successfully complete the L.S.F. 5 task on Mt. Glen, making this the second "triple" within three years.

Speaking for the pilots, we know that it would not have been possible without the generous support of the witnesses who gave of their time and energy throughout the flights. Thanks to all who "flew" along with us. □

R/C PYLON

Randy Smith

I know it has been a long time since you have heard from me regarding Pylon Committee business. I'm on a boring flight between Toronto and Saskatoon so I thought I would write this letter and kill several birds with one stone. (Hope we don't suck any of them in through the intakes!)

I just returned from the Nats in Vancouver. Formula One, FAI and Canadian 500 all seemed to have more entries than expected. Some fast times were turned with a 1:13 in Formula One by Bernie Workman of Van Nuys, California. Harold Sattler of North Battleford, Saskatchewan set a new Canadian fast time record of 1:14.07 thus breaking Murray Hamula's old record of 1:19. FAI saw a 1:16 by Thom Strom of Seattle. It looks like FAI times are falling fast. There's a couple of things about FAI that bug me though. It just doesn't seem quite as thrilling with those quiet tuned pipes and without lots of nitro fumes behind the start line.

Canadian 500 saw a 1:37 by Don Rice

of Spokane using the Formula One course. You guys who prefer the shorter course should fly with a "restricted license!" Many thanks go out to Andrew MacIndoe and Howie Cowan for organizing the pylon event and the Nats itself.

Individual Events

As an aside, my personal opinion on the Nats is quite simple and realistic. It is time for us to "wake up and smell the coffee". The Nats are not a Nationals at all. The Nats is a set of decentralized event championships. I think that this is a fact and they should be organized as such. No longer can we rely on a small group of individuals to organize a combined Nationals with R/C sailplane, helicopter, pylon and aerobatics, as well as control line and free flight. Each event demands 100% attention by organizers familiar with the technicalities and demands of the event. I feel that, in the near future, we should organize and promote individual event National Championships. I, for one, would be more willing to organize and stage this sort of contest rather than a combined Nats where, to me, a helicopter is a frustrated fixed wing aircraft with a strong desire to get up in the world. With separate event championships, the cost of staging the contest would be much less. MAAC provides no significant expense capital anyway (other than an advance which must be paid back) so why not have a club take on an event championship, approach provincial and municipal governments for funds and we would be off to the races. Enough said about the Nats.

On the subject of Pylon Committee business, there have not been any real burning issues. Remember, the new 1986 pylon rulebook has been available from HQ since March. So send Linda \$4.00 for your copy. Included are a set of race procedures and a standardized Canadian 500 event. We really only have to deal with one outstanding recommendation from the AZM. The Alberta zone recommended that we consider allowing the use of a composite propeller in the Formula One event as they do in FAI. The FAI rule is as follows:

"Only fixed pitch two blade design propellers, of either wood or composite resin continuous fiber construction may be used. Injection moulded propellers are not acceptable."

Let me know what you think of this idea. If it appears to be seen as a good idea by this committee, I will formally ask the NMPRA/AMA for their thoughts. In order to keep our MAAC Formula One rules consistent with the NMPRA, the rule book will not be considered for change at this

time. Write down your thoughts and mail them to me.

At the time of this writing, there are two
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Governing Body for Model Aviation in Canada
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ROYAL CANADIAN FLYING CLUBS ASSOCIATION

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FEDERATION AERONAUTIQUE INTERNATIONALE

This is to Certify that

A National R/C Sailplane **Model Airplane Record of**
Absolute Duration

8 hours, 42 minutes and
43 seconds

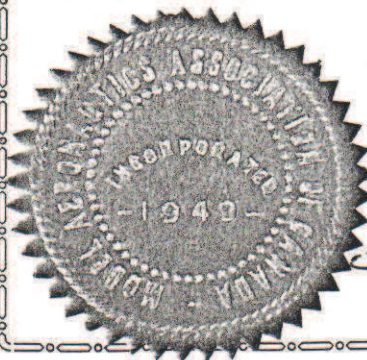
was established by

R.D. Robin Galway

August 4th 19 86

Promulgated at Montreal **on this** 20th **day**

of September 19 1986



Nick Melhuus
President of M.A.A.C.

Linda Patrich
Secretary of M.A.A.C.

B. Pettigrew
Chairman of Contest Committee