

MAAC'S ZONE B NEWSLETTER.

Take off is optional
but landing is mandatory.

ISSUE NO. 2

December

LEAD STORY HEADLINE

Hi everybody, and a Merry Christmas to you all.

Well here we are again, issue no.2 and we are coming up on that special event of the year where we can make that list to "Model Santa" and make sure it get all filled, Right! Dreams are good to have.

Don't forget your shop, this year that the most



get to support your local hobby is the time of they count on

you.

On the thyme of Christmas, we have a little contribution from Carl Layden up there in Saint Johns.

Another note from Dave Gamblin in Fredericton on his version on model skies that he had published way back in MAN.

Dan Marchand of Avon Flyers sent me a link to a great site that I will touch on later.

Chris Foley of Wings of Wellington had a good suggestion to put in a place for In Memoriam to our passing members, but you have to send me a link or note, a picture would also be nice, so follow up guys. We also got a note from Brian McKeigan from Cape Breton for a first aid burn remedy.

Bob Kennedy from Saint John sent along a link to the Brossair Club in Quebec on their struggle to keep their field.

Great response guys, keep them coming.

We will also have a link to some Drawings again, I did not hear anything regarding what you would like to have posted, so I'll just post some as I see fit.

We also have some great links for you to enjoy plus some interesting articles, so enjoy and keep me posted on what you would like to see.

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NEW TOOL FOR THE ZONE.

A PLACE TO LET US ALL GET TO KNOW EACH OTHER.

- A PLACE TO SHARE YOUR POINTS.
- TIPS.
- ARTICLES.
- PLANS.
- EVENTS
- MEMOIR
- WHAT-EVER

MAAC'S PRODUCT BULLETIN.

Here is a Radio Product Bulletins from MAAC's Website by Jason L. Aube. Dated November 18, 2011.

Airtronics:
<http://www.airtronics.net/SD10GSB-11-17-2010>
Horizon: all recent product bulletins.
<http://www.horizonhobby.com/articlelist/radio/articles/> <http://>

www.horizonhobby.com/article/2206-spektrum-dx8-vibration-bulletin

Hitec:
<http://www.hitecrad.com/support/service-bulletins/index.html>

Futaba:
<http://www.futabarc.com/techsupport/counterfeit.html>

ZONE B NEWSLETTER

ZONE NEWS AND EVENTS FOR THE ZONE.

Here is a link to MAAC's website for those of you that missed the e-mail from Regis regarding the minutes from the Zone meeting in Truro in October.

http://www.maac.ca/docs/2011/b_atlantic_azm_2011_minutes.pdf

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Sanction Events for next year:

GMAC Mega Indoor Winter Fun Fly

The Greater Moncton Aeromodelers club is pleased to announce their 2012 mega indoor fun fly and swap-shop event at the Moncton Coliseum. This is a huge 50,000 sq. ft. venue with two cavernous halls (one for planes, one for helicopters) that will safely accommodate many small indoor aircraft. We hope to repeat last year's very successful event! We will have two large exhibit halls - 50,000 sq. feet of flying space!! Swap shop tables to trade and sell R/C gear - included in your entrance fee. Indoor electric aircraft (foamies and smaller) will be flown in one hall, 450-size electric helicopters and smaller in the other. There may be an onsite food vendor as last year. There is also a Tim Hortons just down the street and many restaurants nearby. You are welcome to bring your own food if you like. We will provide a limited number of tables for the swap shop and pits, but it would be prudent to bring your own chairs and tables as well to ensure you are comfortable throughout the day. This is one event you won't want to miss! It's sure to be a great time!! In the event of severe winter weather preventing travel in the greater Moncton area, the event will be cancelled and cannot be rescheduled. Otherwise, the event will proceed. The cost is \$20 for participants (pilots, buyers and sellers at swap shop), but spectators are free. Your admission helps us cover part of the rental cost for the facility

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FMAC Annual Mactaquac Float Fly

The Fredericton Model Aircraft Club will be holding its Annual Mactaquac Float Fly at Campers Beach on Saturday 2 June 2012 from 9:00 am to 4:00 pm. There is a \$5.00 registration fee (includes a burger & drink). A MAAC or AMA Membership is required. Contact John Gillanders at: 506 457-4492, e-mail jgil-lan628@bellaliant.net or for directions check our FMAC web site at:

www.frederictonmodelaircraftclub.com

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Non-Sanction Events,

but planned for next year:

Helis on Ice 2.

February 18th or 15th weekend (weather dependent – Location – Killdog Cove, Sherbrooke Lake, Parkdale, Lunenburg Co.

We are going to hit the air again this year in February. Come freeze your fingers, warm by the fire, and enjoy some hot food. This is a helicopter Fun-Fly for those who are determined enough to do some rotary wing flying in the Canadian dead of

<mailto:dann@xcountry.tv>> dann@xcountry.tv for information)

The Valley Gathering

April 14, 2012. Location - The Kentville Sports center (indoor Soccer Arena)

The Wings of Wellington is very pleased to once again be hosting the Valley Gathering. The event includes a swap shop and day of indoor flying with Demo pilots on hand. Also, Speakers on a variety of RC related topics will give interested attendees a chance to mix some flying and learning on the same day. Indoor electric Aircraft and helis up to 450 size are welcome in the airspace.

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ZONE B NEWSLETTER

HOW TO SET YOUR DECALAGE.

Copied from SAN Diego SCALE STAFFEL NEWSLETTER.

Decalage.

Finding Your Decalage- Accurately & Easily: Anytime - Anywhere

Decalage on a fixed-wing aircraft is the angle difference between the wing and the stabilizer chords.

What you need:

- 1) a straight, stiff, lightweight bar; (I use a 3/16" dia. x 24" carbon fiber tube), rubber banded to the bottom of your model's wing and extending back, parallel to the fuselage, beyond the stabilizer.
- 2) a ruler, 6" with decimal inch or centimetre scales should do.
- 3) a cheap calculator (or just pencil & paper) for a bit of simple math.

What you do: Measure the chord of the stab at the location where the stiff bar passes under or over it. Write down the chord value as "C". Measure the vertical distance from the leading edge of the stab to the bar, record it as *H1*. Then

measure the vertical distance from the trailing edge of the stab to the bar, record it as *H2*.

How you calculate the decalage:

If the bar is above the stab, subtract *H2* from *H1* and write down the difference as *D*.

Then here's the math: *Decalage in degrees = 57.3 times D divided by C*.

If the bar is below the stab, subtract *H1* from *H2* and write down the difference as *D*.

Again, here's the math: *Decalage in degrees = 57.3 times D divided by C*.

The result will have math error of less than 0.025 degrees for all decalage angles up to 6 degrees.

[I thought that this one would be of interest to somebody, as we tend to forget that we have lots of new members to our great hobby due to all the ARF's out there.](#)

PROPELLERS FROM AIRFIELDS MODELS WEBSITE.

Caution! Some propellers have extremely sharp edges — especially plastic and fibreglass props. For your own safety, scrape and sand this edge down. If you try to flip the propeller by hand, you will get a nasty razor cut as your fingers slide along the back of the blade.

Propellers come in a variety of sizes and styles and are made from five materials that I know of:

Wood (Maple, Beech or balsa wood on lightweight rubber powered models)

Nylon

Fibreglass-reinforced Nylon

Fibreglass

Carbon Fiber

Wood, Fibreglass and Carbon Fiber props give the best performance. Nylon props are the least expensive, but they are flexible, cause vibration and rob power.

Do not use nylon propellers!

With the exception of nylon propellers (not to be confused with glass-filled nylon which are fine), all commercially available propellers work well. If you choose a propeller that the engine can swing in its comfort zone then it is a matter of personal preference after that.

Propellers are designated by two numbers: **Diameter** and **Pitch**. Thus a 12-6 propeller is 12" in diameter and has 6" of pitch. Pitch is the distance a propeller will move forward in one revolution in a perfect fluid (which air is not). Therefore, a 6" pitch will move forward 6" with each 360° revolu-

tion of the propeller.

There are also a variety of styles as you can see in the photo above. For example, there are **wide** and **narrow blade** propellers. Additionally there are **scimitar** propellers such as the **APC** grey propeller fourth from the top. The last time I came across numbers regarding propeller efficiency was over ten years ago. At that time the best propellers were about 80% efficient. Note that propeller efficiency is not the determining factor of overall flight efficiency.

The propeller should be chosen to match the aircraft — not the engine. For example, mounting a racing propeller to a WWI aircraft will severely limit the model. An early war-bird has so much airframe drag that the propeller will never come close to living up to it's potential and the model will be a sluggish flyer at best.

By the same token, using too slow of a prop (one with low pitch) on a model intended to go fast may prevent the plane from gaining enough speed to fly at all.

A lot of pilots make the mistake of finding a propeller that works great on a certain engine in a certain airplane. From then on they swear by that propeller on the same engine regardless of the aircraft. If the pilot were to experiment with other propellers when the engine is in a different aircraft he would probably find that the current "best" propeller isn't best any more.

[This info was suggested by Dan Marchand.](#)

ZONE B NEWSLETTER

SKI DESIGN BY DAVE GAMBLIN F.M.A.C.

Model Ski Design.

I struggled with ski design for years till I came up with this set-up , and will share the set-up with a few cautions. Some of the "details " **ARE EXTREMELY IMPORTANT!** **IF** you deviate even a little bit they will not work nearly as well as they should !! Some things have been tried and tried again only to come back to these **design details**.

For **MOST FUN.....**The Model :

Should be Tail-dragger - don't even consider a trike gear if you will be in soft snow!

Should have an exposed engine (removing cowls, small screws, spinners etc. in freezing weather to tighten a carb.

Use a GOOD tail ski !! It is NO FUN trudging through 2ft of snow to turn a model that won't handle (turn) on the snow . --Not to mention how your tracks ruin the runway for yourself and others.

Use a model that can be completely assembled in the warmth of home. (rubber bands, wing struts, small screws,..PAIN !)

Model should be .40 size or larger, smaller planes (with smaller skis) just don't handle snowmobile tracks, footprints (snow banks :) as well. Leave the tuned pipes home!
- Temp and density altitude are probably VERY different from when the pipe, prop and fuel etc. were set up. just more friggin in the cold!

Use WOOD props! Plastic props at 13,000 rpm in -15 C (!) (shudder!)

Watch your batteries- - they will last about 1/2 the normal use time at freezing temps.

OTHER HINTS :

You are now flying in an environment considered hostile to humans -- don't fly alone !

Wear boots with deep tread - slipping, falling and putting your hand into the prop is no fun, (nor is sitting on your plane) !

Run the after run oil out of the engine at home (engine will start easier when warm than cold with that heavy oil in it.)--
- then go to field.

The Design.

-- The square portions on the brass runners, Your model **MUST NOT** be able to slide backwards on ice/crust. Tail feathers **DO NOT** slide into frozen snow banks well ! (trust me on this one!)

--The brass axel bushing. The hardwood will swell when it gets wet (it will!) and seize on the axel without this insert.

--The screws! Don't depend on the glue joints alone to stay while you are thrashing these skis across ice ridges at 30 mph ! Some epoxies get brittle in cold temps.

--The white topside paint. Dark colours get warm in the sun melt snow underneath --wet snow freezes to skis.

-- The forward control cable. You **MUST** prevent the ski from tucking under if the rubber band breaks (carry spares) **AND** the length of this cable **IS CRITICAL** to you models ability to cross footprints and snowmobile tracks. **SET THIS CABLE LENGTH AS PER THE DRAWING** -It **MUST** come tight **PRECISELY** as the tail ski comes down to a 3-point attitude !!!

The axel position **MUST** be back at least 50% of the length of the flat portion of the ski. 50 % is the absolute minimum !!!! I have been able to operate in soft powder snow where the skis sank till the bottom wing rested on the snow, prop in the snow, and these skis "climbed up and out" for take off . This **WILL NOT** work with the axel further forward .

DO NOT USE cross country ski wax!!!!!! This stuff is designed to "stick" and "slide" and "stick" it will !! The best I have found is Johnsons Paste Floor Wax - not very common now - was used in the past to kill and cripple people on wet tile floors. Very good in the "slide " category.

Use steel u-control leadout wire for control cable, crimp and solder in small brass tube to connect ends. It has be **STRONG** ! Perfect still makes this- "B-C" size, stranded cable.

Rear control cable is adjusted to control the "toe up" in level flight of 3-5 degrees.

Rubber bands are light weight --- just strong enough to raise the "toes" and keep them up in flight.

I **KNOW** they are heavy and draggy ! **BUT-** I consider it a pain to screw around with rigging on a nice summer day - I can't print what I think about it at -10 C.! These ideas are a collection of many trials and errors, and the input of many people over several years.

ZONE B NEWSLETTER

SKI DESIGN CONTINUE.

The Design Continues.

-- The square portions on the brass runners.

Your model MUST NOT be able to slide backwards on ice/crust. Tail feathers DO NOT slide into frozen snow banks well ! (trust me on this one!)

--The brass axel bushing. The hardwood will swell when it gets wet (it will!) and seize on the axel without this insert.

--The screws! Don't depend on the glue joints alone to stay while you are thrashing these skis across ice ridges at 30 mph ! Some epoxies get brittle in cold temps.

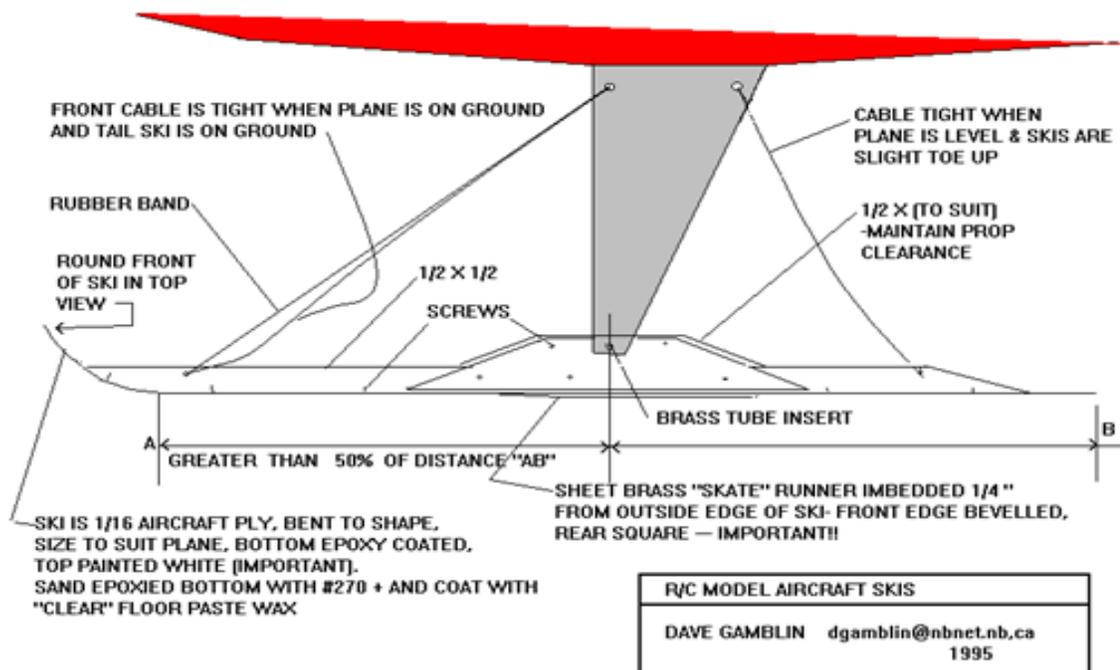
--The white topside paint. Dark colours get warm in the sun melt snow underneath --wet snow freezes to skis.

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The axel position MUST be back at least 50% of the length of the flat portion of the ski. 50 % is the absolute minimum !!!! I have been able to operate in soft powder snow where the skis sank till the bottom wing rested on the snow, prop in the snow, and these skis "climbed up and out" for take off . This WILL NOT work with the axel further forward .

BTW -- can send plans if UR mailbox will handle 2 .bmps, 760 k each . Open under "Paintbrush."

dgamblin@nbnet.nb.ca



ZONE B NEWSLETTER

HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK

Pro Line Hobbies

www.bestrc.com

chris@prolinehobbies.com
297 Rothesay Ave. Saint
John, New Brunswick
506-696-1881

NOVA SCOTIA

Maritime Hobbies and Craft

www.maritimehobbies.com
1521 Grafton St. Halifax,
Nova Scotia, B3J 2B9
902-423-8870

R/C Wings & Wheels

www.rcwings.com
490 Rte. 325
Blockhouse, Nova Scotia
902-624-9519

NEWFOUNDLAND AND LABRADOR

Signal Hobbies,

www.signalhobbies.com

36 Pearson, St. John's, NL
A1A 3R1
709-722-7021

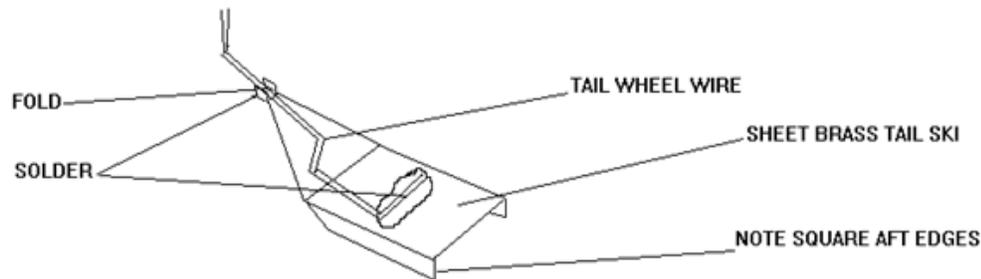
PRINCE EDWARD ISLAND

Great Hobbies.

www.greathobbies.com

Stratford, Prince Edward
Island.
902-569-5373.
1-800-839-3262.

SKI DESIGN CONTINUE.



Ski size for 7 lb model is about 13-14 in. x 2 1/4 - 2 1/2 in. (.60 size)

Do not omit square corners on aft portions of runners - keeps model from sliding backwards on ice!

Brass insert in axel hole keeps ski from seizing on axel when wet.

Front control wires are tight when plane is in 3-point attitude (use steel U-control lead out wire), rear control wires are tight when the rubber bands lift the fronts to 3 degrees "toe up" when in level flight.

Paint top of ski WHITE, dark colours absorb sun- get warm - then freeze to snow. :(

Use hard wood for "backbone" and axel mount. DO not omit screws! NOTE that the axel Must be further back than 50% of the length of the flat portion of the ski-NEVER less !!!!!!!

COMMENT:

This design is 8th generation, and has worked well since 1973. The set on my Wayfarer (winter plane) are double thickness (2 laminations, 1/16") and have survived for 22 yrs. You may find a better way, but try these first and let me know how they work for you. - I KNOW they are heavy and I KNOW they are draggy, but I HATE to screw with dainty equipment in the snow at -10C !

ZONE B NEWSLETTER

3-D FOAM DESIGNS AND LINKS TO OTHER INTERESTING SITES.

<http://www.3dfoamy.com/>

Here you can copy any foamy design that you like, so there is no excuse for not having that plane to fly in the gym this winter.

http://www.airfieldmodels.com/information_source/model_aircraft_engines/propellers.htm

Here is the link to the Propeller site from Dan Marchand, check it out.

<http://www.theplanpage.com/index.htm>

Just in case you like some more drawings.

This one is for all those Toronto Maple Leafs Fans out there, may you live forever.

The Fairy.

I met a fairy today who granted me one wish.
 "I want to live forever," I said.
 "Sorry," said the fairy. "I'm not allowed to grant wishes like that!"
 "Fine," I said. "I want to die after the Maple Leafs wins the Stanley Cup!"
 "You crafty bastard," said the fairy.

BROSSAIR FLYING FIELD.

Fellow modelers,

Brossair club located in Brossard Quebec, has produced a DVD that has been very well received.

It contains more than 2.5 hours of great information, tips and tricks in many flying environments like float flying, 3D aerobatics, electric aircrafts, scale aerobatics and a close-up look at turbines, FPV flying, helicopters and 4 cycle engine valve set-up adjustments just to name a few. All this in High Def.

"DVD is now a reality...bought the first one...material therein is excellent and covers a wide variety of modeling subjects...is well worth the asking price and the money to be raise is highly needed" Richard Barlow past -president MAAC.

Profits help recoup the 33,000 + legal fees paid to keep our field. The DVD or Blue-Ray version will be mailed to you fast and now you can get it through **PayPal**. Just go to our web site all the info is there.

You can look it up in our YouTube intro:
<http://www.youtube.com/watch?v=pmvugGeHCLc>

I got mine, and a great cause, you never know when the field police are coming, so let's stick together.

Thanks go out to Bob Kennedy for sending this to me.

VIDEO BROSSAIR

2h30 of exciting & instructional footage!
 2h30 d'images captivantes & instructives!



Enjoy more than 10 interesting subjects ranging from IMAC, Valves Adjustment, and Amphibian Planes to FPV flying and 3D Tricks, all filmed in HD QUALITY!!!

Naviguez parmi plus de d'une dizaine de sujets des plus intéressants: IMAC, Ajustements des Valves, Appareils Amphibiens, Vol en Immersion Vidéo, Trucs 3D et plus encore, le tout, filmé en HAUTE DEFINITION!!!

ORDER NOW!!!

COMMANDEZ DÉS MAINTENANT!!!

WWW.BROSSAIR.COM - VIDEOBROSSAIR@SETMIN.COM

See on - YOUTUBE @ VIDEOBROSSAIR - pour plus d'infos.



The Night Before R/C Christmas!

*And then, in a twinkling, I heard on the roof
The brakes locking up, good thing they're rustproof.
As I shook my head in complete and total skepticism,
Down the chimney St Nicholas came with a Spektrum DX7.*

*He was dressed in a flight suit, from his head to his toe,
They were covered logos for servos and nitro.
A bundle of R/C gear flung on his back,
Cool stuff like at Signal Hobbies, I wanted his pack.*

*His eyes-how they twinkled! his dimples how merry!
His cheeks were like roses, his nose like a cherry!
His fingers glued together drawn up like a bow,
A little CA debonder will help them let go.*

*The end of an x-acto knife held tight in his teeth,
One little sneeze and it would stab something beneath.
He had a broad face and a little round belly,
That shook when he laughed, like a bowlful of jelly!*

*He was chubby and plump, an R/C pilot or elf,
And I laughed when I saw him, he was shaped like myself!
A wink of his eye and a Twist 3D in his hand,
He could really fly well and knew how to land.*

*He spoke not a word, but went straight to his work,
Filling stockings with servos and parts, how berserk!
And laying his finger aside of his nose,
And giving a nod, up the chimney he rose!*

*He jumped to his plane and shouted "ALL CLEAR",
Then starting the engine he took to the air.
But I heard him exclaim, 'ere he drove out of sight,
"Happy Christmas to all, I'm Flying JR tonight!"*



MAAC'S ZONE B NEWSLETTER.

FROM OUR ZONE DIRECTOR.



MERRY CHRISTMAS EVERYBODY.



AND A HAPPY NEW YEAR TO YOU ALL.

MAY YOU HAVE ALL YOUR LANDINGS EQUAL YOUR TAKE-OFF. WE HAVE COME TO CLOSING OF ANOTHER GREAT YEAR, AND I WOULD LIKE TO TAKE THIS OPPORTUNITY TO THANK YOU ALL FOR YOUR SUPPORT THROUGHOUT.



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BACK PAGE STORY.

We have come to the end for this time, so I'll leave you with some more links and a couple of pictures for you, and you hard core Toronto fans, I hope you forgive me.

Here is a picture of Jim and Andrew beside the Sea Dogs Blimp at Harbour Station.



Egg Whites.

Egg whites were often used to treat burns. Remove the yellow and use only the whites. Apply to the burned area like a salve or you can put egg whites in a bowl and soak the burned area. This treatment will not only ease the pain, but it will also help speed the healing and reduce the severity of scarring.

[Thanks to Brian McKeigan for this old burn remedy.](#)

<http://www.electricflyermagazine.com/>

Just thought that I would bring this great little on-line magazine to your attention, a super read and I'll post some articles later on from there with the sanction from the editor.

Yes it's free, just go to the web site and follow the instructions.

<http://www.the.elmores.btinternet.co.uk/telmore.html>

This one is a link to Annette's Page, and a must to see with all kinds of good stuff.

<http://www.csgnetwork.com/>

And if you need a calculator for your next build, look no farther.

<http://kennoncovers.com/links/ThemelIndex.html>

This is it for this time, as this link will keep you looking until next News Letter.

"O-O-NOTHING !"



HAVE A MERRY CHRISTMAS GUYS AND GIRLS.