

MAAC'S ZONE B NEWSLETTER.

Take off is optional
but landing is mandatory.

ISSUE NO. 26.

DECEMBER 2013

LEAD STORY HEADLINE

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First of all I have to wish you and your family a Merry Christmas and a Great New Year and many more to come. This News Letter is going to be a little shorter than usually, but never less it's here for you to enjoy.

As the old man winter is upon us, we have a great story from Al Eastman how it was before, and a little trip back in time. As usual he also have some pictures to share.



Next up is SJMFC with their annual winter projects for the Scouts in their area, and a big thank you goes out to Jim Lloyd for arranging those build sessions for the youngsters to enjoy.



Indoor flying.

Indoor flying at Saint John High every Sunday night, lots of space there.



And let us not forget our Zone Director on his well earned vacation. Cool eh.



We also have two of our Zone members; Al Coolen and Steve Mosher,



featured in Model Airplane News in Carl Layden's article there in January 2014 edition, great ambassadors for our Zone, thanks Carl.

Here is a picture of Andrew Colwell's 1/4" scale DR-1 from Balsa U.S.A. that he no doubt is going to fly together with Jim Loyds' SE 5A, o well he got the whole winter!



Andrew's Balsa U.S.A. DR-1.

Other than that I put an article in regarding how the 4 Stroke engine works, and some Glow-plug info taken from the wide open web world out there. So all that's left for me to say is just a little hint on how you are going to get that plane under the tree this year, so here we go; Just make sure you ask your better half first in your sweetest voice; *what do you want for Christmas dear?* And what else is there for her to say; than to ask you what you like to have. So there you go, have a stab at it.



INDOOR FLYING AND OTHER MODELING PROJECTS.

Indoor flying at Queen Charlotte Intermediate High School. Charlottetown Radio Control Flying Club. December 13, January 17, January 31, February 28, March 28, April 11.



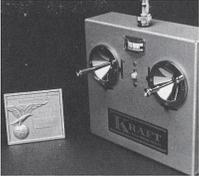
Here is something to see, go to this website for some unusual model building; This is NOT a recycled aircraft. It is a modern hand built replica of the U.S. famous WW2 heavy bomber. The airframe is all scratch built (of course) and made out of aluminium. <http://theballybomber.com/>



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FLYING IN THE WINTER BY AL EASTMAN. PAGE NO.1.

Ah, flying in the winter. I remember it well.



A warm snowmobile suit, woollen watch hat, skidoo boots and no gloves so you could feel the sticks. On a warm winter day with plenty of sun in late January or February, not too bad at all. (Picture of [Graham and Tom, Bay St. George Flyers.](#))

But that was when I was young, keen and just starting in this hobby sometime around 1970. I hardly minded holding the plane with my left hand, hitting the prop with the starter in my right and blasting the poor fuel wet fingers with freezing air.



Included in the mandatory equipment back then

(picture of [Cliff Boyer running his old point and spark engine.](#))

was a couple of D nicads wired in parallel

and a small eyedropper bottle filled with a mixture of half naphtha gas and glow fuel. That was a great priming fluid! You shot a few drops of this go juice down the carb, and with freezing fingers tried to get the frozen wires to cooperate and allow the alligator clips to attach and stay on the engine. Those neat compact glow drivers were a bit into the future back then and anyway none of them can hold a candle to two D nicads in parallel.



Although I never did, some guys used blowtorches to heat the engine cylinder along with some pure naphtha prime. And I mean a real blowtorch, not one of those current propane wannabees. NOT a good mixture and I remember one bright sunny day on the ice and a beautiful scale mustang nose melting before our eyes. On that kind of day you could not see naphtha flames and the plane just appeared to mysteriously melt.

Oh well, that gent flew control line and those guys weren't supposed to know anything anyway.

Although the frozen lakes always beckoned, any open space served as a ready field. I spent one enjoyable hour on a farmer's field in Upper Stewiacke one Sunday morning only to have my wife whisper at the dinner table later that the whole congregation could hear my glow engine howl during the entire service as I did loop after loop a quarter mile away. Who knew?



Ah yes, flying in the winter, with skis, on the ice or snow covered pasture, I remember it well. I just don't do it anymore.



None of us in those days ever imagined what winter flying would eventually come to, and what would happen to planes and equipment. Used to flying five and ten pound airplanes equipped with electronics consisting of four servos, receiver and battery pack that together weighed more than a pound, who could imagine full four channel systems AND airframe coming in at under an ounce. Amazing, but that is where we further it will go.



Which leads me to the intent of this item, INDOOR flying and what a blessing it is! No snow, no ice, no cold, no wind, no naphtha and lots and lots of comfortable flying through the winter months.

Participation in this recent segment of our hobby is ballooning world wide and again this year in Nova Scotia there are a number of indoors being held successfully. My **ASRCM** club runs one at the East Hants Rural High, just a couple clicks down the road from me, open to all MAAC members. Truro's **MAST** club has a weekly event open to club members and their guests. The **Northumberland Modellers** of Pictou county hold a weekly event with a whopping four hour session in a very large gymnasium at the Nova Scotia Community College in Stellarton (open to all MAAC members). The **Halifax Electric Flyers Association** (HEFA) has had one November meet already and are planning on regular Saturday evening meets starting in January at the Prospect Road Community Center just outside Halifax. Flyers in the valley area are once again hosting a weekly Wednesday afternoon indoor event at the **Kentville soccer stadium**, another excellent venue with tons of space. Both these indoors are also open to all MAAC members. I'm including photographs from two of these indoors and hope throughout the winter to get to and photograph the others mentioned here.

Crack wings have evolved into this year's combat machines at the Northumberland modelers indoor in Stellarton. There were four active the night this photo was

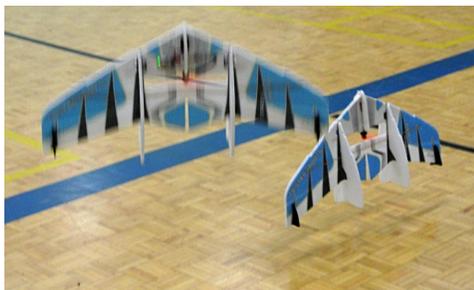


made and two or three more are in the works. Left to right Ben Lann, Mike Notley, and Paul Sinnis of the New Glasgow club. [Continue on next page.](#)

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FLYING IN THE WINTER BY AL EASTMAN. PAGE NO.2.

Excellent aggressive flyers, especially for combat, the crack wings launch vertically after sitting on their fins and wingtips. Here two of them jump into the air.



Mike entertains the group and



from their expressions he seems to be doing a good job. Left to right, Bill, Mike., James and Dayle. The gentleman in the background was a visitor.

Ben flies his Mini Crack Yak. These Twisted Hobbies EPP foam planes are extremely good flyers for indoor events, especially when bought with their recommended power systems. This supplier seems to have things sorted out correctly and it shows in the power, agility and durability of their products.



ing a Futaba with an added 2.4 module.

Paul sets up the radio in Mike's crack wing. These flying wings with elevon setups are a tad more difficult to program, especially in a radio without a flying wing configuration. Mike is using

Bill Grundy (right) and Jim Sutherland of the Miniature Aircraft Society



of Truro (MAST) discuss the how and why of a blade micro helicopters.



Ed Harpell flies his Ember micro at the MAST indoor on November 13th. We were teasing him into trying to go through a basketball hoop and he almost did accidentally. In the background are club members Jim Walters, Larry Owen and Charles Sparrow. Charles is the proud owner of a DX9 which I really like the looks of.



Jim Sutherland gets ready for a flight on Bill Grundy's little Extra, one of the many under an ounce indoor flyers. No longer available in this configuration, this little plane has just been reinvented, soon to appear on shop shelves with a new color scheme and the popular AS3X stabilization system.



The Truro group at their November 13th indoor minus me as I am behind the cameras, my preferred spot. Left to right are MAST members Ed Harpell, Charles Sparrow, Bill Grundy, Terry Strang, Larry Owen, Jim Walters, and Jim Sutherland. Missing from this photo but regular members at their indoor are Mike Bates, Gerald McLeod, and George Richards.



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DR. A.T. LEATHERBARROW PRIMARY SCHOOL.

Saint John Model Flying Club did one of their annual winters build sessions with one of the Scout Group in and around Saint John area, this one in Hampton. We had five Scouts and two leaders, and 7 members from our club doing the build of the "MINNOW" by Lloyd Shales. Jim Lloyd purchases the kits from him as a laser cut kit with all included, if you are interested, send me or Jim Lloyd a line, and we will send all the info.



Cato Hansen attaching the components together using one of the jigs that we have made up to be able to get a total build in one hour including the fly off.



Jim Lloyd getting the attention from the whole group as he is setting up the plan for the "MINNOW", and how to go step by step.

All the drawings was glued to Dollar Store foam board and covered with Poly wrap, and we have been using the same ones now for a couple of years.

Jim Lloyd doing the layout using Cato's magnetic building board, the Scouts used the Foamboard.



Jim Norfolk, Steve Mitton and Bob Kennedy busy helping some of the Scout group with their "Minnow".

Here we are with Jim Lloyd at the mass launch, and the highlight of the evening as the Scouts get to fly their own build rubber powered aircraft. Just the look at their faces is a great reward for an successful evening.



Here is one of the Scouts proudly showing that he have it all ready pinned to the board for further instruction and gluing.

We only used Hot Glue as the CA gives of to much fumes for the kids, and we don't have to worry about any fingers being glued together.

Steve Mitton helping his Grandson; Cory, (the youngest member of our club) pinning it all down to the board.



Just look at that smile, it says it all.

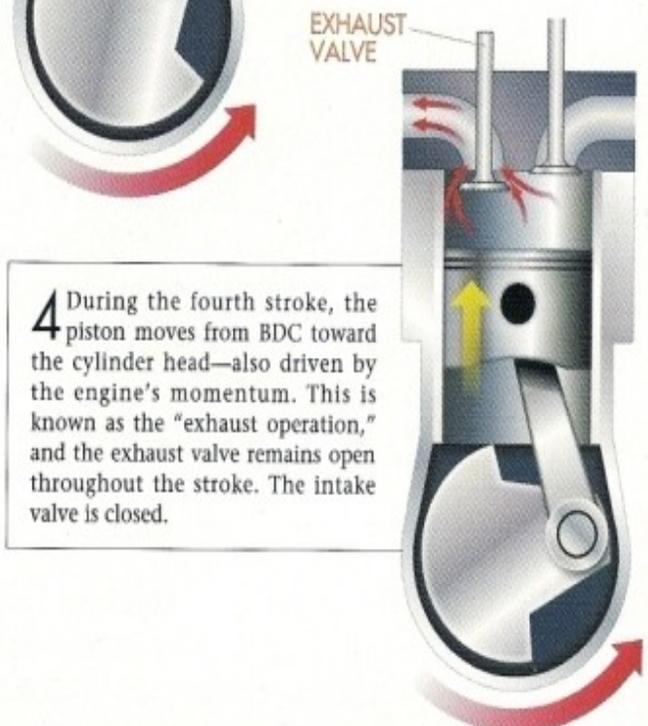
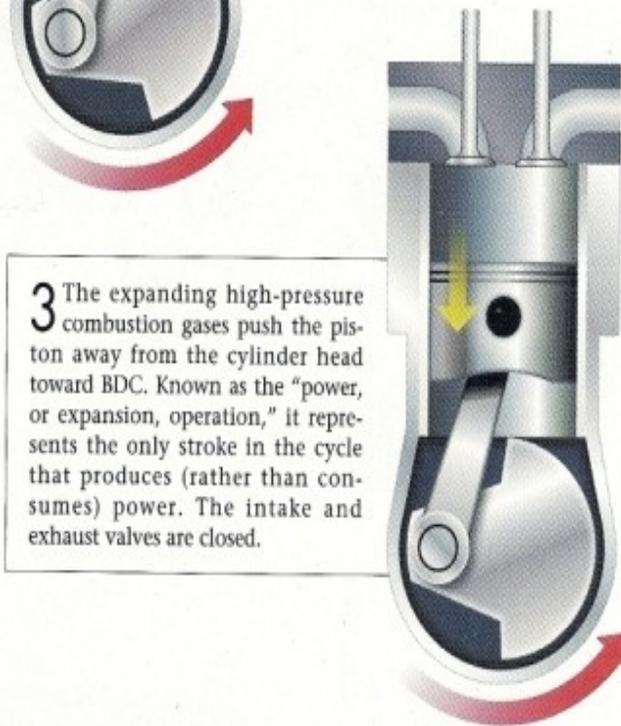
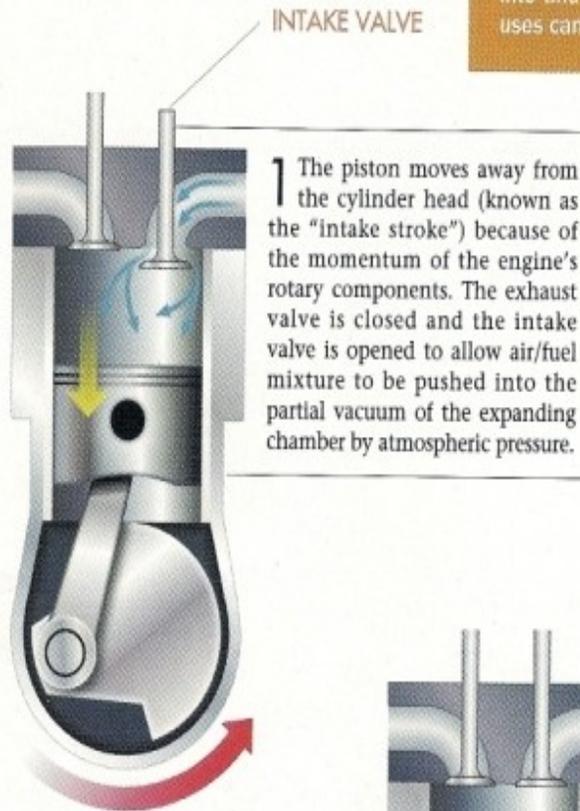
ZONE B NEWSLETTER

4 STROKE OPERATION FROM MODEL AIRPLANE NEWS BY DAVE GIERKE AND ILLUSTRATIONS BY PAUL PERREAU.

4-STROKE POWER

4-STROKE OPERATION

While the 2-stroke engine has a power event for each revolution of the crankshaft, the 4-stroke requires two crankshaft revolutions to create a power event. Stated another way: at a given rpm, the 4-stroke produces half as many power events as the 2-stroke. The other primary difference between the two types involves the way gases are moved into and out of the mechanism: the 2-stroke uses piston-controlled ports; the 4-stroke uses cam-actuated poppet valves.



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HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK

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New Brunswick. E1A 1P4.

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N.B Canada E3V 4A2

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Fax (506)-737-8701

Email: Info@VarioCanada.com

NOVA SCOTIA

Maritime Hobbies and Craft

www.maritimehobbies.com

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Nova Scotia, B3J 2B9
902-423-8870

R/C Wings & Wheels

www.rcwings.com

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

Mighty Small Cars

552 Windmill Road

Dartmouth, NS

902 423-9298

Owner is Geoff Davis.

NEWFOUNDLAND AND LABRADOR

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www.signalhobbies.com

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A1A 3R1

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PRINCE EDWARD ISLAND

Great Hobbies.

171 Buchanan Drive, Char-
lottetown, PE I.

(across from Canadian Tire).

<http://>

www.greathobbies.com

902-569-3262

1-800-839-3262

The new store is now located
in Charlottetown with only
administration in the Stratford
location.

SANCTIONED AND OR PLANNED EVENTS IN THE ZONE.



*As there is no
planned events for
this month, I thought
I would include this
picture to prove that
something never
change.*

As I'm writing this, there is no events for January 2014, but I'm sure Moncton is going to have one in January, so you just have to wait for the next NL coming out after Christmas, so other than that, there is lots of activity going on the club level regarding indoor flying, so if you are going to visit anybody in the region, don't forget to put that little electric plane in the trunk for some fun. And now, here is a little to brighten your day, Yumpin Yimminy.

Ole was stopped by a game warden in Northern Wisconsin recently leaving a lake well known for its Walleye. He had two buckets of fish. As it was during the spawning season, the game warden asked, "Do you have a license to catch those fish?" Ole replied, "No, sir! Dese here are my pet fish." "Pet fish?" the warden replied.

"Ya sure, you betcha." answered Ole. "Every night I take dese fish here down to da lake and let dem svim around for a while. Den I whistle and dey yump back into deir buckets and I take dem home "That's a bunch of hooey. Fish can't do that." Said the game warden.

Ole looked at the game warden with an _expression of great hurt, and then said, "Yumpin Yimminy! Vell den, I'll just show you den. It really does vork, don'tcha know?"

"O.K. I've got to see this!" The game warden was really curious now. So Ole poured the fish into the lake and stood waiting. After several minutes, the game warden turned to Ole and said, "Well?"

"Vell what?" responded Ole. "When are you going to call them back?"

"Call who back?" asked Ole. "The fish!" "What fish?"

OK THATS IT !!!!!



I'm calling Grandma!

FROM OUR ZONE DIRECTOR.



Hi again everybody, winter is just around the corner, and the Holiday season is coming up fast, do your thing in supporting the local Hobby Shop as much as possible, as this is the time of the year that their business is depending on you, you go to the events and expect the Hobby Shops to sponsor them, well this is the time that they need you.

We had a great year in our Zone, and I have to thank you all for supporting the Events that was put on by some of our finest members, so keep up the pace again for next year, fly safe and have a Merry Christmas and a Happy New Year to you and your Family.



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BACK PAGE STORY.

Here is a little info regarding the set-up of the timing mark in O.S. 4 Stroke engines.

ALL SINGLE CYLINDER OS ENGINES.

The proper way to set the timing in all O.S. single-cylinder engines with the front camshaft is:

1. Rotate engine so that the piston is at Top Dead Center.
2. .Locate the timing mark on the side of the cam gear.
3. Insert the cam gear so that the timing mark is in a direct line with the center of the cam followers and the centerline of the pushrods, It is NOT at a 90 degree angle to the crankshaft. The angle will be slightly back.
4. Replace the cam cover and you're ready to go!

And here is a little info regarding our sometime temperamental Glow-plugs.

The following information was taken from the OS engine web-site

- * **A3** - Running-in, Engines smaller than .32 capacity Engine types: 25SF, 25FX, 10-40LA
- * **A8** - Engine types: Most O.S. engines from .32 to .60 size
- * **A5** - Larger than .60 capacity engines Engine types: 61/91FX, 65LA, 140RX, 160FX, BX-1, and BGX-1
- * **R5** - For R/C racing Cars
- * **Type F** - Engine types: All Four-stroke engines
- * **Type RE** - Engine types: Rotary Engine 49-PI

The 'Hot' plugs are designed for engines that run 'Cool' and the 'Cold' plugs are designed for big and/or high revving engines that run 'Hot'. Plug life can be lengthened if the following steps are taken;

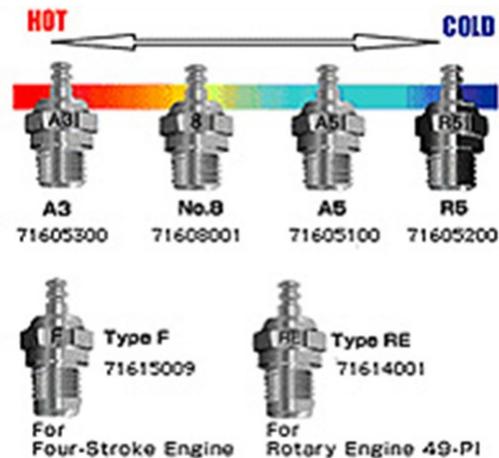
- * Fit a plug suitable for the engine.
- * Do not run the engine lean, or leave the plug connected while

adjusting the needle-valve.

- * Use a fuel containing as low nitro as possible.

Fit a new plug when;

- * Filament coil has become distorted or corroded.



- * Filament surface has roughened white.
- * Foreign matter had adhered to filament or plug body has corroded.
- * Engine tends to cut out when idling.
- * Starting qualities deteriorate.



MERRY CHRISTMAS EVERYBODY.