



MAAC'S ZONE B NEWSLETTER.

ISSUE NO. 36. 2014.

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HI

This is your News Letter

and the purpose is to serve the zone and keep all the clubs in touch with each other, so please help in submitting something from your club for us all to share. Don't forget this is your way to inform the Zone what is going on in your neck of the woods, please let me know at :
chansen@nbnet.nb.ca



Jim and Claude with Hugh in the background all having a great laugh about Joker Jim with his Air-Mail Card, more on page 2 from Edmundston Fun Fly last month where our President was stopping in on his tour in the Maritimes.



John Liddard successfully flies a blade 180 QX through one of the hoops in HEFA FUN FLY GAMES, more on page 3.



The P-38 flew over 130,000 sorties in the European theater, and downed over 1,800 Japanese aircraft in the Pacific theater. More on page 4.



Is this a happy Girl or what, more on Page 7 and 8.



O-Ring tool for your electric plane this indoor season? More on page 5.

LES AILES DU MADAWASKA EASTERN CANADA FUN FLY 2014.

PHOTOS BY PAM.



Jim's SE-5 and Andrew's Dr.1 getting ready for another sortie.



The boys from Saint John and Fredericton, Hugh Morrison, Jim Lloyd, Andrew Colwell and Jamie Hamilton getting their picture together with Claude Melbourne the President of MAAC.



Close up of Andrew's pilot in his super done Fokker Dr.1. But he cant fly as slow as Jim's SE-5 but fly it does.

Claude was on his tour of the Maritimes and stopped in at the LES AILES DU MADAWASKA Eastern Canada Fun Fly at the Edmundston Municipal Airport.



Not everyone was a member of MAAC, but free droppings come with their attendance.



And if you come early, you have a choice of place to put your camper, her is the crew from Saint John and Fredericton all set up and ready for a great time.



Here is Jamie getting ready for his flight

If you like to have your club event in our News Letter, you have to send me some stuff to work on. We do have some people that are contributing here for us all to enjoy, and we thank you most greatly for that, but some more input from the Zone would be nice, so how about it guys and girls.



And our Zone Director on his knees again getting his Super Cub ready for a flight, and yes he did fly I heard.

2014 HEFA FUN FLY & RC AIR GAMES.

TEXT BY AL EASTMAN PHOTOS BY UNKNOWN.

After a short drive along the Eastern Shore on September 13th, I took the exit 19 Ramp to the right onto the West Porters Lake Road. A short distance down that road and I'm looking for a sign on the left that says MacFarlane Excavating, and after a turn into Harmony Way Road, I arrived at a Twenty Four Hundred foot grass Airstrip owned by Bob MacFarlane. This is the home field of the **Halifax Electric Flyers Association** and the reason for my visit is their **2014 HEFA Fun Fly & RC Air Games**.

Already it's a busy spot as Twenty two flyers have already arrived, most of them have been here since early morning. These guys are used to getting up at the crack of dawn for a quick flight or two at their Shannon Park location in Dartmouth on their way to their day job. This club is very lucky in that they have two official MAAC sanctioned sites. Porters Lake Strip owner Bob MacFarlane has been generous with the HEFA group in allowing them the use of this site and on this day has arranged for pilot



Graham MacDonald to perform several flybys with Bob's 1969 float equipped Cessna. Ham-

burgers are quickly switched for cameras as he does just that during the Noon Barbecue, making several low passes down the runway. At one point a second float equipped ultra light joins him.

Popular Dartmouth pilot **Rob Fobrigger** was awarded the **HEFA Annual Games Day Champion** trophy after totalling the highest point count for the day. On the way to that victory he also won the combat event.

Defending champion **Rick MacDonald** brought a penknife to a sword fight when his Fun-Cub failed to hold

off winner **Andrew Curran** and his Super Fly in the limbo event. **Richard Giles** placed second. Well known flyer **John Liddard** took the trophy in the multirotor event followed by **Brian Gray** in second place. John together with partner **Mark Langille** run an aerial photography company called **Flitelab Imaging** using FTP equipped octocopters. They have been involved in some impressive shoots for national customers over this past summer. **Vic Ruzgys** finished first in the spot landing contest followed by **Dave Giles** in second.

Door Prizes went to **John Walker, Kevin Baker** and **Tom Foote**. On Sunday, event organizer **Andrew Curran** posted the following on the HEFA forum.

"One thing that I'd like to mention is that Mary and Vic do a lot for our club and this hobby. They brought out 2 BBQs, sun tents, mowed the field (along with Dennis), pulled weeds out of the runway, bought, cooked, and served the food, spent hours making and baking delicious cookies for us, bought the models for the trophies and mounted them on hand cut blocks and mounts that Mary made, along with the plaques that they got engraved. Then, they hosted a wonderful post-Fun Fly bonfire with hotdogs and treats, which some of us stayed until almost 1AM. That was a very fun time, for sure. So, Mary and Vic, THANK YOU SO MUCH!

Also, THANK YOU to Bill Foster, R.D., Andrew Smith, Dennis, and some event participants, who without all their work and help, this event wouldn't be possible."

*Included in the donor list this year were: **Maritime Hobbies and Crafts, Mighty Small Cars, Flitelab, Cora Restaurants, Princess Auto and Buyers & Sellers Depot.***



Participants organize for the multi rotor event, an obstacle

course designed for both multis and micro helis.

Overall event champion Rob Fobrigger launches his foam mustang for



another round in the limbo event.



Limbo contest winner and event organizer Andrew Curran launches his Super Fly as the limbo line gets

lower and lower. Vic Ruzgys launches his self designed entry in the limbo event, but he snagged the line during an early round.



The combat event was popular as evidenced by the action here. Winner was Rob Fobrigger. I think

Rick MacDonald's Fun-Cub was the main target.

The concentration shows on Rick MacDonald's face as he navigates a



blade mcpx through an obstacle during the multirotor event. Quad copters definitely had an advantage here. Getting the small choppers through successfully was considerably harder. Father and son modelers



John and Ken Liddard enjoy the warm sunshine. Both are very active in the HEFA, Shear-

water and ASRCM clubs.

A BIT OF P-38 HISTORY.

SENT TO ME BY E-MAIL BY BILL TURKINGTON.

The P-38 was the first fighter to fly faster than 400 mph, It was the only American fighter aircraft in production



American fighter aircraft in production



throughout the entire American involvement in WWII. It was nicknamed the 'fork-tailed devil' by the German Luft-waffe, and 'two planes, one pilot' by Japanese fighter pilots.



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The P-38 was exceptionally quiet for a fighter, due to its exhaust being muffled by turbo-superchargers.

The aircraft used nose-mounted guns, unlike most other US fighters. This meant that the P-38 had better useful gun range than other aircraft with wing-mounted



guns, unlike most other US fighters. This meant that the P-38 had better useful gun range than other aircraft with wing-mounted

guns having crisscross trajectories, and the guns were so effective, they could reliably hit targets at up to 1,000 yards. Most other fighters were only effective at 100-250 yards.



It also had counter-rotating engines to overcome left-turning tendencies caused by its 1,000-hp engines, and the engine rotation could be reversed by simply changing the firing order of the spark plugs. The engines rotated outward from the cockpit. This made the platform more stable for shooting the guns. However, if the pilot lost an engine, the remaining operating engine was so powerful that it could uncontrollably roll the aircraft upside down.



The P-38 was the first American fighter to extensively use stainless steel and flush-mounted rivets, and the cockpit windows couldn't be opened in flight, because they caused buffeting on the tail plane. This made the cockpit very hot in the Pacific theater. Pilots often flew in just



shorts, tennis shoes and a parachute.

Charles Lindbergh was a key figure in improving the performance of the P-38. Working as a civilian contractor in the South Pacific, he developed throttle settings and engine leaning techniques that significantly increased the range of the aircraft. In total, over 10,000 P-38s were produced during the war, making it one of the most successful fighters and interceptors of its time.



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Of the 10,000 P-38s plus produced, over 1000 were supplied to combat units in the European and African Theatres through the Base Air Depot at Langford Lodge, Northern Ireland. In addition, Tony LeVier, Lockheed's test pilot, came to Langford Lodge in the spring of 1944 to demonstrate the P-38 and help the Lockheed engineers there sort out some of the problems peculiar to the European Theatre of Operations. Moreover, Langford Lodge was where the Droop Snoot variants were first produced in 1944.



Final comments by Ernie Cromie, and thanks to my friend Bill for sending this part of history along for us all to enjoy.

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O-RING TOOL FOR THOSE SMALL ELECTRIC PROPELLERS.

TEXT BY CATO AND PICTURES BY ANDREW.

O-Ring Tool.

Here is a little tool that will come in handy for the indoor season, so if you have the same problem as me with those fingers getting in the way or just too big for those pesky small O-Rings holding the propeller in place, and trying to get it over those small bolts? Well here is a tool for just that, I'm not going to take credit for this, as I saw it somewhere but can't remember where. All you need is a 1/4" piece of tubing or as I used, a piece of arrow shaft. Drill a 1/8" hole and a notch be-



low with a file, buff it up on a wire wheel or similar to get all the sharp edges off, and you are ready to use it.



Let the O-Ring rest on top of the hole, holding it in place with your thumb, with the notch at the bottom.



Put the other end of the O-Ring around the bottom bolt on your propeller shaft.



Then stretch the O-Ring over the propeller, pushing the notch on the tool into the top bolt.



Let go the tension on your thumb and slide the O-Ring down over the top bolt, and that's it, try it and I'll bet you'll like it.

A WHEELCHAIR WITH WINGS

BY MARK "COYOTE" CAYOUILLE.

"This is soooo cccool!" were the first words that Jennica Gagne expressed on a gorgeous September day when she first put on the FPV goggles and saw herself through the camera of the hexacopter piloted by John Liddard of flite-lab.com. What really makes this story a "very cool story" is that Jennica was born with cerebral palsy and has had to use a wheelchair most of her life to move around.

The story begins in June 2014 when I began enquiring on feasibility of using FPV (First-Person-View) RC equipment to provide Jennica Gagne, the daughter of one of my neighbours, a new perspective, well outside her wheelchair. While a few members of our Shearwater RC Flyer's Club did have RC FPV equipment, the FPV

Shearwater RC Flyers' club pitching in and volunteering to make this an unofficial club event – many volunteers stepped in to assist.

From left to right: John Liddard, Krysta Gagne, Jennica Gagne and Jim Gagne.



equipment available was not ideally suited for our purpose. After contacting another local RC club, a contact was provided. In comes John Liddard with his professional FPV equipment and imaging service (www.flitelabimaging.com). After several emails and telephones, a general intent and concept for the FPV event was established. Concurrently, I also approached the family in July 2014 to see if there was interest. When Jennica's family expressed great interest, the planning began in earnest with the entire

Since we could not get Jennica to pilot the FPV, we wanted to give her the next best thing; we wanted to put her in the passenger seat. The concept called for Jennica's chair to be initially fitted with a tablet to see the FPV video image being sent by the hexacopter. If this approach went well, then the tablet would be removed and she would then be fitted with goggles to get the true "FPV effect." One of our biggest concerns was the real possibility of disorientation; our plan was to provide lots of verbal cues ahead of any manoeuvres and to ensure all manoeuvres were slow and gentle so that Jennica could anticipate some of the movement thus reducing disorientation.

After 15 minutes of tablet perspective, Jennica was ready for the FPV goggles. It took some adjustments as the goggles kept sliding down her face since we did not want to make them too tight. With the hexacopter still on the ground and camera pointed at her wheelchair, Jennica was able to see herself in the chair from an FPV perspective and shouted "this is soooo cccool!"

A WHEELCHAIR WITH WINGS.

BY MARK "COYOTE" CAYOUCETTE.

With Jennica wearing the FPV goggles, John slowly lifted the aircraft off the ground and gained altitude. Rather than being disoriented, Jennica seemed to relish the new perspective, at one point shouting "aaaammaazzzing!" Through the next 30 minutes, John piloted the aircraft through the sky, at one point hovering just above a field where you could see the grass sway in the breeze much like flying over clouds or water. John Liddard did a fantastic piloting job and disorientation was never an issue. Even the September weather cooperated with a nice warm day and just a slight breeze. Jennica Gagne with FPV Goggles and hexacopter in background.

Eventually, as in all good things, the aircraft landed and the FPV event was over. After the event, many of the Shearwater RC Flyers' Club introduced themselves to Jennica and then took to the air to provide a mini RC airshow for the family. Unfortunately Jennica and her family had prior commitments and had to leave early, bringing the FPV event to a close.

As the organizer of the event, I primarily wanted to assist Jennica in receiving a new experience, one that "could take her out of the wheelchair." With the help of John Liddard and the Shearwater RC Flyers' Club, I can honestly say that the event was a GREAT success. As a secondary benefit of this event, we created an opportunity for the RC community to provide a good news RC/ Drone story to counter some of the negative press brought forth by a few bad apples flying FPV in an unsafe manner. The story was carried by a local Halifax paper (<http://metronews.ca/news/halifax/1166462/magic-moment-cole-harbour-woman-with-cerebral-palsy-to-be-in-pilot-seat-of-drone/>) and then picked up by the Small Un-

manned Aircraft System (SUAS) website. As a member of the Shearwater RC Flyer's Club, I would now like to challenge all other RC clubs to try and follow suite and do the something similar and provide opportunities for those who are unable to experience our hobby. It just takes one club member, in any club, to get the ball rolling. There are many Canadian's in Jennica's situation, and with the help of RC technology and equipment, we can provide them with a little joy at virtually no cost. What better way to contribute to the RC community and to give back to the hobby that has given us so much.

Marc Cayouette is the Operations and Safety Officer for the Shearwater RC Flyers' Club, located in Dartmouth, Nova Scotia. Marc began flying RC with a Duraplane back in the late 80s in Germany. He was also a member of AMA while he was stationed in Alaska. Now retired from the Canadian Air Force, he made Dartmouth his home and is seen below with his latest project.....an Iron Mud Duck!



Thanks Mark, a great story for us all to enjoy.

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

SANCTIONED AND OR PLANNED EVENTS IN THE ZONE.

October 4, 2014 - 1 day.

WINGS OF WELLINGTON R/C AIR-CRAFT CLUB.

Oktoberfest fun fly.

Hello Folks, once again The Wings of Wellington RC Club is Proud to announce that we will be holding our annual Oktoberfest Fall Fun Fly.

So please Come out for a Day of Fun, great food, flying and fellowship. This is



considered to be one of the last Fun Fly's of the season, so come on out and enjoy a great time. Event Date is

October 4th at 9.30am and the rain date is October 5th. The cost is \$5.00 to register that includes a very tasty BBQ lunch with refreshments and all the flying you can handle, MAAC mem-



bership card will be requested at registration. If you have any

questions do not hesitate to contact me, and please check for updates on our website;

<http://www.wingsofwellington.org>

we Hope to see you there. Mark your



Calendars!
More Details to follow!



Almost every time I sneeze, cough or sputter,

Either My Radiator Leaks

or My Exhaust Backfires!

FROM OUR ZONE DIRECTOR.



October, and the Annual Zone Meeting is at 2:00PM on October 25th in Truro, and the address is 669 Prince Street, Truro, NS. At the Immaculate Conception Church. This year I hope to see some more members as this is the meeting for you, and where you can make a recommendation or resolution to make our organization meet the challenging part of our rapid changes in the technology that we are all experiencing. Just to be there and have your opinion heard is worth its weight in gold, so please plan to attend. We are also electing the Deputy Zone Director this year, and Cato Hansen has put his name in the ring for another term, and there are no other takers as of the past deadline which was September 26, 2014. The indoor season is about to start, so check those batteries and be careful when you charge those batteries and don't leave the room when you do, as too many scary stories has been shared, but all the same, they are as safe as you are.

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BACK PAGE STORY.

Here is a site that has some super offerings, check out his web site, you will not be disappointed.

Hi I'm Mike and I want to update you on a few items at Aerosente.

First I'm approaching the 5th year anniversary of the founding of Aerosente. I've had a blast running this business. When I retire from my day job, my intentions are to make Aerosente a full time endeavour. Until then it remains a part-time one-man cottage industry.

I now offer two types of "cuts" that I will make; a "proffer" cut and a "custom" cut.

A proffer cut will consist of a small selection of gliders that I will offer on a guaranteed 4 week ship date.

A custom cut is an order that has no guaranteed ship date. Typically these orders will ship in 30-45 days but could stretch as long as 90 days.

Ordering a custom cut kit is done via email. Send me an email at bolt55@aerosente.com explaining what you're looking for and then I will respond back with options and pricing.

Call me directly at 415-246-4337 if you have any questions.

Thanks, Mike

Proprietor

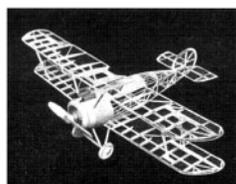
Aerosente Glider Workshop

www.aerosente.com

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Her is a nice plan by Paul Lindberg published in the Popular Aviation Magazine,

The Sopwith Camel.

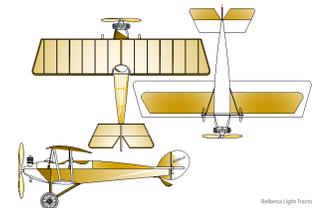
<http://www.rcgroups.com/forums/showpost.php?p=15403579>



[Here is another little model for you to build, all you have to do is register, and you have a galore of plans.](#)

RC Peanut Scale Model Plane.
Wingspan 13in. Biplane.
Engine Electric.
Control 3 channels.
Designer Arno Diemer.

[http://
www.hippoketaeronautics.com/
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***...have a
GREAT Day!!!***