



MAAC'S ZONE B NEWSLETTER.



ISSUE NO.38, DECEMBER 2014.

INSIDE THIS ISSUE:

INTRODUCTION	1
JEREMY DANN.	2
REPLICATOR 2X.	3
HEFA 1TH INDOOR.	4-5
SJMFC HOBBY-SHOW.	6
THERMIX-13 PF.	7-8
TRANSPORT CANADA ADVISORY.	9
SOMETHING FOR US ALL.	10
HOBBY SHOPS IN OUR ZONE.	11
BACK PAGE STORY	12



Saint John Model Flying Club at the Hobby-Show in Saint John, more on page 6.



The HEFA boys doing a flight demonstration with Vic's design, more on page 4 and 5.



We continue with Bob Aberle building of the Thermix-13 PF on page 7 and 8.



On page 3, 4 and 5 we have an excellent report from our tireless contributor Al Eastman that keeps the Nova Scotia end up and running.

HI



New rules from Transport Canada on page 9 and 11.

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



Jeremy Dann is teaching a course at the Nova Scotia Community College, see page two for more details.



Halifax Modeler Jim Halliburton creating interesting items at Mighty Small Cars Hobby Shop with his MakerBot Replicator 2X, see page three for more details.

INTRODUCTION TO RADIO CONTROLLED MULTI-ROTOR DRONES AND HELICOPTERS.

TEXT AND PHOTOS BY JEREMY DAN.

Hi Folks,

I have been working with some great people at NSCC to develop a course for those interested in RC multi-rotor drones and helicopters. I am very pleased to pass along that we have a launch date for the continuing education course of January 21st and registration open to the public on **December 2, 2014**.

The 30 hour course will be held in the evenings and on two Saturdays through the months of January and February at the Kingstec campus in Kentville. It is designed as an introduction to those interested in getting into multi-rotor drones or helicopters, either professionally or as a hobby. It should also be a good refresher and provide opportunities for additional learning for those who already are involved with this technology.

It is my hope that a formal approach to education will achieve several outcomes that relate directly to a long term involvement of RC pilots;

An approach that avoids the cash-crash-dash cycle for those who are interested, buy the technology, damage it, and then move on to other



things in frustration. A deep understanding of the equipment, its theory of operation, and support mechanisms. A solid foundation in core safety issues and the regulations surrounding the use of the equipment.



An introduction to fellow enthusiasts and professionals of the support available to them (i.e. agencies, clubs and flying fields).

We will have access as part of the course, on two occasions, to the gym at the campus for those who have suitable equipment and would like to fly indoors.

For more information, please contact:

Jeremy Dann at:

dann@xcountry.tv

902-678-9657



JIM HALLIBURTON DEMONSTRATING THE MAKERBOT REPLICATOR 2X AT THE MIGHTY SMALL CARS HOBBY SHOP IN DARTMOUTH.

TEXT AND PHOTOS BY AL EASTMAN.



Halifax modeller Jim Halliburton discusses 3D printing with John O'Sullivan of Dartmouth during a demo of **The MakerBot Replicator 2X** and the **Makerbot Digitizer** held at **Mighty Small Cars** hobby shop in Dartmouth on November 22nd. The show and tell proved to be popular with customers through the day as Jim printed a number of parts including this tray designed to hold electronics in a quad copter. Jim is an authorized dealer for the printers through his company **On-Site Computer Services of Halifax.**

Jim waits for the completion of a download from the net with ASRCM members Alain Richer right and Shawn Maloney. At left is an unidentified hobby shop customer. Thousands of 3D printer compatible files are available for download and designs are constantly being added. On the bench to the right you can see an iPod case printed earlier in the day.



My new ASRCM key-chain was confiscated by my wife when I arrived home from the demo. The key-chain is a simple example of the things that can be made through 3D printing. This Key Chain is interesting in that it is so light, its interior being printed in a honeycomb section, an extremely interesting process to watch.

HALIFAX ELECTRIC FLYERS ASSOCIATION FIRST INDOOR FLYING THIS SEASON.

TEXT AND PHOTOS BY AL EASTMAN.

Twenty five flyers turned out for the **Halifax Electric Flyers Association** first indoor of the season on November 22nd. making the event a huge success. Organized by **Vic Rusgys and Mary Jefferson**, the gathering in the large gymnasium at the Lake and Shore Community Center in Porters Lake just outside Dartmouth saw non-stop flying for the two and one half hour session.

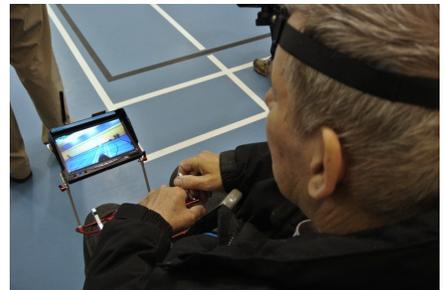
A high volume of traffic at indoor flying generally results in numerous midair's, but not at this event as the gymnasium size and space easily accommodated the activity. Aircraft fielded consisted mainly of micro foamies, helis and quads with the occasional larger foamy thrown in. The highlight for me was a chance to try indoor FPV, and this was my first ever FPV actually on the sticks although I have looked through a few goggles with others on the controls. HEFA members John Liddard and Rick MacDonald, two flyers always on the keen edge of new technology, brought their new FPV camera equipped Vapors sold by Eflite. Both opted to buy the plane without goggles and Rick quickly discovered the set he has no longer worked so his FPV flying was done for the day. I know Rick will have that sorted out soon. John used his SkyZone goggles which worked flawlessly and I saw him sporting the Vapor around the gym on numerous occasions. Later in the day the duo sought me out in the crowd and forced the goggles over my forehead and I proceeded to check out the view from the tiny camera on the vapor. The picture was a bit soft but quite clear and there were intermittent hits of interference running through the screen but nothing that would prevent flying. I proceeded to do that and found it easy to make my way around the gymnasium even shooting a couple of touch and goes. Two attempts

at loops were a failure due to the lack of power in the tiny vapor on the first attempt and my hitting the floor on the second attempt while trying to build some momentum to get over the top. This was the thing I found hardest, visually estimating my height through the goggles. It was easy to get too high without knowing it almost into the rafters and just as easy to be just off the floor without realizing it. I also found that I seemed to be getting around the gym faster than I remembered John doing it while he was flying. That might have been due to my throttle setting as I wasn't paying much attention to that. The vapor was being guided by a DX8 and John was standing beside me with the wireless training system on his DX9 activated in case I got into serious trouble. I think he took control once while I was flying. My attempts to land at my feet on a couple of tries did not go well and I could clearly see Rick catch the vapor before I ran into the three of us. Later in the day five flyers took their scratch-built piper cubs up for a bit of formation flying. All of these L4 models were build during Vic's winter sessions three winters ago. Vic designed and drew the plans for the cubs and organized the popular building sessions. They are nice smooth flyers made from readily available and cheap materials and are also suitable for outdoor flight. Vic has just announced the rental of the gym for another session on December 6th. Vic writes on the HEFA forum; *"Based on some feedback received at the end of our first 2-1/2 hr session, I've extended the rental period of the gym to give us a 3 hour flying period this time around, from 11 am to 2 pm. Flying fees will remain the same (\$10.00/person or \$15.00 for a family group). As I haven't received any negative feedback about the flying format and*

flight line set-up, we'll try keeping it the same for the next session. I still welcome any comments for improvement that you might have, so let me know. "



John Liddard uses SkyZone goggles to fly his camera equipped vapor around the gymnasium. This is the first micro FPV offering from Eflite and I now see them offering a similar set-up on their micro quad. Rick MacDonald, right, stands ready to take over with a dx9 using its wireless buddy box system should any problems occur.



John set his father Ken up with a monitor so he could watch the Vapor's progress in the gymnasium. You can see that the picture quality from the system is pretty good and this is the view I saw while flying the vapor FPV. John is pretty conversant with the FPV world through his company **Flitelab** with partner Mark Langille. They have been busy with a number of impressive contracts this year.
Continue on next page.

HALIFAX ELECTRIC FLYERS ASSOCIATION FIRST INDOOR FLYING THIS SEASON.

TEXT AND PHOTOS BY AL EASTMAN.



John and Rick show the Vapor with its tiny

camera (you have to look close, it is there) to Andrew Smith. All are HEFA club members.



Scott Briand and son Drew get ready to fly their

micro space-walker. This new offering from Eflite is a super indoor plane, very light and consequently very agile on three channels. The lack of ailerons doesn't seem to hinder this one at all.



Paul Quinn and his son check out their MCPX

Heli prior to one of its numerous flights. Paul is a member of the Shearwater club flying from the vast runways at the nearby airbase.



These five gentlemen launched identical cubs for

a formation run around the gymnasium. The cubs were built three winters ago during a series of building sessions organized by Vic Rusgys who also designed and drew

the plans. I have seen these machines at various events and can testify to their excellent flying qualities. Left to right are Steve Ryan, Kevin Baker, Vic, Richard and Andrew Curran.



In this shot, you can see three of the cubs in

a flypast. While not large planes, they are not micros either but the gymnasium size and the skill of the pilots made for a great demo flight.



Local modeler Steve Ryan, known for his unorthodox

self designed models checks the motor on this flying wing, a familiar airplane to many of us who fly indoor. Steve is also active in the local slope flying scene where he campaigns some of his other original designs.



John Liddard and Rick MacDonald were sporting their micro quads around the gym in the midst of some other traffic when John got a

tad mixed up and started flying Rick's quad. After some seconds John realized "his" quad wasn't

responding properly to his commands. Now, these little things are pretty quick and agile and no one noticed when or where the uncontrolled quad decided to terminate its flight. We searched for some time before someone finally spotted the two tiny arms of John's quad sticking up over the edge of a ledge high over the gymnasium stage. That discovery resulted in the protracted and difficult rescue effort depicted in this photo.



John displays some concern as Chris Dean, who has

some experience in disengaging things that fly and get entangled in netting, carefully removes the quad from the net. At right is Andrew Smith. Chris is a well known local falconer, (hence the aforementioned experience), and HEFA club member.



How often do you get a chance to enter a raffle where the

odds of winning are just 100-1? As a club fund raiser HEFA is offering tickets on an Eflite Splendor and only 100 tickets at 10.00 each will be sold. Draw date is January 24th. Raffle organizer Bill Foster writes " *this raffle is open to any resident of Nova Scotia,*" and if you're working the oil sands of Alberta and returning home every month or so, you're a Nova Scotia resident in my book..! Bill is shown here selling a ticket to Dennis Bellefontaine.

SAINT JOHN MODEL FLYING CLUB PARTICIPATION IN MARKET SQUARE HOBBY SHOW IN SAINT JOHN.

TEXT BY ANDREW COLWELL AND PHOTOS BY JIM NORFOLK.



On November 8, 2014, the Saint John Model Flying Club participated in displaying a few models and having a good social time during the "You Need a Hobby" fair at Market Square in Saint John, New Brunswick. With only a few tables made available, the membership filled up the display in record time. Many visitors to the fair were suitably impressed with the models, and asked many questions. Young children were also amazed, particularly when a small indoor flyer was flown in the atrium by Jim and Andrew flying Jim Lloyd's Night Vapor narrowly dodging the fountain, snowflakes and tree decorations. Events like these are valuable to our hobby, as our flying fields are often away from public view. If



your club has not put on a display recently, think about organizing one. A new member or two might be the result, and it is a fun social time. We had small business cards with contact information so that those interested could get in touch after the fair.

Jim Lloyd, Andrew Colwell and Bob Kennedy is taking a break amongst the models.



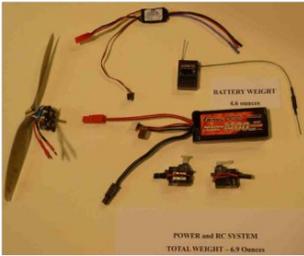
Here is some of the other display shown at the hobby show, as you can see it was all aspects of any hobby related items.



THERMIX-13 PF.

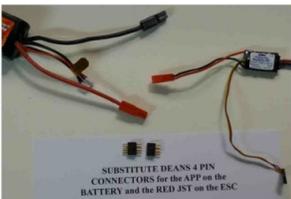
BOB ABERLE.

POWER AND CONTROL SYSTEMS:



Now for a few words on the power and RC system. As originally planned and as shown in the next photo, the total power

and RC system weight was 6.9 ounces. Included in that weight was a 4.6 ounce 3 cell 1400 Li-Poly battery. That battery would have made this plane hopelessly nose heavy. So I substituted a 3 cell 750 battery weighing 2.4 ounces or 2.2 ounces less. That brought my total plane power and RC system weight down to only 4.7 ounces. That worked well, but, of course, I now had only half the battery capacity. More on this thought later.



Another item that must be addressed is that JST red connectors can not handle 8 amps of motor current. So to

cope with this problem I substituted Deans four pin connectors on my battery and my ESC. Two pins are tied together so that the original four pins now connects to two wires. The result is a heavier duty connector. Actually if I had my way, I would have a heavier gauge wire exiting from the ESC.



The pod fuselage doesn't give you much room for your two servos. Even though my Eflite S-60

servos are small, I could not locate them side by side. You could, of course, just make the fuselage a little wider. But note how I laid the elevator servo on its side, attached to the bottom of the pod. The rudder servo was attached to one

of the pod's sides. I used double sided tape and some Permatex clear silicone adhesive to hold these servos in place.



The control rods consisted of Stevens AeroModels .073 inch ID

Teflon tubing with .032 inch diameter wire running inside. Both tubes run inside the boom and exit out at the rear just before the stab.



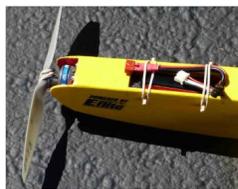
Here you can see the opening on top for the battery pack. My club rules state that batteries must be removed from the aircraft for charging purposes. For that reason I make battery access

real easy.



To complete the package the receiver mounts in front of the

wing leading edge affixed to the pod side with mounting tape and silicone adhesive. Then the ESC mounts to a pod side, next to the battery, the motor being up front.

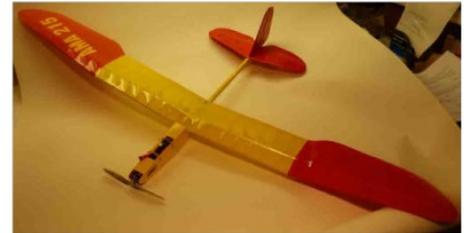


Several pieces of 1/8 dowel and two small rubber bands holds the Li-Poly battery in place, yet al-

lows for easy removal. The longer receiver antenna was brought outside the pod and attached with double sided tape. I wanted to get that larger of the two receiver antennas away from the servo, to help get maximum radio range.



The completed THERMIX-13 PF ready for first flight.



FINAL CG and CONTROL THROWS:

The final CG location as shown on the plans is 1-5/8 inches back from the wing leading edge. That's just about on the main wing spar location. As already mentioned, the 3 cell 1400 battery at 4.6 ounces would have made the plane terribly nose heavy. There are several ways to correct this situation. I chose to go to a lower capacity 3 cell battery rated at 750 mAh. That brought my total weight down by 2.2 ounces. It reduced the total plane weight, allowed the model to balance, but now had only half the original capacity. I found that I could still get up to 6 minutes motor run time at full throttle. With the high power loading and light plane weight, I need only about one minute motor run time to get this little model up to 500-600 feet altitude. So on one charge I might get 6 flights before having to recharge. Another alternative might be to go to a 2 cell pack. You would still have a lot of power, but could increase the capacity to say 1000 mAh, with less total weight. Of course, you could stay with the 3 cell 1400 pack and either increase the tail length or decrease the nose length. You would then have lots of capacity and higher speeds, but the price to pay is higher wing loading. There is a lot to think about!

Continue on next page.

THERMIX-13 PF.

BOB ABERLE.

The control throws worked out to 1/2 inch either side of neutral for the elevator and 1 inch either side for the rudder.

ALTERNATE IDEAS:

I didn't add any under fuselage skid up in the front. If you fly off a concrete or blacktop strip, you might consider some kind of skid or even a single wheel. Otherwise you are going to really scratch up the lower front end. Another suggestion is to go to a folding prop which allows for less drag when flying with the power turned off. My motor didn't lend itself well to a collet type mount, so I stayed with the prop saver. But if you use a motor with a protruding shaft forward, you might try a 7 or 8 inch folding prop assembly with about a 4 to 5 inch pitch.



FLYING:

Flying the THERMIC-13 PF was nothing short of sensational. It flies as well as it looks. It is so easy to fly, that it could prove an excellent first time RC aircraft for training purposes.



SPECIFICATIONS:

Model - THERMIX-13 PF. Designed recently by noted modeler/author, Dick Sarpolus, his full size version of this model appeared in the August 2014 issue of Model Aviation. For this presentation, Bob Aberle, reduced Dick's 900 square inch design, down to just 275 square inches. That places this smaller version in the park flyer category.

Wingspan: 54 inches

Wing Area: 275 square inches

Length: 30 inches

Weight: 9.7 ounces

Wing Loading 5.1 oz/sq.ft.

RC GEAR USED:

Horizon/Spektrum DX-7 transmitter 2.4 GHz spread spectrum, Spektrum AR610 receiver and two E-Flite S60 super micro servos operating the rudder and elevator.

POWER SYSTEM USED:

Horizon E-Flite PARK-300 brushless outrunner motor, APC 8 X 3.8E prop, E-Flite 10 amp brushless ESC, 3 cell Rev Lectrix (FMA Direct) 750 mAh Li-Poly battery (2.4 ounces)

POWER SYSTEM PARAMETERS:

Prop: APC 8 X 3.8E

Motor current: 8.0 amps

Voltage: 10.4 volts (under load)

Power Input: 86 watts

Battery Loading: 10C

Power Loading: 141 watts/pound

Flight Time: 6 minutes but with some motor throttling

expect 8 to 10 minutes.



SUMMARY:

I want to thank Dick Sarpolus for all of his help, and for publishing his larger version of the THERMIX-13 in Model Aviation. If you haven't built a plane from scratch in some time, this is the way to get "back into" our hobby.

Bob Aberle

baberle@optonline.net

So there you go, one project for the winter, if there is one project in particular that you like to have here in the NL, don't be shy, send me a note, and I'll see what I can do. I just sent away to David Diels for a rubber power Vultee P-66 "Vanguard", a 17 7/8" span super nice Lazer Cut Kit, <http://dielsengineeringinc.com/> and I will also scale it up to 150% to give it around 25" span for conversion to Electric Power, I'll keep you posted when I do, sometime this winter together with a few small repair jobs left over from this summer season. If you are looking for a particular model, send me a note and I'll see what I can find for you.

Here is some more info on the Vultee P-66.

<http://www.warbirdforum.com/dunnp661.htm>

NEW RULES FOR UAV OPERATION HAVE BEEN PUBLISHED BY TRANSPORT CANADA.

EFFECTIVE DATE: 2014-11-27.



Issuing Office: Civil Aviation, Standards **Document No.:** AC 600-004

File Classification No.: Z 5000-31 **Issue No.:** 01

RDIMS No.: 10163510-V1 **Effective Date:** 2014-11-27

New rules for UAV operation have been published.

Transport Canada has published the advisory circular laying out the liberalization of rules on the commercial use of small unmanned aerial systems (UAS).

As expected, two exemptions allow restricted use of very small (less than two kg.) and small (up to 25 kg.) in uncontrolled Canadian airspace.

In general, line-of-sight operations in rural areas at least five nautical miles from airports can be carried out without direct oversight by Transport Canada.

The exemptions appear to create one of the most liberal regulatory regimes for UAS operations in the world and TC said as much in its news release.

“Transport Canada today introduced two new exemptions that make it easier for businesses to fly small unmanned air vehicles (UAVs) safely and legally,” the news release said.

There are myriad details, however, and the AC does not by any means give carte blanche to UAS operations.

And for those who run afoul of the many restrictions contained in the AC, penalties range as high as \$25,000.

Also, while no licencing is required, those flying the larger UASs must complete a course on the “required knowledge” of airspace, air law and general flight rules released by TC in September.

Please also see page 11 for more info, but click on the Transport Canada link to see the whole document in PDF format.

DIFFERENT STROKES FOR DIFFERENT FOLKS.

JUST A LITTLE TASTE OF MODELING AND NOT MODELING FOR US ALL TO ENJOY IN THE SEASON IF YOU ARE BORED.

Bill Warner's
COTTAGE WINGS
A Source Guide

A substantial Alphabetical Listings of all modeling and airplane information.

<http://www.gryffinaero.com/models/cotwgs.html>

The Cottage Wings Guide was originally compiled for Free Flight scale modelers by Bill Warner. For a number of years, updates and additions were done by the late Carlo Godel who brought this list to the Internet. It is not connected in any way with the AMA, and the endorsements, where they occur, are the result of Bill Warner's and Carlo's own personal experience or as noted.

With Carlo's untimely passing, I have temporarily posted this file on my web site. I have made a few initial edits of entries that I know to be out of date, and am also making an effort to make the guide a little more web-friendly. It will remain available free as a download at this web site. Please send requests, additions or corrections to, Thayer Syme at thayer@gryffinaero.com.

Balsa Facts.

Botanical Name: *Ochroma pyramidale*.

VITAL STATISTICS: Tropical Height 80 feet to 90 feet tall with a trunk diameter of 12 to 14 inches. A medium-tall, thin tree, balsa grows extremely fast. It is ready to harvest in 5 to 6 years from planting. The best balsa wood comes from younger rather than older trees. Balsa trees are widely distributed throughout Central and South America, from southern Mexico to

southern Bolivia and Brazil. Ecuador, however, has been the principal area of growth since the wood gained commercial importance. It is often grown there in 5,000 acre balsa tree plantations with on-site milling and production facilities. A very surprising feature of balsa is that it can withstand some corrosive chemicals better than stainless steel! Balsa's value is chronically underestimated because of its association with model building and novelties - most familiarly that most wonderful toy from our youth, the model airplane glider. In fact, only 10% of balsa production goes into models and novelties. Balsa has a long list of very interesting uses. Due to its buoyancy it is primarily used in floatation devices, life preservers, rafts, boat hulls and speed boats. Due to its light weight it is used in aircraft flooring, recreational vehicles, off road vehicles and subway cars. Also, in artificial limbs, bathtub and shower stall bottoms and theatrical props. Due to its porosity it is used in insulation, cushioning, sound proofing, vibration modifying and other musical and theatrical needs.

Click on this link to see the latest training tool available for the

military.

F-16 with no pilot, turn up your sound.

<http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ~~~%2cAAAAukPAIqE~%2coAVq1qtdRjwBrikHYj2MSyt-JiEK9s5fy&bclid=0&bctid=2684464741001>

Sign on the back of a Septic Tank Truck:

"Caution - This Truck is full of Political Promises"

CG Tool.

Hold your cursor on the blue writing to see the CG Calculator.

This form will calculate the position of a Center of Gravity (CG) on a model airplane wing as measured from the leading edge of the Root Chord. If you need to know the % of the Mean Aerodynamic Chord (MAC) for a given position of the CG you should use the **Mean Aerodynamic Chord Form.**

HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK	NOVA SCOTIA	NEWFOUNDLAND AND LABRADOR	PRINCE EDWARD ISLAND
<p>WAVETECH R/C HOBBY SHOP 556 Champlain St, Dieppe, New Brunswick. E1A 1P4. 506-855-7285 http://www.wavetechrc.com/</p>	<p>Maritime Hobbies and Craft www.maritimehobbies.com 1521 Grafton St. Halifax, Nova Scotia, B3J 2B9 902-423-8870</p>	<p>Signal Hobbies. www.signalhobbies.com 36 Pearson, St. John's, NL A1A 3R1</p>	<p>Great Hobbies. 171 Buchanan Drive, Charlottetown, PE I. (across from Canadian Tire). http://www.greathobbies.com</p>
<p>EASTERN HELICOPTERS 100 Bosse Ave, Edmundston N.B Canada E3V 4A2 PH: (506)-737-8700 Fax (506)-737-8701 Email: Info@VarioCanada.com</p>	<p>R/C Wings & Wheels www.rcwings.com 490 Rte. 325 Blockhouse, Nova Scotia 902-624-9519</p> <p>Mighty Small Cars 552 Windmill Road Dartmouth, NS 902 423-9298 Owner is Geoff Davis.</p>	<p>709-722-7021</p>	<p>902-569-3262 1-800-839-3262 The new store is now located in Charlottetown with only administration in the Stratford location.</p>

SANCTIONED AND OR PLANNED EVENTS IN THE ZONE.

December 13, 2014 - 1 day.

MIRAMICHI R/C MODELERS.



MRCM Model Airplane Club Promotion.
Miramichi Radio Control Modelers information display. At the Northumberland Square Mall in Douglas-town , Miramichi City, NB on December 13, starting at 9am Come and see airplane models on display and what is happening in the Miramichi vicinity for those who are interested in getting into the hobby.
[This is the only event in the zone this month, and we would like to welcome the Miramichi R/C Modelers back from a long time ago.](#)

Simpler rules for small unmanned air vehicles - Transport Canada makes it easier to fly small UAVs for work and pleasure.

MONTREAL, Nov. 5, 2014 /CNW Telbec/ - Transport Canada today announced, at the Unmanned Systems Canada conference in Montreal, two exemptions that simplify small unmanned air vehicle (UAV) operations and safely integrate UAVs into Canadian airspace.
Under the new exemptions, a Special Flight Operations Certificate will not be required for UAVs under 2 kilograms and certain operations involving UAVs under 25 kilograms. The new approach will apply to commercial operations and contribute to a strong safety regime for those on the ground and in the skies. Once the changes come into effect later this month, operators must check on Transport Canada's website if the exemptions apply to them and respect specific safety conditions, including requirements to operate within visual line-of-sight, maximum altitudes and away from built-up areas and aerodromes. In addition, Transport Canada is simplifying the application process and reducing the time it takes to issue

Special Flight Operations Certificates for larger UAV operators. In October, Minister Raitt launched the Government of Canada's national safety awareness campaign for UAVs, which aims to help Canadians better understand the risks and responsibilities of flying UAVs. For more information, please visit www.tc.gc.ca/SafetyFirst.

Quick Facts

Transport Canada regulates the use of all aircraft, manned and unmanned, to keep the public and our airspace safe. Canada has had safety regulations in place that govern the use of UAVs since 1996. Operators must still apply for a Special Flight Operations Certificate for UAVs weighing more than 25 kg. If a UAV is operated without a Special Flight Operations Certificate and should be, Transport Canada can issue fines of up to \$5,000 for an individual and \$25,000 for a company. If an operator does not follow the requirements of their Special Flight Operations Certificate, Transport Canada can issue fines of up to \$3,000 for an individual and \$15,000 for a business.



FROM OUR ZONE DIRECTOR.



End of the year again, and time to reflect on what you got done and what you should have done. With the Christmas Season coming up please try to support your local Hobby Shops so they can be there when you need them next year, and coming from that Holiday party please call a cab or get a designated driver

to take you home, we would all like to fly with you next season. Also have a look at page 9 and 11 for some new info on your UAV, and also go to Transport Canada website to read it all. I also see that Cato is reaching out to get some more input from you guys and girls for this News Letter, so please give him some help, as it's all for you guys.

Then all there is left for me to say is play safe and have a Merry Christmas and a Great New Year.



**ATLANTIC ZONE
NEWSLETTER
CONTACT.**

Zone Director:

Regis Landry,

E-Mail:

regisl@nbnet.nb.ca

Zone-b@maac.ca

Phone:

506-727-5225

Editor: Cato Hansen,

E-Mail Address:

chansen@nbnet.nb.ca

Phone:

506-832-5710

BACK PAGE STORY.

Hi everybody,

First I would like to thank everyone that contributed to this News Letter. As you can see we now have come to issue 38, and you can find them all on the MAAC website under our Zone, go to Documents, and they are all there thanks to Jason Aube. Now I have to tell you that this News Letter have some great contributors, but I would like to see some more input from the members, it be what you would like to see here, or just a note saying what's going on in your club to share with us. If you send some pictures, it would be nice if you could put the names of the individuals that are featured in the picture. Do you have a project on the go? If so why not share it with us. If you are looking for plans to build from, I do have at least 1500+ on file, they are all in PDF format, and if you could send me a disk and bubble envelope with your address on, I would be more than happy to copy what ever you like if I have it or can get it. My e-mail address is on the last page of the NL. If you send me an e-mail, I'll give you my snail mail address.

Other than that, all there is left then is to wish you all a Safe and Merry Christmas and a Super Happy New Year.

Cato Hansen.

**Now this one is funny,
thanks Sandy.**

A man, while playing on the front nine of a complicated golf course, became confused as to where he was on the course.

Looking around, he saw a lady playing ahead of him. He walked up to her, explained his confusion and asked her if she knew what hole he was playing.

She replied, "I'm on the 7th hole, and you are a hole behind me, so you must be on the 6th hole."

He thanked her and went back to his golf.

On the back nine the same thing happened; and he approached her again with the same request.

She said, "I'm on the 14th hole, you are a hole behind me, so you must be on the 13th hole."

Once again he thanked her and returned to his play.

He finished his round and went to the clubhouse where he saw the same lady sitting at the end of the bar.

He asked the bartender if he knew the lady. The bartender said that she was a sales lady and played the

course often.

He approached her and said, "Let me buy you a drink in appreciation for your help. I understand that you are in the sales profession. I'm in sales, also. What do you sell?"

She replied, "If I tell you, you'll laugh." "No, I won't."

"Well, if you must know," she answered, "I work for Tampax."

With that, he laughed so hard he almost lost his breath.

She said, "See I knew you would laugh."

"That's not what I'm laughing at," he replied. "I'm a salesman for Preparation H, so I'm still a hole behind you!"



**Have a safe and Merry
Christmas to you all, see you
in 2015.**

