

MAAC'S ZONE B NEWSLETTER.

Take off is optional but landing is mandatory.

ISSUE NO.42. APRIL 2015.

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ON ANOTHER NOTE.

Hi everybody, could you please take a few minutes of your time and try to send me something to use here in this News Letter, it be a picture or an up coming gathering that's going on in your club or area, don't forget this is your way to inform the Zone about what is going on in your neck of the woods, so please let me know at

chansen@nbnet.nb.ca

Halifax Electric Flyers Association March break at Lake Echo Community Center. More on page two and three.



The rescue of a Quad from the on top heating units in the gym at Truro indoor March 25th 2015. More on page four.



Vic and Steve getting their glider-tow ready for a flight with help from Dennis at the Kentville annual Indoor Fun Fly, more on page six and seven.



Edmundston landmark leaving for Edmonton AB, more on page five.

ZONE B NEWSLETTER

LAKE ECHO COMMUNITY CENTER MARCH BREAK CAMP

ORGANIZED BY VIC RUSGYS AND MARY JEFFERSON,
PHOTO AND TEXT BY AL EASTMAN AND JOHN O'SULLIVAN.

Following an invitation from the Lake Echo Community center just outside Dartmouth, members of the Halifax Electric Flyers Association (HEFA), participated in an indoor flying day on March 20th. The event, part of a March break camp at the center was organized by **Vic Rusgys and Mary Jefferson.**

Dartmouth modeler **John O'Sullivan** was the center of attention when he brought out a large box of 12" Free Flight Sparrow gliders he had built for the event. The little gliders are John's design and he used to campaign them during his popular school building courses a few years ago. The gliders were built from supplies donated by **John Hatt of Maritime Crafts and Hobbies. John and his shop have been supporting model clubs in their activities for years.**



Fourteen children were in attendance and quickly got that many gliders zipping around the gymnasium. It wasn't long before some were back for repairs while others needed complete replacement. Luckily John had built twenty one so there were extras to take up the slack. Later in the day John posted the following on the HEFA forum:

"The two hours passed too quickly and the kids were still flying as energetically at the end as at the start. About 14 kids took part and were seriously interested in learning about aeronautics. They were polite, very interested and asked very relevant questions and maintained their interest throughout the whole session. If these kids are representative of our upcoming generation, Canada has no worries about its future. Their interest never waned and they were very impressed with the demonstration of fixed wing and multicopter models. They took to the Sparrow Chuck glider like they had flown before. Having set up the model to take a catapult launch made the flights interesting. Two models ended up in the roofing beams, one of which was retrieved by Vic with an accurate basketball throw.

Vic, Mary, Richard and Al Eastman provided the attendants with a variety of models and information and who knows; maybe we can get some serious follow-up from these kids in continuing in a model airplane hobby. It was interesting to see a ratio of at least two girls for each boy, and their interest was equally as good. This ratio follows my previous

building courses with the Richards brothers and John Davies (over 15 years of 10 week courses), where we found that the girls building and flying skills were superior. Vic gave them a presentation on the basics of control systems in an R/C model and Al introduced them to drone flying and how benign these models could be. Al performed launch exercises from their hands with his quad. What a constructive way of spending an afternoon, educating children in the beauty of flight and what it means to our future. We started with 21 Sparrows and after the first hour they were beginning to show some wear and tear, with a couple of repair stations going full time to keep all models airborne. All attendants ended the session with flyable models; some even had two, so everything worked out fine. Vic, Richard, Al and I also gave demonstrations of typical indoor R/C models which were very well received."

Prior to the RC flying demonstration Vic Rusgys explains the intricacies of a model airplane. Vic is a well known modeler and a full time helicopter pilot at the nearby Shearwater base.



Here Vic makes one of many repairs needed during the two hour event. Some models needed a full replacement before thing wound up and a couple ended lodged in the

gym rafters. Vic was able to dislodge one, on his very first throw, but all further attempts to retrieve the second failed.

Vic and Mary brought an assortment of colored markers which allowed the children to customize their machines.

More on Page three.



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PHOTOS AND TEXT BY AL EASTMAN AND JOHN O'SULLIVAN.

I was amazed at the speed these little gliders left the elastic band powered launcher and despite the ten frames per second setting on my camera I missed a photo of most of the launches. Here are several where I was successful.

Here is John demonstrating the launch technique.



HEFA member Richard Giles attempts to retrieve a stuck glider from the rafters. It was not easy and Vic made the only good shot of the afternoon.

ZONE B NEWSLETTER

THE RESCUE OF A QUAD FROM THE ON TOP HEATING UNITS IN THE GYM AT TRURO INDOOR MARCH 25TH 2015, TEXT AND PHOTO BY ED HARPELL.

Mike Bates getting the fishing pole ready for the fishing trip.



Here is the crew in action, Charles Sparrow mans pole and Mike Bates on Fishing rod-line runs to top of pole and hook, and watching the screen.



Complete Success - The Crew left to right Jim Sutherland, Charles Sparrow, and Mike Bates.

[ZONE B NEWSLETTER]

EDMUNDSTON LANDMARK BEING MOVED.

Lancaster bomber being transferred from Edmundston to Edmonton

Second World War aircraft that has sat outside more than 50 years is headed to Alberta Aviation Museum.

A Second World War aircraft that has been a landmark near the Trans-Canada Highway between Edmundston and Quebec for more than 50 years is being moved out west.

The nose of the old Lancaster bomber in Edmundston still points proudly in the air, but if the Second World War aircraft had been left much longer, she would have ended up nothing more than "scrap metal," the local preservation group says. (Edmundston society for the Preservation of the Lancaster/Facebook) Edmundston city council voted Tuesday night to transfer the aging Lancaster bomber to the Alberta Aviation Museum in Edmonton, based on the recommendation of the Edmundston Society for the Preservation of the Lancaster. The KB-882 is one of 430 Lancaster's built in Canada and one of only four still intact to have served over occupied Europe.

The local society had been trying for 10 years to fund a restoration, but was unable to come up with enough money.

"It's a bittersweet feeling," spokesperson Mychele Poitras said of the transfer. "We would have preferred that KB-882 stayed in Edmundston. But on the other side we found a museum who has the plans, who has the expertise, the funding to take care of her," she said.

Edmundston Mayor Cyrille Simard says people in the area will miss the Avro Lancaster, but realize it's for the best.

"The plane has been here for 50 years. The people in community have been attached to it. So obviously we are not happy to see it [go]. But at the same time, in the condition that it was, we had to do something with it."

The bomber is expected to be taken apart so it can be shipped by rail the estimated 4,000 kilometres across the country to the Alberta Aviation Museum, where it will then be reassembled and restored.

<http://www.cbc.ca/news/canada/new-brunswick/lancaster-bomber-being-transferred-from-edmundston-to-edmonton-1.2999725>

It is very sad to see it being taken away, but on the other hand it's good to know that it will be restored and preserved for a much longer time.



ZONE B NEWSLETTER

THE 5TH VALLY GATHERING INDOOR FUN FLY EVENT AT KENTVILLE INDOOR SOCCER FACILITY.

This report is a collaborative effort of several flyers. Jeremy Dann wrote the following report, Al Eastman supplied the photos and captions, Vic Rusgys, Steve Ryan, Richard Giles and Kevin Baker of the HEFA club shot the linked videos.

This 5th Valley Gathering Indoor Fun Fly held in Kentville Nova Scotia at the Indoor Soccer facility, was a great success and lots of fun again this year. Another major winter storm was forecast for the South Shore of the province and arrived in the afternoon (Air Canada sure wishes it hadn't). Despite the weather many pilots traveled long distances from across mainland Nova Scotia and several all the way from New Brunswick; Jim and his lovely wife Pam, Cato and Calvin made the trek from NB – you folks are amazingly dedicated! Conditions inside the soccer dome were balmy – Although we could hear huge crashes all day as ice and snow slid in monster sheets from the metal roof into the parking lot. Mark Clark did a bang up job leading the origination of the event on behalf of the Wings of Wellington. Mark is the newest member of the WOW exec, filling the roll of Events Director and we hope he will hold the position for many years to come. He is a great addition to the team. Don MacPhee, our President, ensured registration ticked along smoothly with the help of Sabrina and Sarah who double up as our ticket sales team. The girls actually made the difference ensuring the event broke even again this year. Many thanks to Don, Sarah and Sabrina. Daniel Spencer was on hand again with his flight simulator setup that is kept busy all day with a line-up of kids keen to try RC flight. The Soccer facility team were great to work with as always and keen to have us back again next year. They continue to make the facility available to all comers for \$10 a head, regardless of how many show up, every Wednesday afternoon through the winter from 1-4 pm, so if you are in the area, come on down. The Quads are showing up in increasing numbers and keeping the heli airspace hopping. However, the helis were not giving any ground which made for lots of exciting near misses but no collisions that I am know of. The same cannot be said for the fixed wing side of the airspace. Collisions, with all those machines in the air, were unavoidable, and fun to watch :--). There were a couple of notable midair's. A piggy back landing and a T28 that was dragged around for almost minutes, tangled in the streamer of Steve Ryan's flying wing – that was really interesting to watch. Steve used one of his wings to tow a ribbon and Glen Miller of the Avon club got a big surprise when he tried to cut it with his UMZ Trozan. The poor little thing's prop caught in the ribbon and Steve towed him swinging and swaying around for

some time before guiding him to a controlled wheels landing. Glen joked "he wasn't towing me around, I was just taking my time reeling him in." Video here: <https://youtu.be/8C5Fsdfalu4> Vic Rusgys and Steve were successful in their third attempt at aero towing making a couple of flights around the interior, a tremendous accomplishment that took a lot of planning and experimentation. Both the tow plane and the little glider were designed and built by Vic. <https://youtu.be/e9OK6oVs4XE> After a snowy winter we are all keen to get back to our fields. The snow is melting fast now in the valley and if I squint and use a little imagination I am pretty sure I can see some grass under the 4 feet of frozen stuff in my back yard. It will probably be a week yet (maybe a little longer) before we are back outdoors. Until then, here's wishing for a good summer season for all RC flyers and we look forward to having you back next year for Valley Gathering #6. Two more super videos can be viewed with these links: (RC Indoor - 2015 Kentville Valley Gathering - 5:32) https://youtu.be/dC_yvIBA2-Q and ("3D Joiner" Maiden Flights - 4:13) <https://youtu.be/Nghu5p5dMpM> ***The Wings of Wellington is once again very grateful to the Hobby Businesses in the Maritimes and MAAC who are consistent supporters of the Valley Gathering. Year after year these organizations have stepped up to sponsor the event and all who participate in it. Thank You; Great Hobbies – Charlottetown/National; MAAC – National; Maritime Hobbies and Crafts - Halifax; Mighty Small Cars – Dartmouth; RC Wings and Wheels - Bridgewater.***



Shawn Maloney of the ASRCM club displays his trophy ribbon following a flight at the Valley Gathering. The ribbon was being towed behind Steve Ryan's flying wing. Both modelers put in many flights during the event on March 28th.

Steve Ryan, shown here with his latest design is known in the Halifax area for his unique and very different designs. This one as usual drawn up as he says "on a napkin" was successfully test flown at the event. Everyone stopped to watch when Steve fired this beauty up. It flew easily and smoothly from the get go.



ZONE B NEWSLETTER

THE 5TH VALLY GATHERING INDOOR FUN FLY EVENT AT KENTVILLE INDOOR SOCCER FACILITY.



Glenn Miller and assistant zone director for the Atlantic Zone Sandy McInnis were seen flying UMX warbirds on several occasions. Here the ready their SE5's for another flight.

Deputy Zone Director and newsletter editor Cato Hansen shows his scratch built foamy cub in



the ring" squadron colors, favorite markings of our Newfoundland compadre Carl Layden. Cato crafted the markings using a printer and some hand painting.



Another pair of smiling attendees with similar quad copters. Jeremy Dann is a driving force in the hobby in the valley area in Nova Scotia. Calvin Martini, at right, is at the forefront of quad cop-

ter and FPV innovation in New Brunswick.

These are earlier editions of a blade quadcopter and when they first appeared they became the indoor stryker equivalent at the ASRCM indoor. Off to do battle in this photo is Al Coolen and Jon Eastman.



Several of the HEFA club members are known for their use of dollar store foam in the construction of their models. This



beautiful Avro Arrow was built by Richard Giles from plans downloaded from the internet. Here Steve Wiper helps out with the hand launch during a test flight.

You can see that

Richard has the throttle at max on the rear mounted motor. Sorry, no in flight photo as the low light in the stadium and the necessary slow shutter speed results in very blurry photos.

Vic Rusgys and Steve Ryan made a couple of glider towing fights within the confines of the arena. Steve, standing, was the glider pilot while Vic, center, flew the cub tow plane. Dennis, at right, lends a helping hand in setting things up. Vic is the designer of both the glider and the cub tow plane, building both from foam sheets.



A familiar modeler at many events in the zone is Jim Lloyd of Saint John. He was pretty active at this event and is shown doing a bit of maintenance on his eflite SE5.

Andreas Ritter was flying a small Twisted Hobbies bi-plane, one of several at the event. The Twisted Hobbies series of foamies are very popular and durable indoor ships.



ZONE B NEWSLETTER

HOBBY SHOPS IN OUR ZONE.

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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.

SOUTH SHORE RADIO CONTROL FLYING CLUB.

Float Fly.

May 9th, 2015.



Hyson Lake, Chester Basin Area.

Directions to the Event:

From Exit 9, take Highway 12 towards Kentville.

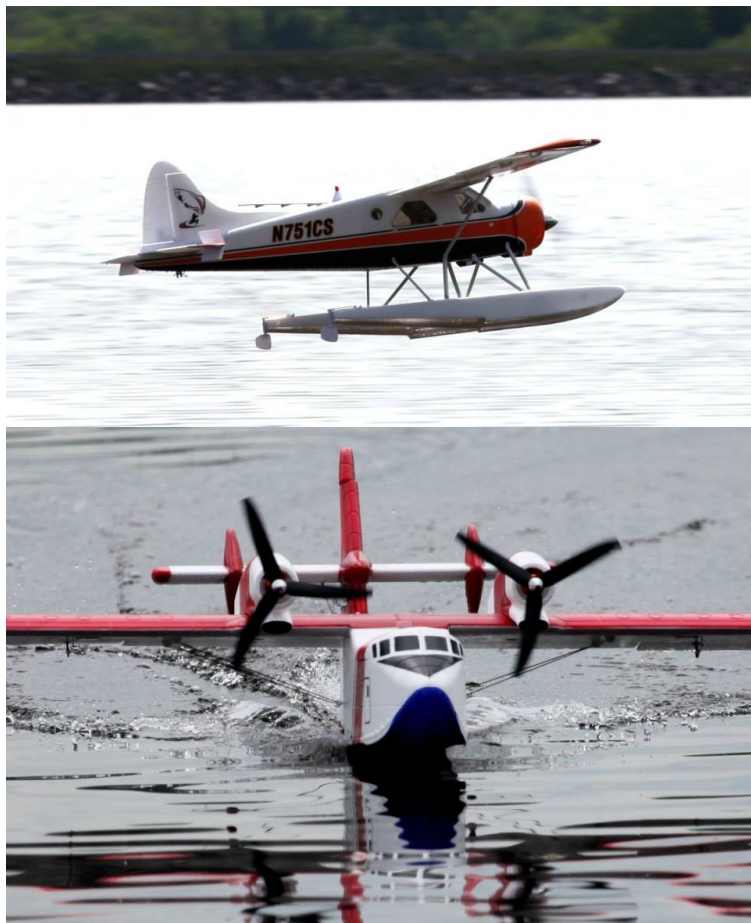
Approx. 12 km to Tom Dorey's Garage on the right.

150 meters after the Garage turn right into Rivers Edge Road. Follow the road until a wide road is on the left with a chain gate. You can see the Shed and the parking lot.

Contact Person: Andreas Ritter

Contact Number: 902-275-2286

Contact Email: aritter@eastlink.ca



FROM YOUR ZONE DIRECTOR.



Well gang, the time of the year when the Annual General Meeting of our Organization is taking place, and if you have a last minute request for me to pursue, now is the time. Lots of work has already been done thanks to the never ending technology that we see every day in our work or play. MAAC is changing to keep up with all the changes and challenges that we are facing in our hobby, and the roles of every Zone Director is taking on more challenges than ever before, so please come forward and do your part as a member to make our organization a place to be proud of and a place you would recommend anyone to become a member of. Share your knowledge and good common sense, try to participate in as many events as you can, as lots of work is being put in to make those events fun, safe and a place you will feel welcome, so fly safe and we will see you around.

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BACK PAGE STORY.

Look what Sterling got this winter down South when we had to suffer with all that snow up here, my guess he is looking to fly with the King of SE5; Jim at Margaree this year, thanks Pamela for letting us all know.

Here is some information from Andrew Colwell, take the time to educate yourself.

Some light reading. The main difference between Li-Ion and Li-polys is the construction, apparently.

This is a good link geared towards us hobbyists.

Click on the words underlined: <http://barnson.org/node/1842>

According to Energizer MSDS:

If fire or explosion occurs when batteries are on charge, shut off power to charger. In case of fire where lithium polymer batteries are present, flood the area with water. If any batteries are burning, water may not extinguish them, but will cool the adjacent batteries and control the spread of fire. CO2, dry chemical, and foam extinguishers are preferred for small fires, but also may not extinguish burning lithium polymer batteries. Burning batteries will burn themselves out. Virtually all fires involving lithium polymer batteries can be controlled with water. When water is used, however, hydrogen gas may be evolved which can form an explosive mixture with air. LITH-

X (powdered graphite) or copper powder fire extinguishers, sand, dry ground dolomite or soda ash may also be used. These materials act as smothering agents. Fire fighters should wear self-contained breathing apparatus. Burning lithium polymer batteries can produce toxic fumes including HF, oxides of carbon, aluminium, lithium, copper, and cobalt. Volatile phosphorus pentafluoride may form at a temperature above 230° F.

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The following courtesy of Ian McQueen; enjoy.

What a thrill for this restorer when he saw his work fly for the first time since 1950. Brilliant work! The only flying one of its kind in the world! The sound of this plane is incredible - nothing beats the sound of a Spitfire's Merlin Engine.

This aircraft, the Seafire, got its name from the "Sea Spitfire". The land based Spitfire was modified with a tail hook added and folding wings, so it could be flown from and onto carriers at sea.

What a project! Beautiful aircraft! The Seafire XV

<http://www.youtube.com/v/TneYPcyGbbY&autoplay=1&rel=0>

