

MAAC'S ZONE B NEWSLETTER.

*Take off is optional
but landing is mandatory.*

ISSUE NO.1

November 01, 2011

LEAD STORY HEADLINE

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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
- WHAT-EVER

To all members in the ZONE B, this is your newsletter, just a little something to try to get our entire clubs in the zone another tool for everybody to keep abreast of what is going on in our zone. This is by all mean not something to replace our zone news in the official MAAC Magazine, but something that we all can have somewhat closer to home. We will have a little something from our Zone Director, hopefully something from our Assistant Zone Directors, and something from whomever feel they have something to contribute.

We will try to have all events up to date every month, Sanctioned and planned, and it will be ready and sent out at about the first of every month, the purpose is to better give us all a quicker tool to see what is going on in our Zone. We will also try to post some Drawings in PDF format for you to download and to maybe encourage you to build something. There will be some for electric, rubber, glider, scale or what ever you like

to have, just let us know and we'll see what we can do. Some interesting web links will also appear. But it would be nice to have some input from you, as it is for you that this is being created. It will be a fun thing to do every month, and we will our best. E-mail, to let us know what you think.



Our ZONE Director caught with his hand in the cookie jar at SJMFC's Fun fly this Fall.
Picture by Bob Kennedy, SJMFC

SNOW.

The winter came early in my region with snow on October 30, it is all but gone again, but that is just another way to let us know that the indoor season is about to start, and the balsa and foam dust should be floating in the air again fixing our creations or building another one.

Indoor flying should start up to, Electric Rubber, Gliders, or what ever. On that note, on the next page is a couple of links to drawings for you to have a look at, if

you decide that that is something for you, just copy to a disk or stick and take into your favorite copy shop to get hard copies made. It is in PDF format, and I take mine in to an Industrial copying place, and they charge me \$ 0.25 per square foot, so let's start building something, and send me a picture to put it in here.

PLANS

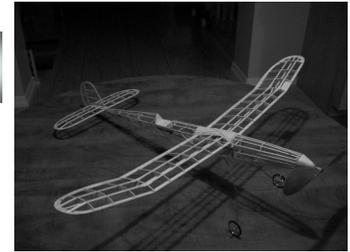
Here are six Plans, Rubber power, or make it into Electric, and one is a control Line. The plans that are listed here come from Vintage & Old-Timer Plans—RC Groups, no need to sign in, but a great site for any branch in our hobby, so why not register and be part of that great community. Here is the link to the site, but be warned, it could be addictive, there is around 4000 and counting Plans and articles there.

<http://www.rcgroups.com/forums/showthread.php?t=1265873&highlight=vintage+plans>

Here is another site that has all the listed plans from the above site in a directory, also check out their own website.

<http://www.outerzone.co.uk/vinplandex/>

To view the Plans, just hold your cursor over the Adobe sign, hold down your CTRL key and left click on your mouse, it will ask if this site is safe, and it is, and then it will take you to the site where the drawing is. When you get there, you will have a choice to open or save the plan, move the cursor down to the left lower corner to see the size of the plan.



My Arrow in bare bones.



WACO YQC-6,
A lot of details on
this Plan



And here is the Arrow finished.

• **Ryan PT-20. Rubber.**



Aldrich Nobler
Control line



Boeing P-26A Dime
Scale.



Curtiss Jenny JN
4D.



Albatros D.V.
Another one
with lots of de-
tail.

ZONE NEWS.**Zone news:**

The annual Zone meeting went well, and a big thank you goes to the guys in Truro for putting it on.

Regis Landry was re-elected as our Zone Director, the position for Deputy Zone Director was also on the agenda as the former DZ had withdrawn his services.

Cato Hansen from Saint John Model Flying Club was elected to fill in for the remainder of the term.

Regis has send out the Minutes of the meeting to all the clubs in the Zone.

We are also going to list all events as they are coming up on a page by it self, they will be listed as Sanctioned and Planned.

Another page is also going to be listing all the Hobby Shops in our Zone by the Province, and if you know some that is not in here, let us know.

If it is anything else you would like to see here, let us know.

Some news from Saint John:

Indoor flying at Saint John High School every Sunday evening, if interested contact Andrew Colwell for more information.

andrew.colwell1@gmail.com

We also fly Rubber and Free flight at another location, contact me for more info.

chansen@nbnet.nb.ca

And if you go to one of the SEADOGS games here in Saint John, our club is flying the BLIMP, say hi if you are there.

Let us know what is going on in your club, and we'll put it here.

HERE IS SOME BIG PLANS FROM A GREAT GUY.

Here is a link to a special guy that is making his drawings free for all to down-load, you probably have seen his designs in the former magazine RCModeler, his name is David Andersen, and if you down load one of his plans, don't forget to thank him.

Here is a list of the free down-loads that he has made available to all modellers for their personal use :

LAVOCHKIN LA-7

Wingspan is 96.5 inches.

GRUMMAN LYNX

Wingspan is 98 inches.

ARADO 96 B

Wingspan is 86 inches.

HOVARD PETE

Wingspan is 88.33 inches

He also have a great book free to down-load called: **"AT THE FIELD"**.

Here is his website for the downloads.

<http://mnbigbirds.com/Andersen%20Plans.htm>

WINTER FLYING WITH SKIS.

This story was Written by:
 BRUCE STENULSON
 In 1993.

TAIL DRAGGERS VERSUS TRIKE GEAR

Tail draggers have the distinct advantage for set-up on skis, primarily because of the weight distribution as well as the attitude of the fuselage at the beginning of the take-off run. Trike gear planes can also be set up to fly well from skis, but have to overcome one disadvantage. A typical trike gear equipped r/c aircraft carries around 40% of the weight on the nose wheel; this provides good ground handling, and is desirable when using wheels. When you switch to skis, however, some new dynamics must be considered.

We can speak of these as "floatation" or more properly "planing surface dynamics". Carrying 40% of the weight would seem to ask for 40% of the total ski surface area. Common practice in the past was to have much smaller nose skis, in deep soft powder snow, this wasn't very functional, so wider/longer nose skis overcame the "submarine " tendencies on trike gear set-ups, two details must be dealt with; propeller to ski clearance, and propeller to snow clearance.

The nose ski must be mounted so that it can not reach the propeller if it rotates out of it's desired mounting attitude. Axle mounting location on the ski is dictated by the dimensions of your particular aircraft, an axle location on the ski forward of the center of the ski contributes to dynamic in-flight stability; if there is more ski surface behind the axle than in front of it, the air pressure in flight will tend to keep the ski's tail in line behind the front; this is what we want! If propeller clearance allows, locating the axle back from the ski tip 35% to 40% of the total length seem to work well in practice, the same forward-of-center axle location applies to the main skis also for the same in-flight dynamic reasons. Taller nose gear may be required/ desirable with wheels off and skis installed, many trike gear planes loose ground clearance. If the plane settles into soft snow and the propeller is in the snow, you'll have problems. If the mount height of your nose gear is adjustable, try lengthening it to achieve propeller to snow clearance and a somewhat nose-up attitude at rest. Consider setting up a separate nose gear just for use with your ski if necessary.

Engine down thrust and small elevators r/c aircraft are set up with a lot of engine down thrust. This makes the plane handle like it is even more "nose heavy" when you begin your takeoff run. Holding in full up elevator

helps to keep the nose from diving in.

If you have adequate elevator surface area, throws, and authority to counteract these forces, the air flow/prop wash will push down on the tail. If you find that your particular aircraft does not have adequate elevator authority, several things can be tried.

- (1) Increase elevator throws
 - (2) Increase elevator area
 - (3) Seal hinge line air gaps completely; (a 1/32" gap may reduce elevator effectiveness by as much as 30% according to don lowe's data!)
- Add clear packaging tape to the top surface, or add "monokote hinging" between the conventional hinges to eliminate all air gaps.
- (4) The adventurous may wish to take out some of the engine down thrust if they feel it is excessive; you're on your own here!
 - (5) Consider converting your trike gear aircraft to a tail dragger; it's been done with excellent results.

Tail dragger details

Tail draggers can be set up to handle well on skis, again, adequate elevator and rudder authority is desirable for good ground handling and takeoff runs.

Tail wheels, tail skids, or tail skis? Some leave the tail wheel in place, and manage ok in the snow. A tail ski is only useful on large, long, tail heavy aircraft. If you do install a tail ski, use a steering keel on the tail end, and insure that it can not rotate out of it's proper alignment.

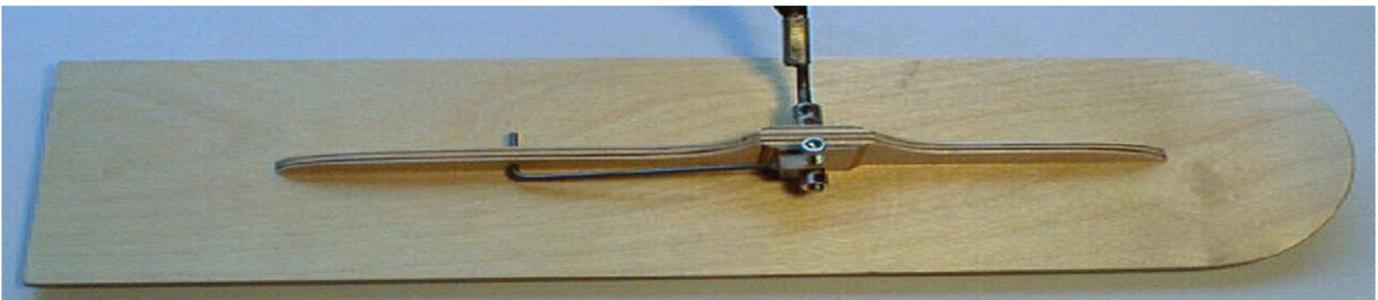
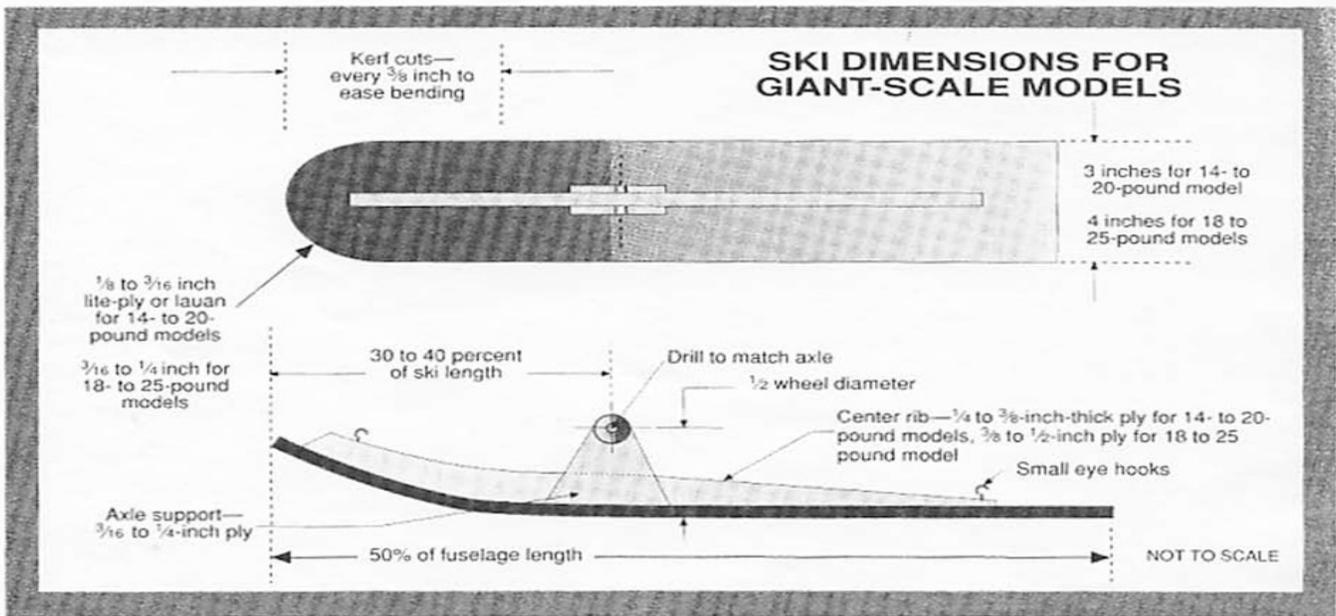
Check & adjust the aircraft's balance with the skis in place; balance will be shifted forward by the additional weight of the skis.

For responsive aerobatic models, you may want to keep the balance where it was when flying on wheels.

If you take your plane out of your warm car directly onto the cold snow, the snow will melt an, then form ice on your skis, avoid this! A piece of old carpet, etc., will allow the skis to get cold enough to not ice up when they finally do come in contact with the snow.

NOW GO FLY!!!

WINTER FLYING WITH SKIS.



Above is a closer look at the Torque rod system. 3/32" music wire is needed on 25 to 90 size planes up to around 10 to 12 pounds, while 1/8" is used on the Giant scale planes. The key to long term, low maintenance reliability of the ski mounting / alignment system is in having a RIGID AXLE which can not rotate in flight. For those of you who are fond of bent aluminium or molded composite landing gear, carefully drilling and installing a locating pin or screw through the gear leg into the axle assembly is advised; at a minimum, get a good pair of toothed lock washers, and lock the axle in place well, adding thin CyA glue as insurance against axle rotation.

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.

SANCTIONED AND PLANNED EVENTS IN THE ZONE.

GMAC Mega Indoor Winter

January 28, 2012. Start at 8:00:am

Moncton Coliseum Complex, 377 Killam Drive, Moncton,

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.

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.

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)



FROM OUR ZONE DIRECTOR.



Since I am back in for another two year term I want to say thank you to all the members for your support. We will start a monthly news letter for the zone edited by Cato Hansen, so we would like everyone to try and participate into it, it would make it a lot easier to be a success, and It will include different aspect of the hobby. Also if someone has an article or picture it will be welcomed and it would make different areas of the zone more visible.

Cheers

Regis Landry

Atlantic ZD

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BACK PAGE STORY.

This is just a sample of what we had in mind, the purpose of this newsletter is to try to reach everybody in our Zone to try to inspire you to build from scratch, or just have a look at what some other clubs are doing, and how they are doing what. I can tell you what we in Saint John are doing, but I need you to tell me what you are doing in your club, so I can get it in here. We all know how the cost of traveling has put a damper on the Zone activities, as fewer and fewer members are taking part in other clubs events. Maybe through this newsletter we can highlight and encourage you to participate a little more if you see what the other clubs and members are doing, and enjoy the friendship and chatting and perhaps some flying.

I have included some places for you to down-load plans, just a

warning that it can be just as addictive as this modeling hobby can be.

Another note to you all is that if you have a local Hobby Shop in your area, please support them as much as you can, you don't realize how much you need them before they are gone.

This is it for this time guys and girls, just have to leave you with a little something I got from Jim Lloyd long time ago, it kind of apply to us all I think, so send us an e-mail and let's get this thing going.

Cato.

The Modeler.

A feller isn't thinking mean--modeling' planes;

His thoughts are mostly good and clean, modeling' planes

He doesn't knock his fellow man or harbor any grudges then;

A feller's at his finest when he's modeling'

planes.

The rich are comrade to the poor, modeling' planes;

All brothers of a common lure, modeling' planes;

The boy, the joy the models bring, can chum with millionaire and king;

Vain pride is a forgotten thing, modeling' planes.

A feller's glad to be a friend, modeling' planes;

A helping hand he'll always lend, modeling' planes;

This brotherhood of prop and struts and wing is simply fine;

Boy's come real close to God's design, modeling' planes.

A feller isn't plotting schemes, modeling' planes;

He's only busy with his dreams, modeling' planes;

His livery is a lacquer pan, his creed--to do the best he can;

A feller's always mostly man, modeling' planes.

Silas Weatherby, 1933