

MAAC'S ZONE B NEWSLETTER.

Take off is optional
but landing is mandatory.

ISSUE NO.15.

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LEAD STORY HEADLINE

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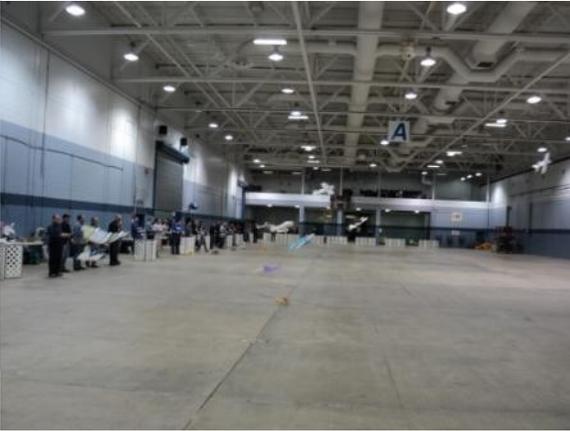


Happy New Year everybody, may you have a safe and prosperous Great Year with lots of flying and great friendship.

Don't forget to register your club, because as of January 01 if not registered, your club is not covered, the same goes with your membership. And as you probably already know, the

know, Regis is on the executive committee, but his hands is tied for making any comment regarding the issue at hand; binding by the confidentially agreement all Zone Directors have to sign.

Other than that, the month of December must have been really quiet, as I have not got any feed from any of our 30 clubs in this zone, so if you like to continue to receive this News Letter, you have to give me some more input as it is really hard to write something that will involve you all; as was the intention with this NL. This Zone is so spread out, that we thought this would give you guys a change to inform the rest of us what is going on in your neck of the woods. So come on guys and girls, give me a break.



I did get a note from Al Eastman again, he is quite consistent; and thanks for that Al.

It happened in November, but it is still good, so here is Al:

Monday, November 12, an unseasonably warm day saw flyers active on most fields in Nova Scotia. Modellers were on site at HEFA and Shearwater in Dartmouth, ASRCM in East Hants and at the Avon site in the Valley. The day proved to be particularly satisfying to the local glider group who made the trip to the Lawrencetown slope outside Dartmouth.

I did not shoot those pictures, but because I mentions the MAAC newsletter at the indoor meet we had, John Walker sent those pictures including a small write up with info and names, so here you go John:

big indoor flying at Moncton Coliseum is this January 12, see the event page for more info.

The big news at the end of the year had to be the resignation of our MAAC President Ron Dodd, sad thing to see, and as the rumor mill is in full swing on RC Canada site with lots of comment from members and members want to be, we just have to wait for the official statement that will come in the near future. As you

NEW TOOL FOR THE ZONE.

ZONE B NEWSLETTER

ZONE NEWS.

Glider flying at Lawrencetown slope outside Dartmouth by John Walker.

The day started brisk at 31 km/h winds which soon dropped to 20 km/hr. The five HEFA members flew 12 different models ranging from John Walker's 800 mm Kinetic to Andrew and John O'Sullivan's 3.5 meter Pulsars. There were no collisions, no crashes, and no frostbite. It was a great day for mid- November. Shown braving the winds are Brian Gray, long time glider enthusiast John O'Sullivan, John Walker, Tom Foote and Andrew Smith.



John O'Sullivan checks his wing. Note the number and variety of the models.



Tom Foote (kneeling) checks his glider prior to a launch.



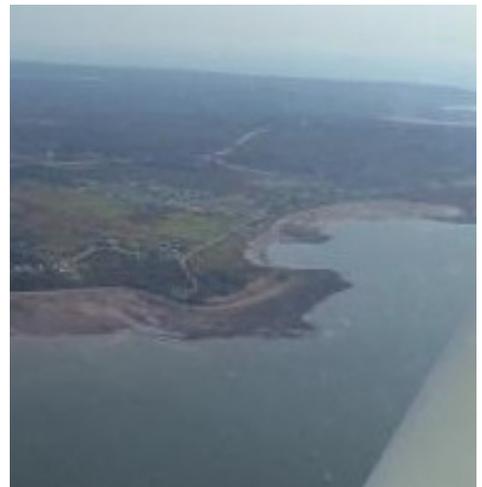
Three models in the air. At times five models were active at the same time.



If you haven't been at their slope site, you defiantly have missed a super slope site, second to none. And if you haven't tried sloping or glider flying, you really have missed a great opportunity to have a thrill or just a nice relaxing flight all at your choosing, and one of the cheapest way to enter our great sport, so why not try it, any slope with the wind blowing against it is good, just hold your glider at the updraft and feel the wind lifting the glider out of your hand and up it goes.....



Yes, we do have a great slope site here in Saint John too, so if you like to try it we would be more than happy to assist you, as I'm sure the boys at the HEFA club would too. I'm sure if you looked around your own area you would find a suitable site.



ZONE B NEWSLETTER

BUILDING STICK FUSELAGES BY MARCEL LAVOIE.

This information was taken from Small Flying Arts Website, and was written by Marcel Lavoie.

Over the last several years I have devised a method of building box fuselages from stick balsa by lifting up the longerons when building a side frame, then placing a strip of balsa under them for marking and cutting the uprights, together with some tools to do the job.



The typical way people build is to place the upright strip over the longerons, and by sighting down or eyeballing, try to obtain the correct angles and length. That requires quite a bit of skill and time. My approach is far easier and faster. It works great for diagonal spacers and Warren truss type of structures with all the angled cuts, as well as for cross pieces.

The method described here deals with 3/32" and 1/8" square balsa strip, with some changes when using smaller and larger sizes of balsa (more on this later). A favourite model, the Miss Canada Sr., is used to illustrate the system. As a side note, the method has been found to be a great help to a fellow modeller handicapped by a stroke. The tools for cutting spacers are very simple to make. There are two types of cutters, but at this point the discussion centres on what I call a MARKER/CUTTER because it is a double-ended tool in which one end is used to mark where the cut goes, and the other end of the tool, the cutter, finishes the job. The tool is made by sandwiching a short (3/8") length of razor blade between two Popsicle sticks having both ends squared off. Cut a 5/32" deep x 1/4" wide U-shaped opening in one end and square off the inside corners, then glue a piece of blade to the other end to serve as a marker. The blade should project from both ends no more than 1/32". I use Popsicle sticks because they are readily available and are a convenient size (1/16" x 3/8" x 4-1/2"). Use epoxy for gluing the sticks together and contact cement for the marker blade. This arrangement gives a very rigid support for the blade, even the narrowest ones I use which are 1/4" wide. The long "handle" helps a lot in keeping the tool close to the vertical for nice square cuts. I use

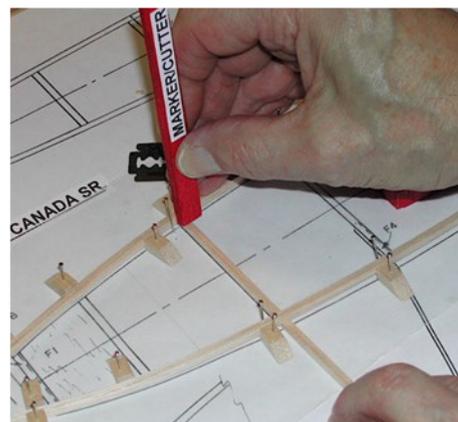


blades from our local Dollar Store and some double edged blades. I will leave it to the reader to work with what he has available. Better quality blades should give better results but the tool works beautifully to ensure accurate cuts on the first try, thus speeding the work along greatly. A second item that is required is a set of jig/building blocks as can be seen in the photos. These are made from a strip of hard 1/4"(16 lb.) square balsa cut into blocks 1/2" long with one end sanded to 90 degrees and the other end cut to about 30 degrees. They could be made of pine or some similar wood.

Drill pilot holes about one third of the way from the square end to receive the pins which should be a tight fit in the hole. Make about 30-40 of these blocks which will be used mainly on the outside edges of



the longerons. The pins remain in the blocks permanently. This size block can be used for both the 3/32" and 1/8" strips. A Pin Driver is next, make this from a 4-5 inch length of 1/4" diameter hardwood dowel with a 1/8" diameter hole drilled into each end. The depth of the holes is such that the straight pins do not penetrate my gypsum wallboard building board and ruin the kitchen table (ouch!). A last item that is needed is an end-grain chopping block, again hard balsa or pine, onto which the strip is placed for cutting after it has been marked. The two faces of the block have to be parallel of course and sanded smooth. Always use the end-grain block as this will give a cleaner cut as well as prolong the life of the blades. Paint/colour all these tools (though not the faces of the block) with a bright colour so that they will be easy to spot among the clutter. This may seem like a long preamble but the tools just described will be available for future building jobs. It would be useful, nay, necessary, to provide for some type of container to hold the knives and blocks (mine were purchased at the same \$ Store).

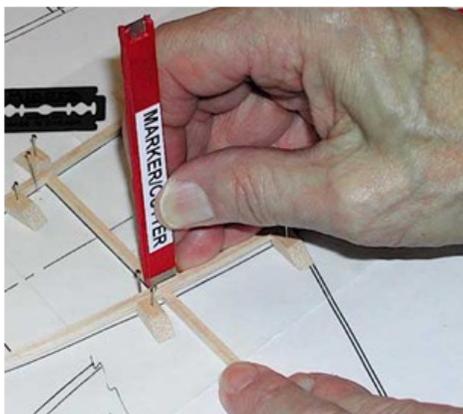


ZONE B NEWSLETTER

BUILDING STICK FUSELAGES BY MARCEL LAVOIE.

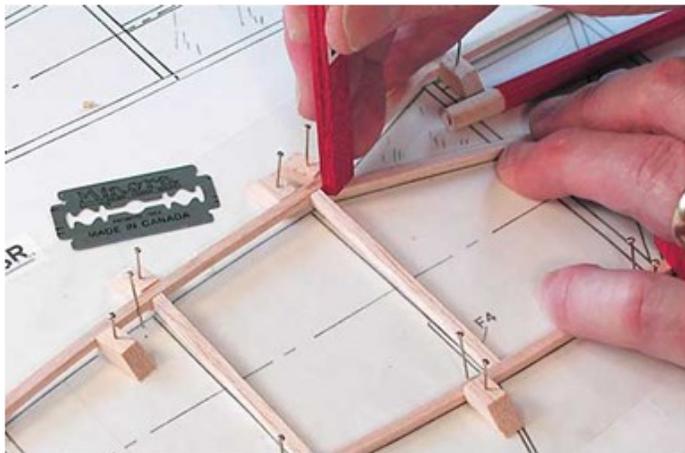
Compared to the standard way of placing the upright strip over the longerons, this new way is actually fun. Protect the plan in your usual way to prevent the structure from sticking to it. Lay down the longerons by placing the blocks for the top longeron in line with the upright positions. For the bottom longeron, place the blocks about 1/4" off to the side of the upright positions so as to allow free passage of the upright strip under the longeron and to leave room for the marker. Glue up the several pieces of the top longeron if it is made up of more than one piece such as for a cabin model. For the inside edges of the longerons a pin at every second station might suffice.

A word here on how to hold the tool... I find that holding it at a point about one third up from the bottom end gives a good control in keeping the tool vertical as well as making it easier to apply a slicing motion when needed for harder strips. OK, so we are ready to start.



Insert a strip of balsa under the bottom longeron, then under the upper one. Line it up on the upright position and gently push blade side of the marker up against the top longeron to mark the angle at that end. At this point it would be a good idea to put a mark of some sort on the piece to ensure its proper orientation later – a "<" pointing towards the front is what I do.

Remove the strip and place it on the block for cutting with the other end of the tool. Re-insert the strip under the bottom longeron and slide it up against the top longeron which by this time has been lowered back down onto the plan.



Push the strip up fairly tight against the top longeron and proceed to mark the lower end of that upright. Experience will tell you how much pressure is right. Remove, cut, and, voilà, one very neat fitting upright.

The angles and length are perfect! You really have to work hard to get a reject. The speed of this method and the high degree of accuracy is miles ahead of the old ways. After one side is built, remove it from the building board, but leave the blocks in place to build the second side. With the jig blocks in place it should not at all be difficult getting the two sides the same. A little care is necessary, but then again, we always do use a little care, don't we?

The business of cutting diagonal cross pieces is handled in the same manner. Since we need the top view of the plan to cut the cross pieces, I draw a basic copy of that onto a strip of paper and staple it a few inches above the top view of the actual plan. The assembly of the side frames is done over this drawing using poster board triangles about 5" high x 3" at the base to keep the frames in line and square. An extension at the base is bent over to a 90 degree angle to allow stapling the triangles to the building board. For a typical model of, say, 36" span, eight to ten of these triangles are needed. As each pair of cross pieces is cut mark them with an arrow as before. When gluing in place put the arrow marks towards the inside of the fuselage.

For smaller models using 1/16" square such as Peanuts, life is even simpler: The tool, if one can dare call it that, is simply a short length of razor blade glued onto the side of a Popsicle stick. Narrow the end of this tool to 1/4" wide to accommodate tighter inside curves on small models. Leave no more than 5/64" projecting from the end and glue it on using contact cement. A neat way to measure this is to push the cutting edge of the blade through a scrap of the chosen longeron material with about 1/64" projecting. This simple device will be used to cut the uprights and cross-pieces while the strip is still under the longerons. For 3/16" and 1/4" wood on larger model the type of marker/cutter described at the outset is made bigger, e.g., two strips of 1/16" ply or pine, 3/4" x 5" long, with a 1/2" wide opening, just over 1/4" deep. Jig blocks 1/2" square could do for these two sizes of strip.

So, there it is. It is not an automatic thing, but after you get the feel of using these tools – and this will come quickly – you will be surprised at the beauty of it.

Anyone having questions or suggestions can reach me at:

harrier@nb.sympatico.ca,

or at:

Marcel Lavoie, 111 Victoria Street, Campbellton, N.B. Canada, E3N 1J6.

ZONE B NEWSLETTER

HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK

WAVETECH R/C HOBBY SHOP

556 Champlain St, Dieppe, New Brunswick. E1A 1P4.

506-855-7285

<http://www.wavetechrc.com/>

EASTERN HELICOPTERS

100 Bosse Ave, Edmundston
N.B Canada E3V 4A2

PH: (506)-737-8700

Fax (506)-737-8701

Email: Info@VarioCanada.com

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

Mighty Small Cars

552 Windmill Road
Dartmouth, NS
902 423-9298
Owner is Geoff Davis.

NEWFOUNDLAND AND LABRADOR

Signal Hobbies.

www.signalhobbies.com

36 Pearson, St. John's, NL
A1A 3R1

709-722-7021

PRINCE EDWARD ISLAND

Great Hobbies.

171 Buchanan Drive, Char-
lottetown, PE I. (across from
Canadian Tire). [http://
www.greathobbies.com](http://www.greathobbies.com)

902-569-3262

1-800-839-3262

The new store is now lo-
cated in Charlottetown with
only administration in the
Stratford location.

SANCTIONED AND OR PLANNED EVENTS IN THE ZONE.

January 12, 2013 – 1 Day.

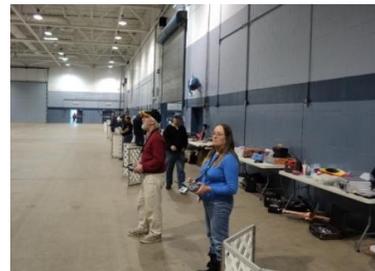
Greater Moncton Aeromodelers.

-- Mega Indoor Fun Fly

The Greater Moncton Aeromodelers club is pleased to announce their 2013 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 and multiro-tors) that will safely accommodate many small indoor aircraft. We hope to repeat last year's very suc-cessful 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 heli-copters and smaller in the other. There will be an onsite food ven-dor as last year. There is also a Tim Hortons just down the street and many restaurants nearby. You are wel-



come 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. Note that the swap shop starts at 10 AM. Please be fair to those driving from out of town by selling only after 10 AM. 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 re-scheduled. Otherwise, the event will proceed. If necessary, notice of cancellation will be posted on the club website by 6am. The cost is \$20 for participants (pilots and sellers at swap shop), but spectators are free. Your admission helps us cover part of the rental cost for the fa-cility.



MAAC'S ZONE B NEWSLETTER.

FROM OUR ZONE DIRECTOR.



Her we go guys and girls, another year under the belt, hope you Santa was nice to you and that you and yours had a super holiday.

As you have already seen on page 1 regarding our President resigning, that just about cover what I can say regarding the matter for now, when it has gone through the proper channels, you will all get the facts.

As of Jan 2, 2013, out of the 30 clubs in the Atlantic Zone 25 clubs have already registered for the year 2013 and only 5 clubs left to be registered, and hopefully all the clubs will be done by the end of January. I must say; that is a huge improvement from a few years back when most clubs would only register by late spring or even early summer. For this I must say thank you for your cooperation and it makes thing much easier not only for me but also for the clubs and the members. Also this year on Canada Day weekend, it's the "WARBIRD" Event, to be held in Truro NS, so get that BIRD ready, more details later. See you sometime this year.

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BACK PAGE STORY.

Here is a note regarding GREAT HOBBIES P.E.I. Location:

The new store is now located at 171 Buchanan Drive, Charlottetown, PE I. (across from Canadian Tire).

With only administration, in the old Stratford location.

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As you can see, I copied a neat little building trick by Marcel Lavoie from Campbellton, N.B., and I hope you will enjoy it. It kind of relate to any building that you will do, and it is a nice neat little building tool and trick.

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Here is a great site for those of you that like to keep informed with legal issues, it also relates to our organization.

<http://www.mondaq.com/canada/x/186446/Charities+Non-Profits/Non-Profit+Board+Members+Duty+Of+Confidentiality>

The St. John's R/C Flyers.

The St. John's R/C Flyers is a MAAC affiliated club, located in St. John's, Newfoundland. It was formed in 1975 to promote the hobby of radio controlled model aviation in St. John's and the surrounding areas. From September to may on the second Wednesday of the month, we meet at the College of the North Atlantic.



We fly from the grass Air Field in Harbour Grace and the paved air strip on Bell Island. We are currently in negotiations for a new club field, having lost our previous field in 2011. Our membership has remained constant for a number of years with around 35 to 40 members annually. To help promote the hobby and the club, we've held or participated

in a number of events such as static displays at the Avalon Mall, the 2009 Air show at St. John's Airport, and numerous school and club presentations.

The club is open to anyone with an interest in building or flying model aircraft. We provide flight instruction to help you get your "wings", promote safety and provide assistance in building and repairing model aircraft. Annual membership fees (\$55.00 for 2012) help cover our basic costs such as field rental, maintenance, and other essentials to keep the club going. Junior members (under 18) are half price. Membership in the Model Aeronautics Association of Canada (MAAC) is mandatory. Check out www.maac.ca for more information.

Visitors to our meetings and our field are always welcome. If you have any questions or would like more information, contact the club executive via email at executive@sjrcf.com

