



MAAC'S ZONE B NEWSLETTER.

ISSUE NO.31, 2014.

INSIDE THIS ISSUE:

INTRODUCTION	1
JIM COUGLAND'S ME-109	2
SJMFC INDOOR FLYING.	3
ASRCM'S FIELD CLEAN-UP.	4
NMRCCLUB INDOOR COMBAT.	5
HOBBY SHOPS AND EVENTS.	6
EVENTS	7
AVIATION HISTORY.	8
BACK PAGE STORY.	9



How is this for model building? See page two for an up-date on Jim Cougland's ME-109.



SJMFC Club is hosting the annual Dr.Ed's Float Fly at the Bertelsen's Summer home, more on event page.



SJMFC Club had their final indoor flying at SJHigh, more on page three.



FMAC has their annual Float Fly at Mactaquac Provincial Park, more on the Event Page.



ASRCM has their Annual Spring Fun Fly, more on the Event Page.

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



Al Eastman and his buddy Willow at ASRCM's Spring Field clean up, more on page 4.



Cape Breton R/C Modellers hosting their popular annual Margaree Father Day Fun Fly, more on Event Page.



Northumberland Modelers Radio Control Club indoor flying combat at the CC in Stellarton, more on page 5.

WAR BIRDS
over the ATLANTIC

3rd annual War Bird event for the MAAC Atlantic Zone held at the MAST field in Truro NS, on Canada Day week end June 28. Rain date June 29.

Once again the MAST Club is hosting their annual War Bird event, more on the Event Page.

JIM COUGLAND'S ME-109 CONVERSION TO SLOPER.

STORY BY CATO.

Ok, the conversion is finished on Jim Cougland's ME-109 that was reported earlier in November 2013 issue of this News Letter, so here is the update:

This is a story about a great modeler here in Saint John, and a honorary member of SJMFClub, his name is Jim Cougland and he mainly build free flight and rubber power planes, and have been doing this for most of his life. But this time he build not just any plane, no sir, he build one at 1/4" Scale, a ME-109 with 100" wingspan and RUBBER POWER.



Here is a picture of it in bare bones and looking at his drafting table, it should give you an idea of how big this plane really is. This model was blown up from a 20" Hobby Craft Rubber Power Plan to what you see here, and off he went. The finished plane had 3 LBS of Rubber and the prop was made from the sides of a 5 Gallon Plastic Bucket.



and looking at his drafting table, it should give you an idea of how big this plane really is. This model was blown up from a 20" Hobby Craft Rubber Power Plan to what you see here, and off he went. The finished plane had 3 LBS of Rubber and the prop was made from the sides of a 5 Gallon Plastic Bucket.



When Jim finally finished the 109, it was off to our field for the maiden flight. This was not a day to easily forget, first it was attached with a nose cone to compensate

for the weight of the rubber to get it trimmed out, and when Jim was satisfied that it was now ready for the flight, the flight crew was put to work, and as they

could only get 600 Turns on the Rubber motor as nobody had the



strength to hang on to it. With 600 turns on, it only flew for about 20 feet in still air, but it landed gracefully in the grass. It was time to come up with another type of propeller design, so off it went back into Jim's workshop in his basement, and there it sat for about 9 years.

Now most of you know the other Jim, I'm talking of no other than Jim Lloyd sitting here in his work shop putting the covering on the ME-109's Wing, and as he is a good friend of Jim Cougland, he had been hinting for all those years that it would make a great slope soarer. He hummed and heaved and last November he finally gave Jim Lloyd the go ahead to get it ready for the slope.



The first Jim L had to do was to strip the Jap Tissue of the model, and then he and Andrew Colwell proceeded to install control surfaces and servos, and cover the model in SolarTex. Next off, Pamela, Jim L's No. 1 Spotter, had to pick out the paint colors, and here is the final picture showing off what a great job they all did, just sitting there waiting for that day when the wind is just right to have a test flight at our field with a small rubber bunchy launch to test it all before it is heaved out there in the hand of that pocket of air and hopefully the Hung God will have mercy on it and give it a great maiden flight in its new majestic appearance.



SJMFLUB SEASON FINALE AT SJHS.

PICTURES AND STORY BY ANDREW AND CATO.

This is the e-mail that was sent out every Sunday by Andrew if the weather was cooperating:



Flying is on for Sunday. Charge your batteries, and come along for 7:00pm in the SJHS gym.

And here is the end of the indoor season e-mail:

Last of the indoor at the SJHS night is Colwell's Flying Circus.

Here is the line-up for what should be an interesting evening:

You can fly any aircraft you like for any event. Please note the special rules for each event.



Jim didn't think Chris little micro should be allowed.



Paul's quad trying to negotiate the streamers.

1. Limbo flying - 3 minutes flying, everyone gets to try once, after which you can change your battery, after that, one at a time miss, and you are out. Limbo will be made from streamers, and the bottom streamer will move upwards. You must limbo within the time Andrew allocates or you are out.



Andrew and Steve is moving the streamer up.

2. Hula hoop challenge - Fly through the hula hoops as many times as you can. Must alternate high then low.



Corey, our youngest member is showing us how to do it.

3. Aircraft carrier touch and goes - most in one minute on Red mat for



That's on the mat Jim!!



Andrew showing Jim how to do it.

airplanes, helis must alternate from free throw to center circles and back, but only center circle counts as a touch. Failure to touch the mat ends your run regardless of time.



Andrew, Chris, Charlie, Dr.Ed and Steve sharing a laugh when jim is trying his limbo skills.

4. Pylon racing - race in pairs, winners face off. One heat is 5 laps.

5. Slow lap race - everyone must fly aircraft in forward circuit direction, everyone starts at the centre-line, last one to do a complete lap wins. Sorry, airplanes only (no helis, no quads, no helium or hydrogen floatation craft).

6. Longest Flight - everyone takes off at the same time, last one to land with one battery wins.

Bonus: Malaysia Airlines Challenge – Land your airplane in an unknown location, and fail to find it within 10 minutes. Two main competitors for this challenge are Jim

and Cato, better known as the "Where's my plane?" twins.

Oh you are funny Andrew.

There will be a few treats, and there will be prizes for the winners.



Andrew presenting Chris with his first price in limbo, looks like Chris is taking up a simpler type of flying.



And Corey get his price from getting his chopper through the Hula Hoop.

Laughs are guaranteed, but be prepared to laugh at yourself.



Dr.Ed, Corey, Charlie, Paul, Chris, Jim, Steve Mitton, Steve M, Andrew and Cato, with Pamela taking the picture.

So there you have it, it was guaranteed to be a fun evening, and snack and pop was provided outside the gym, all prepared and supplied by our President Andrew



Colwell, thanks go out to Andrew for a super end-off the winter season.

ASRCM'S SPRING FIELD FLYING AND CLEAN-UP.

NOTES AND PICTURES BY AL EASTMAN.

Clubs throughout Nova Scotia are starting to get their fields ready for another season despite the poor spring weather. I see spring activity being reported on several forums; notably the Shearwater and Avon clubs, and the MAST club in Truro held a work party on April 26th. We at ASRCM are heavily into getting the site ready for another season. Flying, although somewhat spotty, has been going on at our site for about three weeks, and here are some pictures from our site.



Dave Matheson of Dartmouth shows his eflite pulse 25e.

Dave, a very accomplished flyer is a new member at ASRCM. The pulse is fast and smooth and Dave runs it on 4s.

Dave's pulse flies over the ASRCM runway. At left Joe Miller approaches a pilot station, heli in hand.



Joe Miller, ASRCM vice president flies his Heli at the club field on

April 19th. The club has obtained permission to remove the tree line in the background to greatly open up the flying area.



Work on clearing the tree line is underway. ASRCM president Jon Eastman fuels up the

chain saw. Evidence of his efforts can be seen in the background.

Club members Craig Maybe, Joe Miller and Dave Matheson



are shown moving some of the downed trees.



Where else can you find a club that provides shuttle service from the parking lot to the

pits? Heavy rains the day before made for some muddy roads to our site. Darren Monk had arrived with his Four-Wheeler to assist in moving some downed trees and wound up using it to also move planes, tools and pilots to the pits. Here he gives Joe Miller a ride.

The multiplex foam wonders known as Fun-Cubs are popping up everywhere.



Manufactured from tough resilient foam, these planes are very durable and superb flyers. Darren Monk retrieves his Cub at the ASRCM field.



Long time ASRCM member Alain Richer was out for the first time this year, shown

here with his Eflite Rhapsody, a very nice flying biplane.

My dog Willow tries to cosy up to Jon Eastman and Joe Miller during a break in activities. Willow,



a regular at the field allows me to set up and have one flight before demanding the first of numerous walks. We both go home exhausted at the end of the day.

I retrieve my FunCub following a flight on April 22nd.



Willow stands ready to remind me it's time for another walk.



The large Carbon Z Cubs are becoming quite popular in Nova

Scotia. There are a number of them in operation at various clubs including the two at ASRCM. Here Jon Eastman taxis his to the pits following a flight. They are a smooth yet agile foamy with large very effective flaps.

Andrew Smith of Dartmouth launches his glider. Andrew has been getting some long flights with this machine although there was little lift available on this day.



Rick MacDonald of Bedford, retrieves his heli following a flight on his first trip to

the field this season. Rick was quietly enjoying his birthday unknown to us until a phone call from his father in British Columbia tipped us off. Rick's comment on the HEFA forum that evening..." I couldn't think of a better way to spend the day!"

THE NORTHUMBERLAND MODELERS INDOOR FLYING AT THE CC IN STELLARTON.

NOTES AND PICTURES BY AL EASTMAN.

ONE, TWO, THREE. With a flick of the wrist multi coloured objects are thrown into the air. **FOUR, FIVE, SIX.** Three others blast vertically from the floor. In a split second the large gymnasium in the Nova Scotia Community College in Stellarton shrinks in size!

The objects dart frantically around that tight space, their two cell motors screaming as each tries to knock someone, anyone, to the gym floor. Given the frantic gyrations, hitting one another is surprisingly difficult, but when they do succeed it is with a loud smack followed by a splat onto the floor.



Immediately there arises a strong cheering from pilots and spectators followed by a slowing of the hectic pace as survivors orbit more slowly. Tiny slivers of foam flutter slowly to the ground as the downed flyers dart onto the floor to grab their birds and flick them back into flight. The melee resumes!

Occasionally, a disoriented pilot flies hard into the wall, skips haphazardly off the floor or winds up in the gym rafters, stranded, leading to a difficult recovery mission. This is the **Monday night indoor of the Northumberland Modelers Radio Control Club.** The planes are the twisted hobbies crack wings, fast, light, manoeuvrable and above all amazingly durable. There are six of them operating this night.

The is no rules, no holds barred impromptu combat has been happening at these indoors for years but the appearance of the crack wing this season has upped things quite a bit adding a few unlikely pilots to the ranks.

I did say no rules. Frank Mac-

Donald of Antigonish intensified things somewhat recently by arriving with a larger three cell motor on his wing. It wasn't long before Paul Sinnis retrofitted his with the same set-up and Mike Notley is also heading in that direction. Speeds are increasing. So is the fun level.

While most cubs have ended their indoor season, the New Glasgow group soldiers on, likely until the of May. The Northumberland Modelers indoor is a very successful event and eleven flyers showed up this night, but throughout the winter, the attendance came close to twenty some nights.

Pilots pose for a group photo while their planes are still flyable. Left to right Fred Marshall, Paul Sinnis, Mike Notley, Ben Lann, Dave Teed and Frank MacDonald.



Crack Wings launch vertically from a sitting position on their fins. Pilots vary their launch choices, depending on the intensity of the action, often just flicking them into the air. Here Paul and Ben have set their planes up while Frank adds his to the line. Fred walks to the flight line and Bill Grundy of the Truro MAST clubs records things in the background.

Check the body language as these little speedsters get into the air.



Gotta get back up there! After being knocked down by an unknown assailant, Mike throws his well worn wing back into action.

Body language reflects the hot and heavy action.



Frank MacDonald (right) shows his very fast three cell powered wing to Bill Grundy (center) and Paul Sinnis (left). Ben Lann is hidden behind Paul.



Mike Notley's battered wing gets yet another shot of hot glue. Mike says next time it'll be a completely new wing with the big motor and three cells.



Paul's wing at left is scratch built using templates traced from the wing kits. He has added carbon fibre leading edges and a carbon fibre spar which he says stiffens the wing and makes it roll faster and more true. We all know what the carbon fibre on the leading edges is for.

Frank and Ben return to the pits following another thrill filled crash and burn session.



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, Charlottetown, PE I.
(across from Canadian Tire).

[http://](http://www.greathobbies.com)

www.greathobbies.com

902-569-3262
1-800-839-3262

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

SANCTIONED AND OR PLANNED EVENTS IN THE ZONE.



June 07, 2014. 1 Day. Fredericton Model Aircraft Club.

FMAC Mactaquac Park Float Fly.

The Fredericton Model Aircraft Club will be holding its Annual Mactaquac Float Fly at Campers Beach on Saturday 7 June 2014 from 9:00 am to 3:00 pm. There is a \$10.00 registration fee (includes a burger & drink). A MAAC or AMA Membership is required. Contact Rick Kirkbride at: (506) 450-3996, e-mail rick.kirkbride@bellaliant.net or for directions check our FMAC web site at: www.frederictonmodelaircraftclub.com
<http://www.tourismnewbrunswick.ca/Products/M/MactaquacProvincialPark.aspx>

June 14, 2014. 3 Days. Cape Breton RC Modellers. Margaree Father's Day Funfly.

The yearly Margaree Funfly has arrived for another year. The event will be held June 13,14,15th with the main day being the 14th. There will be a free BBQ and lots draws. Registration will start at 9am on Saturday with entry fee of \$10.00 and MAAC cards but be presented at that time. This year our Fun Fly will also be a Memorial Fun Fly for two of our Cape Breton R/C Modeller flyers who passed away this year. We hope to see everyone back this year for another year of fun and lots of great flying. See you all at the field! P.S If any club has anyone they would like to do a memoriam for as well you can contact Paul Isnor, President of Cape Breton R/C Modellers.



June 07, 2014. 1 Day. Atlantic Society of R/C Modelers.

ASRCM Spring Fun Fly.

The Atlantic Society of Radio Control Modellers is once again hosting our Spring Fun Fly. The Fun Fly will be held on June 7th with June 8th as the rain date. There is no fee for the event and a free BBQ lunch will be provided. Hope to see you all there!



EVENTS.

June 21, 2014. 1 Day.
Saint John Model Flying Club.

Dr.Ed's FloatFly.

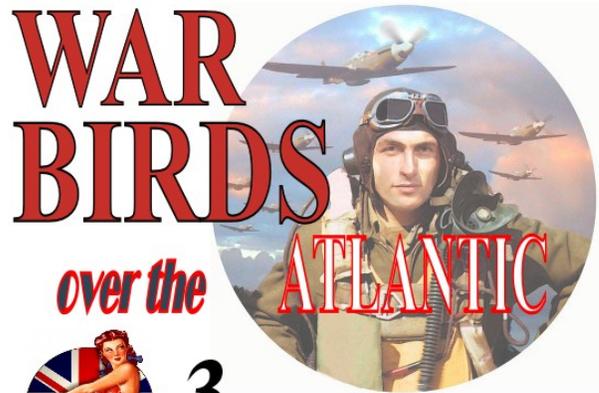
Dr.Ed's Float-Fly at Cody's. June 21, 2014. Saint John Model Flying Club would like to invite you to our annual Float-Fly at Don Bertelsen's Summer Home, June 21. Flying start at 10:00 AM, and goes on to the last person leave. There is no fee to fly, current MAAC or AMA is required, just come and enjoy the great place and relax and have fun, bring your lawn-chair and sunscreen. A Barbeque will be set up as usual, and Dr.Ed and crew, (Charlie), will have his hot-dogs and pop for us all to enjoy, all free. If you come from Moncton, take exit no.365 onto route no. 10 down to route 710 on your right. If you come from Sussex or Saint John, follow route No. 10 up to exit for route No. 710, then follow it for about 5-6 km, until you see the Sign, Red Marker and Flags on your right side of the road. If you come from Belleisle, go to Cambridge Narrows, turn right at the gas station/NBLiquor on to Route no.710,follow it for 8-10 km, or if you come from Fredericton, take exit no 339, on to route 695 to the gas station in Cambridge Narrows, then take Route no. 710, Follow it for 8-10 km, and the Red Marker, Flags and Sign should be on your left side, go down small driveway follow it to the left, and you are there. The event is sanction by MAAC. So get out of the city and enjoy some fresh country air and friendly atmosphere in a great country setting, see you there.



June 28, 2014. 1 Day.
Miniature Aircraft Society of Truro.

Warbird over the Atlantic.

This is the third annual Warbird event for the Atlantic Zone in Truro NS, on Canada Day week end June 28, 2014. Come on down and bring your Warbird Airplanes or Helicopters. Free burger and or hotdog and pop for the pilots. No registration fee. Rain Date June 29. The only criteria are that it has to be an aircraft used by the armed forces with military colours. Come on down and enjoy the event in a friendly and relaxed atmosphere. This event is again sponsored by our Zone Director.



3rd annual War Bird event for the MAAC Atlantic Zone held at the MAST field in Truro NS, on Canada Day week end June 28. Rain date June 29.



HISTORICAL DOCUMENTATION SHOP WITH FREE DOWNLOAD.

AVIATIONSHOPPE.COM

Here is a Aviation shop for those of you that like a little bit of history, and it also allows for some free download and reading, great site for those of you that are looking for documentation, enjoy.



MERLIN ENGINE / PACKARD DOCU- MENTS & MANUALS .

Description:

Rolls-Royce Merlin / Packard Maintenance / Instructions Manuals

Enjoy viewing all of our rare aviation manuals and documents online.

These manuals are part of our aviation history and will walk you through all systems and operations; They are an absolute must see.

Usage: AviationShoppe.com provides these items freely for historical and reference use only .

RAAF Rolls-Royce Merlin 66 67 70 71 76 77 85 Engine Technical Manual

Original Rolls-Royce Merlin (66 67 70 71 76 77 85) Technical & Information Manual. A wealth of information. This rare (1944) manual contains many technical details, drawings and diagrams to help you understand this marvelous engine.

[View: RAAF Merlin 66 67 70 71 76 77 85 \(1944\) Aircraft Engine Manual](http://aviationshoppe.com/manuals/engine_technical_manual/merlin_66_67_70_71_76_77_85.html?pageNumber=1)

http://aviationshoppe.com/manuals/engine_technical_manual/merlin_66_67_70_71_76_77_85.html?pageNumber=1

Rolls-Royce Merlin / Packard V-1650 Maintenance Instructions Manual

The Rolls-Royce Merlin, a liquid cooled 27 liter (1649 in3) 60° V12 piston aircraft engine, widely considered to be among the most successful aircraft engines produced during World War II, and perhaps the finest piston engines ever built for aviation.

[View: Rolls-Royce Merlin / Packard V-1650 3, 7 \(Merlin 60 series\) Maintenance Instructions Manual](http://aviationshoppe.com/manuals/v-1650_engine_packard/merlin.html?pageNumber=1)

http://aviationshoppe.com/manuals/v-1650_engine_packard/merlin.html?pageNumber=1

P-38 Pilot Training Manual.

This AAF training manual will give the history of the aircraft and walk you through all systems and operations; They are an absolute must see.

Usage: AviationShoppe.com provides these items freely for historical and reference use.

Clicking the link below will launch our Interactive Document Viewer in a new window.

Lockheed P-38 Lightning Pilot Training Manual USAAF

Detailed systems diagrams, photos, performance charts, procedures etc. This original WWII pilot's manual is essential for a clear understanding of the operation & performance capabilities of one of the most innovative aircraft of World War II.

[View: Lockheed P-38 Pilot Training Manual 1944](http://aviationshoppe.com/manuals/p-38_pilot_training_manual_1944.html)

FROM OUR ZONE DIRECTOR.



Hello everyone

As you all know, I just got back from the Annual General Meeting which was held in Quebec City this past weekend, we have no changes in the Board of Directors, and the President have another year before his mandate is up. We had a good and busy meeting with lots of items to go over, the meeting went very well in all which is a good thing. The three Resolutions from our zone were rejected; the first two due to bill C23 and Industry Canada and the other one was already dealt with. The three Recommendations were also rejected. A full report will be in the minutes soon.

Since Quebec is not too far I decided to drive up. Well, Thursday we had snow from Bathurst to Grand Falls and the #17 highway was slow and slippery with about three to four inches of snow making the drive really slow especially since I had just put my summer tires on. Other than that everything else went great.

Hope that you guys are getting ready to fly as soon as the snow is gone, its been a long winter.

See you at the flying field

**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.



Here is a little blurb for Adrian that's trying to start up his own Lazer Kit-Design in Berwick Nova Scotia, check it out at:

Adrian Page, Berwick, N.S. adrian@adrianpage.com
<http://www.adrianpage.com>

I love to design and build things that fly. As a kid I put wings on everything ... matchsticks, Popsicle sticks, hockey sticks ... you get the idea. Kites, paper airplanes, Frisbees, ornithopters ... you name it, if it flies, I like it. Radio controlled airplanes have always been my favourite flying things. Especially scale models of old racing planes.

I built quite a few R/C planes as a hobby but the ones I really wanted to build and fly weren't available as kits. So I designed and built my own. Some of these came out so well that I had them published as construction articles in R/C airplane magazines so others could build them from my plans. Lots of people did and it evolved into me selling kits of my designs.

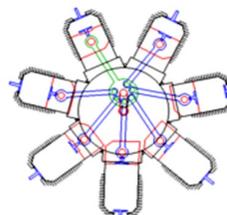
I had a great time selling kits of my model airplane designs by mail order. My designs were very popular and I was (and still am) highly respected in the hobby. I

turned to other projects for a while, but because of hot demand in the form of regular requests for my kits, I have decided to begin making them again. I really miss hearing from happy customers who just test flew their shiny new, hand build models! Some of them even sent me videos and pictures of their finished planes!

So ... I need to make some kits! I contacted several kit cutting firms for quotes and discovered that laser cutting has gotten very expensive. Too expensive to have my kits made at an affordable price.

The only solution to total kit affordability is for me to buy my own laser cutter and take control of production costs myself. This Kickstarter campaign will help fund my purchase of a laser cutter and allow me to resume production. What's a "short kit"? A short kit is a set of laser cut parts required to build a model airplane. The short kit does not include stock wood like wing spars, sticks or fuselage sheeting. You supply those yourself. The short kit includes the laser cut wood parts required to build the plane. It also includes a full size plan and the plastic cowl, windshield/canopy and wheel parts if applicable.

You build and cover the plane yourself. The motor, battery, wheels etc. are not included ... just the laser cut wood, plan and plastic parts.



Here is a site where you will see 21 different engines how they work, interesting site by Matt Keveney, so have a look, it also have some great links to some other mechanical information.