MAAC'S ZONE B NEWSLETTER.

Take off is optional

but landing is mandatory.

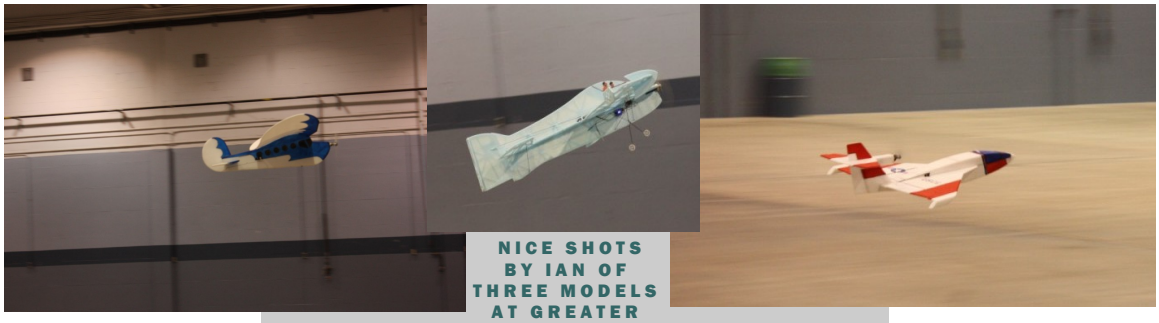
ISSUE NO.41. MARCH 2015.

LEAD STORY HEADLINE

INSIDE THIS ISSUE:

LEAD STORY HEADLINE.	1
MONCTON GATHERING	2
JASON BURRY'S DESIGN.	3
JOHN LIDDARD'S DJI INSPIRE	4
HOBBY SHOPS AND EVENTS.	5
BACK PAGE STORY.	6

JEREMY AND HIS HELPERS ARE LOOKING FORWARD TO SEE YOU ALL IN KENTVILLE ON MARCH 28, FOR DIRECTIONS SEE THE EVENT PAGE.



NICE SHOTS BY IAN OF THREE MODELS AT GREATER MONCTON WINTER FUN FLY, MORE ON PAGE TWO.

ON ANOTHER NOTE.

The link is to the RC Model Reviews Aussie who checks a few ESC's. He found a difference in power based on brands:

https://www.youtube.com/watch?v=PgBSfwIY578&feature=em-subs_digest

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

JASON BURRY'S DESIGN ON PAGE THREE.

JOHN LIDDARD WITH HIS NEW DJI INSPIRE QUAD, MORE ON PAGE FOUR.

ZONE B NEWSLETTER

GREATER MONCTON AEROMODELERS MEGA INDOOR FUN FLY.

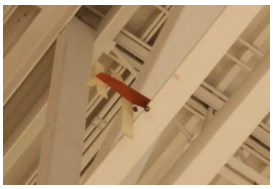
TEXT AND PHOTOS BY IAN GUNN AND STEVE RYAN.

The attendance was in at around 45-48 registered pilots, and I think they broke even (may have made a few bucks this year). This year there seems like there was less helicopter guys there but this time of the year many things can and will get in the way of modeling; like to much snow you said. Well we where lucky with our week-end, as the driving was good, and the ones that made it here had a great time flying all kinds of planes from some super old fashion build planes to the latest of ARF's for us all to enjoy. Here is a sample of what was in the pits and in the air for those of you that missed this annual great event here in Moncton.

As you can tell, this is a "HIGH" stress event. Paul Phillips, Andrew Colwell and Jim Lloyd intently flying. You can almost see the tension sweat on their brows!!!

Pilot Mike Whitelaw being photographed by Times Transcript photographer Victor Pivovarov. The photo he took was featured on page 3 in the Monday edition.

Paul Curtis of GMAC getting one of his planes ready.



This next grouping is a bit of team work between two modellers, here is the sequence that started with Tom winding the rubber on the stooge, then into the rafters, moment of impact to free it and still flying, with Andrew Colwell knocking it down with his 3D model. Not as easy as it looks but after about 90 seconds of trying, he dislodged it, no damage to either craft and Tom's model continued to finish its flight for about 30 seconds before running out of winds.

Tom Wilson over seeing grandson Pierce with his micro copter and Jeremy Dann offering support.

As you can see, the flight line was very active through the day and here is Paul Belzile down from Edmundston flying with the Saint John gang.

Here is Steve Ryan, Vic Ruzgys, Kevin Baker and Richard Giles Hangar, that's Kevin on his knees, the boys came down from Halifax for a good time, and fly they did all day non stop.

A GREAT LITTLE BUILD BY JASON BURRY SJMFC.

Hello Gents!

I thought I'd share this little plane I designed and built last week. Too many times, I've admired the little Cox Baby Bee engine sitting on a shelf in my model room, and a recent conversation with a friend online, discussing how he could start his old Fox 35, soon had me firing the little thing up in my shop, to see how it went. Did OK, making about 12K on a 6x3… So, remembering Chris's little Cox plane that he flew 'round the time of the GAFF a few years back, I figured I should make a little 2 channel plane for it to haul around.

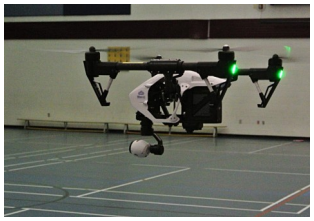
I looked about on the internet for a low wing 2 channel plane (rud/elev) that I liked, and found little. The Pong 2 was close, but far too heavy IMHO, and the high wings didn't speak to me. So, I took a rib shape from my Herr Aquastar kit plans, and built a wing based loosely on it, but simplified further – there are only 8 ribs in its 40" span. The fuse is entirely my own, built from 3/32 balsa sides with ¼" balsa lateral struts, and the front half doubled in thickness. The top of the forward fuse is fully planked, while the turtledeck is stringered over a single former in the middle. I put in a pair of HS55's I had on my shelf, used a Berg 4L micro receiver and powered it all with a 1/3 AAA 4.8V pack (from a Team Losi Micro-T). Cut and bent the gear struts from 1/8" aluminum, and built some skis from balsa and light ply.

All up weight is 12.5oz (350g), so it should fly quite nicely. I was really happy when the CG ended up right spot on, with no added weight! A true rarity for me!

Anyway, hope you all are enjoying your winter! Building is fun!

Thanks Jason, how about it guys, why not try it yourself, I will guarantee that you will appreciate it more than an ARF.

JOHN LIDDARD'S DJI INSPIRE REPORTED BY AL EASTMAN.



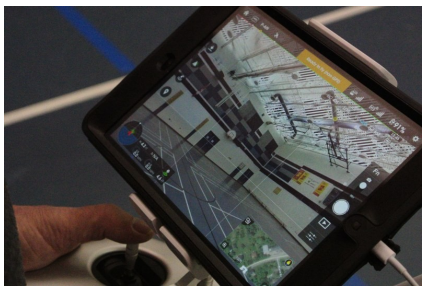
The normally placid quad suddenly rocks violently left and right and then fore and aft, it's props barking loudly in protest at this affront. Instinctively I record the action and then looking for reaction I swing my Nikon lens down onto the smallish white transmitter in the hands of Halifax resident John Liddard. His thumb is dancing on the right stick moving it strongly in every direction. It's the only thing moving as the video being broadcast to the iPad clamped onto the front of the transmitter sits stock still. Not a waver. Not a ripple. The camera could be mounted on a tripod. It's hard to believe it is not. It's a very cold night in February and about half the regulars at our ASRCM indoor have stayed at home. It's their loss at missing the demonstration of this remarkable camera platform, the new DJI INSPIRE. The continuous cold has meant John hasn't been able to fly the inspire much and he's happy take advantage of the warmth and size of our indoor location. Earlier, unpacking this beauty from its small suitcase sized home John talks enthusiastically about its features. Pulling a large black battery out of the case he tells me it has charging protection circuitry built in. I don't say it out loud but I'm thinking so what, my dx9 does that. He continues, telling me this battery has automatic self storage and will discharge itself if left sitting unused for ten days or for whatever period a user might wish. I suddenly realize this is not your granddads toy. I should have recognized that when John unbuttoned the suitcase. DJI calls this a "fully integrated intelligent battery system" that calculates remaining flight time while flying, and calculates how much time is needed to return to home and alerts the pilot so he has time to do that before the battery dies. The battery also reports the voltage of each cell, the total number of charges and discharges in its lifetime, and the overall battery condition. The amount of technology squeezed into this new bird is amazing. From the iPad screen John controls everything, shooting stills and video at will. The tennis ball sized and shaped camera with its unblinking eye can lock onto a subject and follow religiously no matter the attitude of the quad. A Google earth view of the pilot's location is displayed and an area in which to restrain the flight is as simple as drawing a box with your finger on the tablet screen. The Inspire will not move outside this. The Inspire has folding arms that John refers to as retracts that keep the camera up high and protected when the quad copter is landing, but allow it to drop down for a clear line of sight while the drone is flying. When landing it senses the proximity to the ground and automatically lowers the gear. For those that don't know John, he and partner Mark Langille run a Halifax based company called Flitelab specializing in aerial video from multicopters. John told me the operation has a blanket SFOC from Transport Canada allowing them to take on projects with short notice anywhere in Atlantic Canada. They also design, build, and sell multicopters and accessories. The new DJI Inspire 1 hovers in the gymnasium during a recent ASRCM indoor.

The arms on this quad retract to an upper position to allow a clear view for the camera. The arms are retracted manually but come down automatically when the quad drops close to terrain for landing.

John flies the quad while ASRCM members look over his shoulder. Left to right is Craig Maybe, Shawn Maloney and Julian Parkinson. At right HEFA member John Walker gets a great angle for his picture.

Here John shows me the Google earth view where he sets up a digital fence to keep the inspire corralled in a specific area. You can see the area he marked just using his finger. Since there was no GPS signal available inside the gymnasium this view is from the last time John flew outside.

This is the view sent to the iPad continuously while flying. Note the numerous control buttons around the screen exterior and the google earth image at lower right. That can be made full screen with just one click.



Here is a link to a video of the quad flying in our gym.
https://www.youtube.com/watch?v=TElzi_7xWSc&feature=youtu.be

HOBBY SHOPS IN OUR ZONE.

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Nova Scotia, B3J 2B9
902-423-8870

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www.rcwings.com
490 Rte. 325
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902-624-9519

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Dartmouth, NS
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Owner is Geoff Davis.

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www.greathobbies.com
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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.

Valley Gathering 2015

March 28 - Kentville.

After a record turn-out last year the Wings of Wellington is excited to once again host the Valley Gathering. The event will include a swap shop, education sessions, Demo Flying, and day of indoor flying. All indoor electric AC welcome – Helicopters to 450 size. Speakers on a variety of RC related topics (TBA - Electrics and Helicopters for sure) will give interested attendees a chance to mix some flying and learning on the same day. This year's event will include indoor night flying so make sure those LED's are mounted and ready to power up.

LOCATION Kentville NS – Indoor Soccer Stadium – www.valleyindoorsoccer.com/directions.asp

– Take exit 14 on Highway 101 to Route 1. Turn right (east) at stop sign by former Pine Hill hotel. Head towards Kentville. Facility is on left about 3.6 km along.

Flying Hours: 9:00 AM to 4 PM.

Swap Shop Hours: 9:00 AM to 4 PM.

This is a MAAC sanctioned event. MAAC membership is required to fly.

Notice to all flyers – bring a pair of indoor shoes – outdoor footwear cannot be worn on the field!

http://www.maac.ca/events/event_details.php?eid=4743

http://www.wingsofwellington.org/

MAAC'S ZONE B NEWSLETTER.

FROM YOUR ZONE DIRECTOR.

Hi everyone,

It's already March, and most of us should be close to finish the winter projects for the coming season, well I hope so.

On a good note most of the clubs are all set for the season with many events already sanctioned for the summer.

As you all know by now a new website is on line for MAAC but it's far from being fully functional because as there is still a lot of documents and information to be uploaded to make it functional and completely ready for all us to use. If you have any comments or suggestions either positive or negative just let me know and I will forward them to the web-master and the BOD of course. I will not put my comment on it for now as I'm leaving it up to you, the members to do so.

See you at an event soon.

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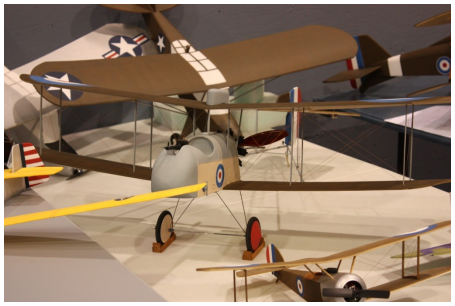
BACK PAGE STORY.

Here is John Eastman in deep conversation with Tom Wilson getting some of Tommy's brain cells flowing, maybe John is taking up Rubber-power, you never know after his adventures with sloping last summer. All jokes aside, he couldn't find a better source for information.



Here is Vic Ruzgys scratch-built, foamy Airco DH-2 on the table in Moncton, maybe we can get an article from Vic for a future issue of the NL, if you come to Kentville March 28th, you probably will see it flying. Vic is one of the driving builders in his HEFA club and a super guy to get any information from that you would want, just a typical Maritimer you say.

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Warning!

Here is a warning for us all to not forget those pesky batteries we all use and charge. See the video, it sure is an eye opener. Thanks to Ian McQueen.

https://www.youtube.com/watch?v=fF9fhlr9S5s

My friend's wife said to him, "Honey, get off your ass and fix that gutter down-spout! And I would like to have it done before the end of the day!" Well, as you know, at our age, we do have the time to address such "Honey do's". So, he invited some of us neighbourhood buddies over to help with the project. One of the guys is a sheet metal fabricator, and one is a welder. Another brought beer and Nachos and one brought a grill and burgers. It took us about four or five hours, and 30 - 40 beers, but we got it done just in time to finish off the last beer and burgers. As usual, his wife is still not happy! Can't understand why, all us guys, we just love it!!!

Personally, I cannot wait for it to rain again . . .

That's it guys and girls see ya next month.