

**THE
CRASH OF
AN
AWESOME
CHOPPER**



<https://www.facebook.com/groups/SSRCFLYING/permalink/2993187894070403/>



MAAC'S ZONE B NEWSLETTER

Issue no. 99

Takeoff is optional
But landing is mandatory

July 2020



An impromptu event at Greenfield



70 years in the hobby! We celebrate the talents of John O'Sullivan of Dartmouth



Lots of flying happening



A new jet for Colin

And a lot more!

ZONE B NEWSLETTER

An alternative to Margaree

Paul Sinnis sent me this note:
Since Margaree was canceled
this year we decided to make
a few stops at local clubs to
enjoy some flying with
friends. Myself, I was able to
fly at 5 clubs in 7 days. New
Glasgow, Truro, Avon,
Blockhouse and Greenfield. A
great time had by all.... 6'
apart of course!

Prominent in this adventure
were Paul's 110mm EDF T-33
and Kelly Doary's F18 Turbine.
Both in AETE Scheme.



Photos by Paul Sinnis and Rickard Daniels

ZONE B NEWSLETTER

An alternative to Margaree

Photos of the Greenfield get together. A number of videos of the flying can be viewed on the South Shore RC Flyers Facebook page:

Facebook page:
<https://www.facebook.com/groups/SSRCFLYING/permalink/3004306582958534/>



Photos by Paul Sinnis and Rickard Daniels

ZONE B NEWSLETTER

TF Giant Corsair - Rick Kirkbride FMAC

I purchased the Corsair from a fellow club member in the fall of 2019, most of the work had been completed except for the final painting, installing servos, hinging control surfaces, etc. The purchase included a DLA 56 with a 22 X 10 prop, Smart-Fly Optical Ignition Cutoff, Robart air retracts, Hitec 645 servos, fiberglass with panel lines, etc. I decided to finish the model with a different paint scheme than the traditional US Navy blue. British colours from <https://warbirdcolors.com/> was included, so I decided not to waste the paint (Dark Sea Grey and Sky). I read about the Canadian WWII pilot Robert Hampton Gray that flew Corsairs for the British Navy; he was killed in the final days of the war. The 115 was the last plane he flew and the "X" on the tail indicates he flew off the British aircraft carrier Formidable. Story of Robert Gray can be found on this link:

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleid/34/The-Last-Canadian-VC--Robert-Hampton-Gray.aspx>

I really want to attend the warbird event in Truro this year and bring the Corsair and a few other warbirds, hopefully next year.



Photos by Rick Kirkbride

ZONE B NEWSLETTER

Bill Foster's TUCAN to TUCANO conversion

A long, long, time ago ..well it must of been back in October of 2019 at least..I got an idea to search out a model that I could "hotrod" into something that could handle one of the new "BADASS" motors that Innov8tive Designs are selling.

I settled on a TUCAN from Multiplex ..especially when I saw that the Hitec Weekender web site had a deal going on with a price of \$US108.00 with Free Shipping plus a free Hitec 3 axis stabilizer. Placed the order right away, payment via Paypal, it got to me within a week.

Next item was to research the motor that was designed for it, to get some specs as to weight and more importantly the diameter as the motor is hidden within the foam front end. So I checked the Badass motor list and settled on a 3520-790Kv that has some interesting specs...when run on a 5S lipo pack....(9x9-apc 5S 18.5vt 51amp 945.6 watts 12,276 rpm 104.6 mph)

So in February my bench was cleared of several early winter builds ..(Viggen, MiniF22, and FT Racer all from Flite-Test, and a Funtan40 conversion, so it was time to proceed on what I referred to as "Project X". It's an interesting build where you assemble an internal plywood crutch within the two foam fuselage halves, before joining them. The quality of parts, (mostly Elapor),and the manual, is all first rate.



Photos by Bill Foster

ZONE B NEWSLETTER

Mark Roy's bash of a partially built Balsa kit

More than a few years ago I bought a partially built biplane. Discovered that some internal structures were missing. The cabane were at wrong angle and not setup in top wing to accept them, top wing center section was also sheeted. I puttered at this a bit over the years trying to line up the top wing and set the incidence.

Gave up on it last week and doing a kit bash.

Ripped off the forward turtle deck, added rails for servos and a bit of structure. Made a new nose out of balsa, replaced hatch. Turtledeck and hatch need sanding. Still figuring how to mount hatch, but I have an idea in mind.

The original biplane lower wing i felt was too short so it was extended. Now i think it is a bit too long but will be a floater so leaving it. There was no structure for servos so made some plates and anchor points. Will need to build ailerons



Photos by Mark Roy

ZONE B NEWSLETTER

MIRAMICHI R/C MODELERS June 27th



Among those in attendance were Mike Sebastien, Richard Derens, President of the Miramichi club, Peter Jensen, and Jon Eastman.

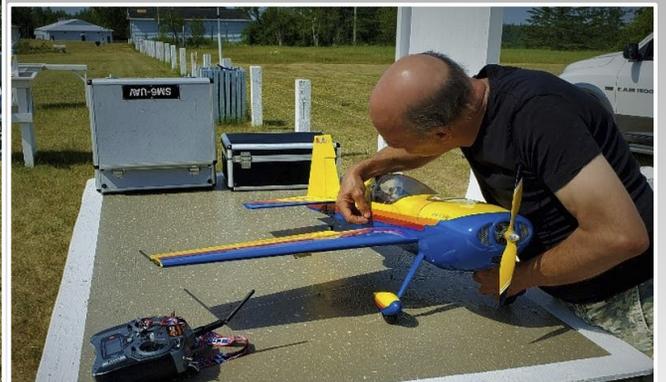


Photos by Jon Eastman
And Barbara Anne Davis

ZONE B NEWSLETTER

Some photos from the RICHIBUCTO RC CLUB

Gilles Daigle reports: Got this airplane from a guy in Moncton...needed repairs, fuselage is balsa, covered in fiberglass, required structural reinforcement...all fixed, brand new electronics all around...still have to do the thrust angle adjustments on the motor...turned out real nice.



Photos by Gilles Daigle

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Recently seem at the ASRCM field



Photos by Al Eastman

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Fathers Day at the HEFA field in Dartmouth



Photos by Brian Gray

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Photos from the Avon Club field.



Photos by John Walker

ZONE B NEWSLETTER

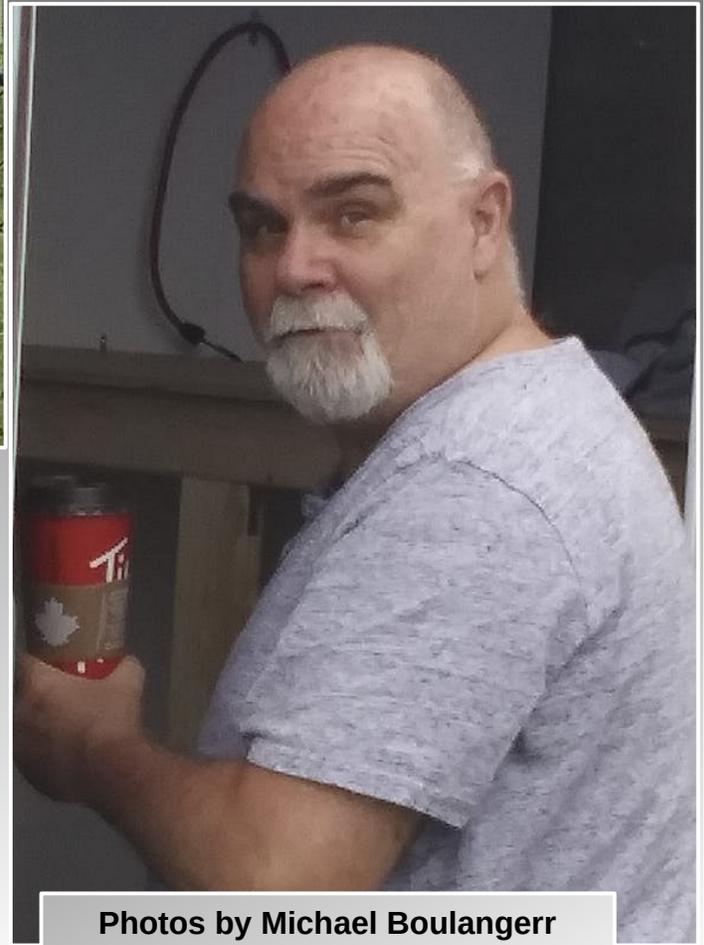
Yarmouth "South West Flyers R/C Club" June 17th



Photos by Terry Bullerwell

ZONE B NEWSLETTER

South Shore RC Flying May 31st



Photos by Michael Boulangerr

ZONE B NEWSLETTER

South Shore RC Flying June 16th



Photos by Rickard Daniels

Colin Bell's Ultra Flash some photos



**Colin says:
Let's try this again. Only faster this time.
I've reached my wiring quota for the year in
one sitting.**



Photos by Colin Bell

Celebrating 70 years in the hobby

Dartmouth Modeler John O'Sullivan

John saw his first model airplane in July of 1950, when he was 9 years old and visiting his cousin in England. They went to nearby Epsom Downs, the famous horse race track to see the model aeroplanes flying and it started a life-long addiction to model flying. The highlight was when one guy crashed his control line stunt model and gave John the bits. Back home in Ireland, John joined a local flying club. He became a prolific builder of small gliders and rubber powered models as he could not afford a diesel motor. It took some time before he got the models to fly with any reliability.

Eventually he got a couple of motors and started flying control line, mostly Team Racers. He also got involved with Free Flight competitions and during the late 50's and 60's had a few successes in contests in Ireland and England.

In 1959 he flew in his first Irish Nationals and won both the Power and Glider class. The following year he represented Ireland at the Free Flight Power World Championships in England and placed reasonably well. In 1963 he also flew for Ireland in the Glider and Power classes at the World Champs in Austria. For this trip he and his team travelled in a hand painted 1938 Morris 8 and toured various model contests including the European Control Line Championships. In the early 60's he attended many contests in England with some success. He also had designed a number of free flight models which were published in magazines. These were the hey days of Free Flight when contest attendance was high, with as many as 296 entries in the 1964 Glider event at the British Nationals.

In 1966, he came to Canada to study mining in Northern Ontario and later in the US. He joined MAAC and from then to 1971 flew in several contests in Canada and the US. All this time he was flying Free Flight models and had little interest in RC.

In 1971 John and his wife and headed for Australia and joined one of the Perth based clubs in Western Australia. His wife also flew models and was quite good.

During his three years in Australia as a geologist, he spent about 10 months of the year in the West Pilbara desert in the northwest of the country where he and his wife regularly went flying at 6am to avoid the heat. In the couple of months a year when they were in Perth they made the most of being able to fly with a club and flew in several contests.

One of the highlights of the Australian era was the trip to Victoria for the 1972 National Champs. They loaded up their old 1966 two-tone (cream and lime green) VW Hippy Van and headed for Melbourne over 3000 km away. More than 250 miles of this was over a treacherous unpaved stretch of desert called the Nullabor Plain. It was a great trip with some good flying. In addition to flying in the model Nationals, they attended the full size Sailplane National Champs at Waikerie in South Australia and toured the wineries of the Barossa Valley.

About this time he caught the RC bug and built his first RC sailplane, a 100" Monterey from RC Modeler plans.

Celebrating 70 years in the hobby

Dartmouth Modeler John O'Sullivan

Returning to Ireland in 1974, he was instrumental in forming the Galway Model Flying Club. Still flying and designing Free Flight models and also RC Gliders, John and his wife topped the Irish nationals several times. He designed his Spinifex and Minifex RC sailplanes (later published in RCModeler). At this stage, Free Flight modeling was starting to give way to RC flying so although he flew in several contests in Ireland and England, his main emphasis was on RC sailplane.

On returning to Canada in 1979, he wound up in Deer Lake, Newfoundland and flew with Cornerbrook fliers flew at nearby Pynn's Brook. By this time he had stopped flying Free Flight models due to the lack of open spaced.

Following a move to Halifax in 1980 John formed the Condors Model Flying Club. They were fortunate in having a very nice hill at Lawrencetown suitable for Slope Soaring.

Although only being 100 ft high it was excellent for several wind directions. Soon 20 members were flying slope, with some Hi-Start and winch thermal soaring flying. Annual Nova Scotia Championships for various RC interests were being held yearly and in the early 90's the contest scene morphed into the Fun-Flys which are the go to events today. From 1991 to 2005, John ran Wind and Wave Models, which assembled Dory Kits in two sizes. (<http://www.windandwavemodels.com>)

Over a period of 16 years, John and a couple of local modelers taught 10 week model building and flying courses at a Dartmouth school. Models ranged from simple HLG to Towline gliders and rubber powered models. A number plans of these designs and other of John's models are available through the OUTERZONE plans site: (<https://outerzone.co.uk/search/results.asp?keyword=sullivan>)

In the early 2000's John caught the Electric bug and in the early days started winding his own brushless Outrunner motors.

Aerial photography was catching on and John designed his fixed wing Eyespy design which became popular in the early stages of model airplane aerial photography. As with all things, the hobby advances and with the development of multicopters and advanced electronics, the fixed wing models were made almost obsolete.

John is still actively flying, designing and building models. When the E36 Electric Free Flight duration class was introduced, John designed the Blizzard based on his proven Hi-Tee and Executioner free flight designs. This model was published in the NFFS (National free Flight Society) magazine and is now kitted by Hummingbird Model Products. The model has had a strong following in Denmark and Sweden and has won the Danish and Scandinavian Championships on multiple occasions.

With the introduction of the F3RES 2 metre RC sailplane class, John developed his Mayfly model from his earlier Minifex design. He flies both the straight sailplane and electric versions of this model.

In addition he has also succumbed to the ready-to-fly cult. After experimenting with molded and vacuum bagged sailplanes in the 80's and 90's he found the Czech and Ukrainian experts could produce top class products far more advanced and economically than he could and as a result he has a good collection of state-of-the-art electric sailplanes which are a pleasure to fly.

Celebrating 70 years in the hobby

Dartmouth Modeler John O'Sullivan

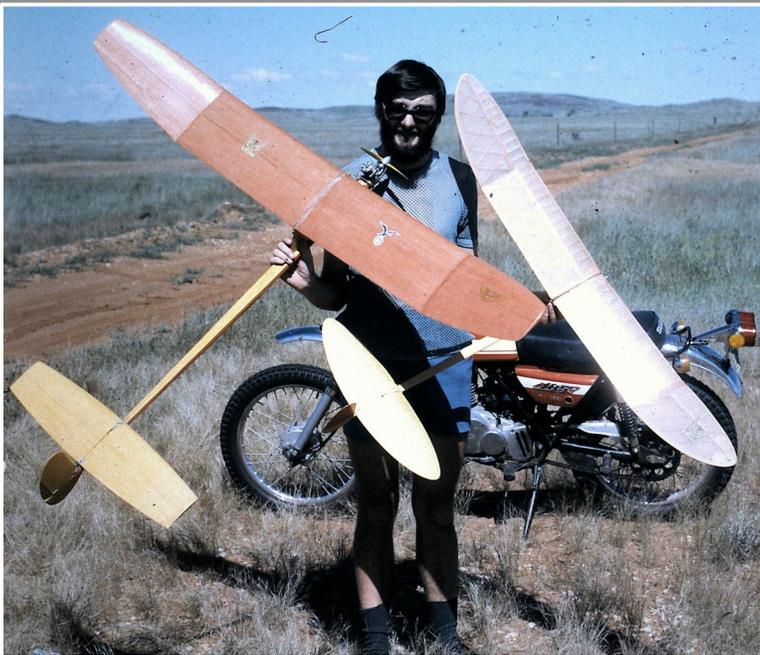
As for foam, he says that “the best place for foam is on the head of a pint”. However, he admits, the current foam molded models are of extremely high quality in terms of strength and detail and are a big contributor to the advancement of the hobby.

John embraced the arrival of 3D printing which has opened a new perspective on the hobby. The ability to make simple components such as servo and motor mounts and specialized model specific parts has added to an ever expanding tool within the hobby.

In summary, in passing his 70th year of continuous model flying, he is still as active as ever and has a number of new designs to develop. John has flown at least once a month for the past 30 years and has flown thermal flights every year since 1955.

He is currently building a replica of his Control Line 1/2A winning Claim Jumper team racer from 1964 for his original handmade Oliver Tiger Cub.

Whatever about the model flying part of the hobby, he considers that the most meaningful thing about it is the wide range of real friends he has made throughout the world. He is still in regular contact with many, some of whom he has not seen in more than 50 years. Some are still flying, but sadly we have lost some very dear friends in recent years.



ZONE B NEWSLETTER

Celebrating 70 years in the hobby

Dartmouth Modeler John O'Sullivan



ZONE B NEWSLETTER

Amazing RCMP scheme by Daniel Thibault



Dan's extra photographed with with Corporal Petersen (Rodney) at the MAST field in Truro.

ZONE B NEWSLETTER

St. John's r/c flyers (sjrcf)

June wasn't a great flying month here in St. John's, but we were able to stay connected via Zoom. Recently the provincial authorities loosened up the numbers of individuals who could gather (with social distancing) together.

The field was over seeded last month and it certainly did its work. We generally don't get to fly until June, so the lack of activity on the field has given the grass a chance to thicken up. The field has been mowed twice already. Great job by Cody giving the field the recent mow using a ride on mower. Us old guys really appreciate not having to push our way through that thick grass.

Other group activities this past month included readying our site for our newly donated sea can.

Another work day included adding structural improvements to insure the container is water tight and secure. Steve Boulos (our current President, and resident Jack of all Trades) put his welding talents to work. We are still in need of another day of scraping and painting to have it blend into the landscape. This will be a definite asset for the flying field. We can store field maintenance equipment and some basic repair bits and bobs for damage that incurs to planes etc.



ZONE B NEWSLETTER

St. John's r/c flyers (sjrcf)



Paul Colbourne has finally finished his scratch built Cargo 40 (now 60) airplane. Beautiful job Paul! In fine building style, no extra weight was required to balance the plane. The whole club is anxious to see Paul maiden this beauty.

Although the weather the first three weeks of June weren't great for flying, the last week has seen more favourable conditions. Several pilots were able to fit in a few flights this past week. Photo credit to Craig for the snaps. Although no Fun Flies are scheduled for this year, we are hoping there will be plenty of days for flying fun.

SJRCF is always open to new members. Chris Davey's wife has been getting jealous watching him enjoy the hobby, so recently she's made the leap and entered into the balsa aircraft world herself. Who knows, she might be joining the club if she can get this "Starfire" properly constructed and flying.



ZONE B NEWSLETTER

HOBBY SHOPS IN OUR ZONE.

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Some bits and bytes from the Zone



Mike Sebastien's new ride. He says it flies great and is a scale version of a real one.
— Photo made in Miramichi, New Brunswick.

The dog is kinda neat too Mike!!

ZONE B NEWSLETTER

FROM YOUR ZONE DIRECTOR

Hi all,

This is a strange flying season, so I will start with the events that are cancelled so far, and please note as this is the updated version, you should always go to the MAAC website and check under events for the Atlantic Zone B to see if any changes is being announced.

Cancelled event in July and August, please note.

Jul 4, 2020.

MINIATURE AIRCRAFT SOCIETY OF TRURO. Regis Landry Warbird over the Atlantic-
Cancelled.

July 11 - Jul 12, 2020.

NORTHUMBERLAND R/C MODELERS, Atlantic Scale Aerobatic Challenge-Cancelled.

July 18, 2020.

SHEARWATER RADIO CONTROL FLYERS, 2020 SRCF Fun Fly Cancelled.

July 25, 2020.

AVON RC FLYER'S, Avon RC Fun Fly – Cancelled.

Aug 29, 2020.

AVON RC FLYER'S, Ches Lockhart Memorial Cup – Cancelled.

The other part I would like to clarify is the resent notice regarding the AZM from the main office with a message to remind everyone, that now is the time to think about and prepare their presentations for the AZMs. If and how AZMs might proceed, will be decided in late August.

Much could change in the COVID world, one way or another, between now and then. We will cross the bridges when we get to them, I will send out a notice of our AZM meeting time and date shortly, as this is a requirement of the not for profit organizations for us to do.

Posting this notice, does not mean that an actual meeting will take place, it is the process schedule we must follow, in order to actually hold meetings if it were possible. We can always cancel, but we cannot proceed if we miss the meeting notice schedule. I know it sound confusing, but I am sure it will return to so-called normal sometime in the future.

Fly safe and take care everybody and be courteous to each other as there is enough bull out there in this strange world we live in today.
Cato.

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