

MAAC'S ZONE B NEWSLETTER.

Take off is optional
but landing is mandatory.

ISSUE NO.16.

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LEAD STORY HEADLINE

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NEW TOOL FOR THE ZONE.



Starting with the headline news this month, it would be hard to miss the discussion that is going on RC Canada regarding all the controversy with MAAC's power to be, so as I

have promised myself that politics is not going to happen in this News Letter, I'll leave it as it is.



The best news have to be the great success of the indoor fun fly that Moncton Club put on at the Coliseum again this year, a big congratulations goes out to the organizing committee for a super job well done. It was 50 registered flyers last time I checked with Mike, and great

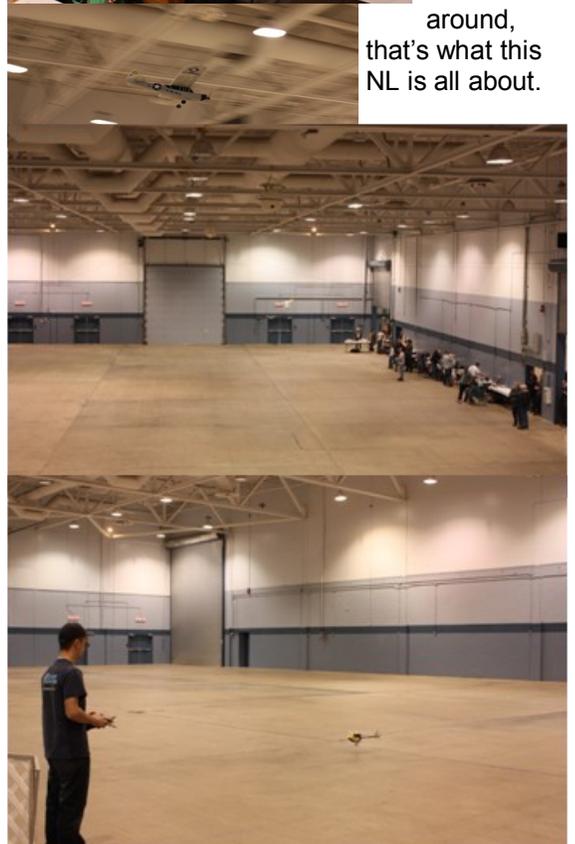


prices to boot. There was every type of plane and heli in the air at all times, and only two people on the old 72 frequency, and one of those was me, but I did get a Spectrum 7 at the swap shop, so I'm coming along. Only a few pictures are available from the event thanks to Ian Gunn.

As a side note guys, when you have an event, send me some pictures and a little note saying



what went on please, it's only good publicity for your club and event next time around, that's what this NL is all about.



ZONE B NEWSLETTER

ZONE NEWS FROM ASRCM BY AL EASTMAN.

Al Eastman sent me this from his club Annual meeting of ASRCM, thanks Al.



During the annual meeting of The Atlantic Society of Radio Control Modellers on January 15th, the club elected a new slate of officers. Shown left to right following the meeting are Vice-president; Paul Marsh, Treasurer; Harold Doherty, President; Jon Eastman, Secretary; Joe Miller, and Member at large; Rick MacDonald. Missing is Member at large; Craig Maybe, who was on assignment in South Africa when the photo was made.

Outgoing ASRCM president Bill Grundy presents the **Modeller Of The Year** trophy to member **Geoff Davis** for his outstanding commitment to the club and the hobby in general. Aside from his strong participation in the club, Geoff has provided considerable support to ASRCM through his Dartmouth, Nova Scotia hobby center **Mighty Small Cars**.



A LITTLE BIT OF INFO TAKEN FROM AVON'S AND NRCM'S WEB SITES.

Todd's Norseman on Floats, taken from Avon's RC Flyers web site gallery.



NRCM Makes the Podium at Avon Scale Aerobatics Competition!

NRCM was well represented at the recent Avon Flyers Scale Aerobatics competition. Overall there were 14 pilots in the Avon September 2012 Contest. The pilots flew 6 known sequences (3 rounds). The club had one entrant in Basic, Dayle Smith and three in Sportsman, Ben Lann, Mike Notley, and Paul Sinnis.

There were 4 entrants in the Basic class. Dayle Smith came in 2nd and was just narrowly edged out by his son Brandon Smith. The overall Basic class scores ranged from



a low of 2,682.9 to a high of 3,996.8 (a range of 1,313.9 points). It was great to see Dayle back competing, and the father & son rivalry play out during the day. We hope to see both of them competing for years to come!

There were 6 entrants in the Sportsman class. Ben Lann finished first, followed by Mike Notley in second and Paul Sinnis in third. This was Ben's first win in the Sportsman class. The tightest race in the entire competition was for 2nd place in Sportsman, with only 41 points in the difference between Mike Notley and Paul Sinnis in third. The overall Sportsman class scores ranged from a low of 1,690.2 to a high of 3,985.3 (a range of 2,295.1 points).

Big thanks should go out to the Avon Flyers club, especially Sandy McInnis, Al Coolen, and Bruce Hall for putting on a great competition!

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A LITTLE MIX TO ENJOY.

Real Top Guns RAAF F-111 Belly Landing.

If you're into special airplanes even a little, here is a video I'm sure you'll enjoy if you haven't seen it. These guys do a remarkable job getting their aircraft back on the ground with a minimal amount of damage. It could have very easily gone the other way.

Also, notice early in the video there is a sequence showing a F-111 dumping fuel with the afterburners on lighting up the night sky. Something a little unique to the F-111.

The Australians flew the F-111 a lot longer than our Air Force. The airplane was originally designed to land on a carrier deck so the gear structure is very strong. Even landing on a long runway you just maintain 10 degrees angle of attack until the runway stops your descent. Because this is the way the airplane was designed to be landed it felt just fine inside the airplane, but for an observer outside the aircraft it looked like you forgot to flare and really clobbered the landing. I don't know if metal fatigue was a factor in this accident but they are fortunate the wheel fell off upon lift-off and not while accelerating down the runway in full afterburner.

Using the tail hook to catch the arresting cable was a great idea, as you will see. Arresting wires on runways are not like the ones on the flight deck of a carrier. They provide less resistance and let you decelerate over about a 900 ft. range, something you wouldn't have room to do on a carrier.

[Real Top Guns F-111 Belly Landing](#)



I mean, seriously, Wouldn't you just keep drinking?

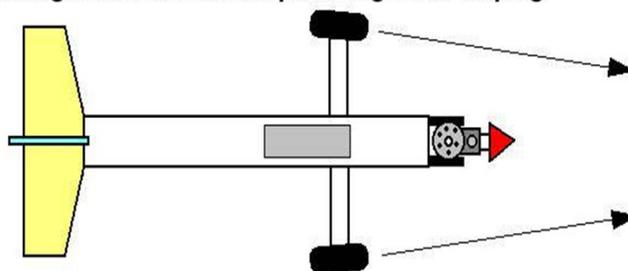
[*This is a great video, what some guys do to be in the history book.*](#)

Record flight of glider in England.

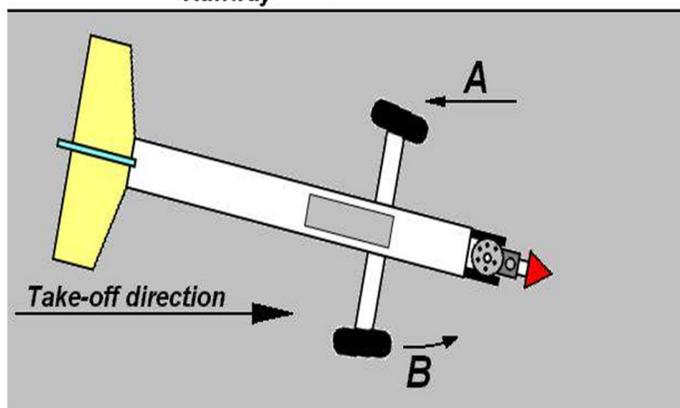
<http://www.dailymotion.com/video/xw6...s#.UN2ZxqyixaQ>

[*Toe-In by JIM C. as JIM 15256 on RC Canada.*](#)

Toe-in - It is very important to make sure your tail dragger main gear have toe-in in them! This will assure a nice straight take-off roll and prevent ground looping!



Runway



This is not rocket science...several degrees or so will work fine. When standing over your plane, you should be able to visually see the toe in.

How it works - During take off roll, if your plane begins to veer off course, wheel A will develop a more drastic angle to the aircraft's take-off direction and will bite into the runway. It will be harder for Wheel A to rotate and it will act like a brake. At the same time wheel B will develop an angle parallel to the take-off direction and will rotate easier. The braking action of wheel A and the freewheeling action of wheel B (or vice-versa if it veers the other way) will cause the airplane to naturally correct itself during the take-off roll. Use a vice or wrench to bend some toe-in into your landing gear before mounting the wheels.

ZONE B NEWSLETTER

JUST A LITTLE ON BATTERIES.

[From the R/C Battery Clinic by C Scholefield.](#)

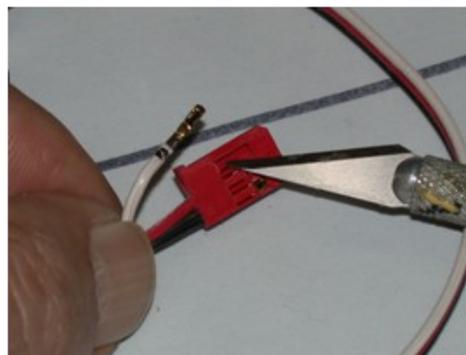
The black wire syndrome is an occupancy in battery packs (Ni-Cad's) where the negative wire becomes corroded (turns from shiny copper to blue-black). This is the result of either a shorted cell in the pack, the normal wear out failure mode of Ni-Cad's, or cell reversal when a pack is left under load for an extended period. The sealing mechanism of a Ni-Cad cell depends to some degree on maintaining a potential across the seal interface. Once this potential goes to zero the cell undergoes what is called creep leakage. With other cells in a pack at some potential above zero the leakage (electrolyte) is "driven" along the negative lead. It can travel for some distance making the wire impossible to solder and at the same time greatly reducing its ability to carry current and even worse, makes the wire somewhat brittle. A switch left on in a plane or transmitter for several months can cause this creep age to go all the way to the switch itself, destroying the battery lead as well as the switch harness. There is no cure. The effected lead, connector, switch harness must be replaced. This leakage creep takes time so periodic inspection of the packs, making sure that there are no shorted cells insures against the problem. The cells should also be inspected for any evidence of white powder (electrolyte mixed with carbon dioxide in the air to form potassium carbonate). In humid conditions this can revert back to mobile electrolyte free to creep along the negative lead. Some "salting" as this white powder is referred to, does not necessarily mean that the cell has leaked. There may have been some slight amount of residual electrolyte left on the cell during the manufacturing process. This can be removed with simple household vinegar and then washed with water after which it is dried by applying a little warmth from your heat gun..

Check out this site for lots of info on batteries.

<http://www.hangtimes.com/index.html>

[Here is a couple of pictures borrowed from the battery clinic to show you how to remove the signal wire from that extension wire that you have to use because the battery is to far away.](#)

Use the edge of your hobby knife to push the little locking tab in, then pull the wire out of the socket.



Then bend the wire back and tape in place.



And here is the finished product.



ZONE B NEWSLETTER

HOW TO CHOOSE YOUR RUBBER FOR THAT MAX FLIGHT.

Just thought that I would include this for those of you that would try some rubber power for indoor or free flight.

RUBBER POWER MOTOR.

Sometimes in the course of learning to fly scale model airplanes we come across valuable bits of information that give a sudden boost to the performance of previously lack-luster aircraft. Recently my fellow Bay State squadron member, Larry Peavy, offered me some advice that has coaxed two of my crates out of the doghouse and into the competition. The nucleus of this advice was simple, yet unknown to me. It goes like this:

"For outdoor FF scale the weight of the rubber-motor should be at least 20% of the weight of the ballasted aircraft with it's prop". Now that's what I call a handy rule of thumb that points the way to a lot of interesting possibilities. In particular, the most intriguing possibility was that the 20% idea could help answer my three most persistent questions regarding rubber-motor selection;

-What width of rubber-motor to use? -What length of rubber-motor to use? -How many loops of rubber to use?

Unfortunately the 20% rule of thumb alone won't give all the answers. We need to link it up with four other preconceived "Opinions" in order to really make it work for us. These Opinions might be debatable in detail, but are generally usable. The 4 Opinions are;

- 1) Pack as much rubber as possible into each plane and make-up the longest and thinnest motor possible that will still allow the plane to fly well. This kind of motor will give the longest motor run.
- 2) The wing-load value should be no more than .5 grams per square inch.
- 3) The rubber-loop length should be at least 2 times, but not much more than 3 times, the distance from prop-hook to rear-hook (the closer to 3 times the better).
- 4) Use a single loop of 3/32" rubber for peanut scale, and a single or multiple loops of 3/32" or 1/8" rubber for anything bigger. These standard widths simplify the initial selection, although we may want to resort to our strippers later on. Now we want to find out (the 3 rubber-motor questions), and we know the general limits of where we are willing to look for the answers (the 4 opinions), we are ready to start searching for that just-right power source. First we need to measure 3 things on the aircraft in question;
 - A. The weight of the model to the nearest tenth of a gram (including ballast and prop, but no rubber).
 - B. The area of the wing in square inches (the whole wing, including the area that connects to the fuselage).
 - C. The distance from prop-hook to rear-hook in inches.

Once these values are measured we can begin to make an educated guess as to what a good motor might look like by using the following 5 steps;

Step 1- Multiply the model weight by 0.20. This is the minimum weight of rubber for the model.

Step 2- Add this rubber weight to the weight of the model. Now you have the total weight of the aircraft.

Step 3- Divide this total weight by the area of the wing. This is the wing-load value for the model in grams per square inch.

Let's pause here. If your wing-load value is 0.5 grams per square inch or less give yourself a laurel and hearty handshake because conventional wisdom says your model has good duration potential. At this point you might seriously consider adding more rubber to the model until the wing-load approaches 0.5 grams per square inch.

This could be used to give a longer motor run (by adding more length), or to give more oomph (by adding more width), depending on what you feel your model needs.

You could leave it just as it is (nice and light) but if it's duration you're after then pack in as much rubber as possible without violating the 0.5 gram per square inch guideline. If your wing-load is greater than 0.5 grams per square inch then your model is somewhat overweight according to Opinion #2. In terms of the Motor, one thing that can be done to fix this is to simply reduce the weight of the rubber until the wing-load drops to an acceptable value. Unfortunately this eats into the 20% rule of thumb, but since no one has ever heard of a Flying Ace actually building an overweight model this consideration is only hypothetical.

Now on to step 4.

Step 4- For Peanuts: Divide the rubber weight you've chosen by 0.0160 (the weight of 1 inch of 3/32" tan rubber). This will give you the total rubber length. Divide this length by two to get the length of the loop. This loop will hopefully be at least 2 times, but not much more than 3@.times, the hook to hook distance. If your loop length is too long or short then adjust it to fit within the guidelines as best you can.

For Bigger Models: According to Opinion #1 we want to use the thinnest and longest motor possible that will still allow the aircraft to fly well, so let's begin by seeing what a 3/32" motor would look like. Divide the rubber weight you have chosen by 0.0160 grams (the weight of 1 inch of 3/32" tan rubber). This will give you the total rubber length. Divide this length by two to get the length of the loop. If the length of your loop is more than 2 times, and not much more than 3@.times, the hook to hook distance then try using it as a single loop. If your loop is a lot longer than 3 or 4 times the hook to hook distance then try dividing it into multiple loops (2 loops, 3 loops, 4 loops, etc.) until the loop length falls between 2 to 3 times the hook to hook distance closer to 3 times if possible).

Continue on next page.

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RUBBER POWER MOTORS AND CARVING YOUR OWN PROP.

Step 5- Install the rubber-motor in the model and try it out. If the motor is too strong (the launch speed of the model is too fast) there are three ways to fix this;

- Try using fewer loops of the same motor, but keep the motor length not much greater than 3 times the hook to hook distance.
- Try a slightly longer and thinner motor, but keep the rubber weight the same. In order to do this we need to crank up our strippers and experiment using thinner and thinner motors until we find the thinnest and longest motor possible that will perform well.
- Try a slightly slower prop, that is, a prop with a higher pitch and/or a larger diameter. If the motor is too weak (the launch speed of the model is too slow) there are three ways to fix this;
 - Try using more loops on the same motor, but keep the motor length at least 2 times the hook to hook distance.
 - Try a slightly shorter and wider motor, but keep the rubber weight the same. A simple way to do this is to switch to 1/8" wide rubber. Just divide the rubber weight you have chosen for your model by 0.0814 grams (the weight of 1 inch of 1/8" tan rubber) and jump back into step 4.
 - Try a slightly faster prop, that is, a prop with a lower pitch and/or a smaller diameter.

Continue experimenting by adjusting the number of loops, width, and length of your rubber-motor until the most satisfactory rubber/prop/model combination is found. As you do this keep the four Opinions in mind and try to stay within their guidelines. If you happen to disagree with any of the Opinions, that's no problem. Just plug in your own favourite values for wing- load, motor length, etc. The method is still the same. In conclusion, this is just one of the many methods that can be used to search for a good rubber-motor. It is based on the assumption that the rubber-motor dimensions and wing-load play important parts in allowing a model to realize it's full duration potential, and when we build a model as light as possible it allows us to pack in a longer rubber-motor and still keep the wing load value low.

From Jan/Feb FAC Club News 1993.

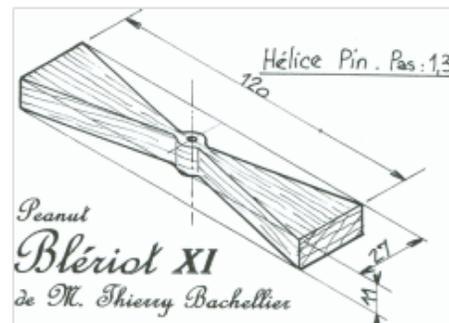
This next one should be a great tool if you like that special prop for your electric creation that you don't seem to be able to get anywhere, so why not try.

How to design your own prop block.

Now you know something about cutting a prop and the choice of a prop block. But of course the real experts design their own prop blocks! The simplest prop block is the X-block. We use this to design our own prop block. First we chose a diameter and a P/D ratio. Let's say we want a 12 cm prop with a P/D of 1.3. What are the dimensions of the prop block? The length is easy: 12 cm. The P/D is determined by the ratio between the thickness and width at the tip. In the table we can find a ratio of 1:2.42. In our stack of balsa we find a nice piece of 11 mm balsa. We now can make a block with a width of $11 \times 2.42 = 26.62$ mm, which equals about 27 mm. Now cut a prop block like Thierry Bachellier did for his Bleriot IX peanut and start carving.

P/D Thickness : width ratio

1.0	3.14
1.1	2.86
1.2	2.62
1.3	2.42
1.4	2.24
1.5	2.09
1.6	1.96
1.7	1.85
1.8	1.74
1.9	1.65
2.0	1.57



After the prop is carved you can alter the shape of the blade. You can give the blade a rounded tip, or cut parallel sides to give the prop a more modern look. Using this method you can cut every type of prop you want! Does this sound just a bit too complex to do by your own? Then use [Carvesoft](http://volare.teamwetworks.com/index.php?main_page=product_info&cPath=5&products_id=2&zenid=bf19e8a3cdeb1fec76a8117febd60061), a free internet tool which does all these calculations for you. http://volare.teamwetworks.com/index.php?main_page=product_info&cPath=5&products_id=2&zenid=bf19e8a3cdeb1fec76a8117febd60061



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HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK

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

506-855-7285

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

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N.B Canada E3V 4A2

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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

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A1A 3R1

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The new store is now located in
Charlottetown with only admini-
stration in the Stratford location.

SANCTIONED AND OR PLANNED EVENTS

IN THE ZONE.



March 23, 2013 – 1 Day.
Wings of Wellington R/C Aircraft Club.
Valley Gathering 2013.

The Wings of Wellington is very pleased to once again be hosting the Valley Gathering. The event will include a swap shop, education sessions, and a day of indoor flying. This year featuring indoor night flying - get those LED's ready! Speakers on a variety of RC related topics will give interested attendees a chance to mix some flying and learning on the same day. Also – as a third record attempt, let's see if we can get more 2.4 GHZ aircraft in the air at one time then those folks in Moncton. :) - Flying Hours: 9:30 AM to 4 PM. - Swap Shop Hours: 9:30 AM - 4 PM The Facility -The Kentville Sports center (indoor Soccer Arena) is the ideal spot to spread your electric wings, sit back and watch, or drop into a classroom to expand your RC horizons.

For more information, contact Jeremy Dann,
dann@xcountry.tv



MAAC'S ZONE B NEWSLETTER.

FROM YOUR ZONE DIRECTOR.



Hello everyone,

It's hard to believe that the month of January is already past with the big indoor event at the Moncton coliseum which was another success, good show guys, keep it up. Don't forget the next one at **Valley Gathering**. So far if you check on the MAAC website you will see that we already have at least fifteen events registered for our zone. It's good to see that so many events are in place early in the year as it gives others a better planning tool for their events.

As you all know I will be at MAAC's Annual General Meeting (AGM) in Saskatoon, Saskatchewan, March 24/2013. I will be there from March 21 for the meetings prior to the AGM. If any Club President, Rep or Member have any proxies or issues to be brought forward at the AGM, just contact or send them to me by March 15, 2013.



Hope you have many projects on the bench for the coming season, so in the mean time until we see again at the Field or Event, Fly Safe be Courteous and have Fun.

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.

I saw my mate Charlie this morning, he's only got one arm bless him.

I shouted "Where you off to Charlie?"

He said, "I'm off to change a light bulb."

Well I just cracked up, couldn't stop laughing. .then said, "That's gonna be a bit awkward init?"

"Not really." he said. "I still have the receipt, you insensitive bastard."

Be prepared to spend a few days looking at all those videos, airplanes, Vietnam rescue missions vintage and new, enjoy.

<http://imageevent.com/okbueno/mopic>



If you remember those times, you are as old as me, and that's not old, just great memories, looking at the girls and playing the tunes.



No wonder we had to take a break in modeling.

So going with that, this is just fitting

Husband takes the wife to a disco. There's a guy on the dance floor giving it large - break dancing, moon-walking, back flips, the works.

The wife turns to her husband and says: "See that guy? 25 years ago he proposed to me and I turned him down."

Husband says:

"Looks like he's still celebrating!!!"

As we are coming to an end for this time, I'll leave you with some nose art to consider for your next creation;

