

Yarmouth
South
West
Flyers
Jan 11th.



https://www.youtube.com/watch?v=RAGJ3XFkIGA&fbclid=IwAR0Y_sFeKQqXVGkl3CdzvKv18Dcjt3sZwZeoYzKvPN84dlv



MAAC'S ZONE B NEWSLETTER

Issue no. 106

Takeoff is optional
But landing is mandatory

February 2021

INSIDE THIS ISSUE



The St. John's R/C Flyers are also holding weekly indoors



The Wings of Wellington indoor is back on.

Jim Lloyd has a Dragon Rapide underway.



Mike Sebastian's turbine powered Tudor in Golden Centennaires colors

And a lot more

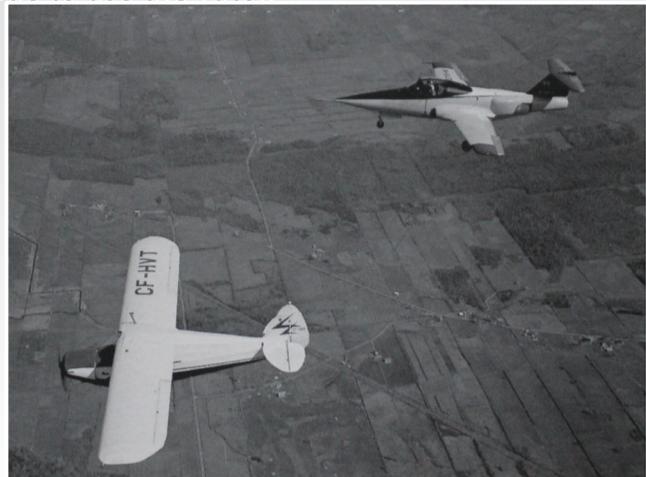
ZONE B NEWSLETTER

A Canadair Tutor build by Mike Sebastian

I always said I would never build a Jet , but it seemed like the next challenge. Some history first . I was posted to Moose Jaw 1976 - 1981 and worked on Tutors while there. AS a Airframe tech I was always busy changing tires ,brakes and doing checks . Every morning we would tow out over a 100 Tutors and then put them back in the barn at night. I learned my Trade and really enjoyed being in the military. Had many opportunities to fly the Tutor and really didn't care, I wanted to work on them



Canadair developed the Tutor as a private venture . On 13 January 1960 , the prototype performed its maiden flight ; a year and a half later , the Canadian Government placed a major order for the type . The RCAF would be the dominant user of the type , but a limited number were exported as well . Specifically the CL -41 G model, which was supplied to the Royal Malaysian Air Force (RMAF), served as a ground -attack aircraft up until its withdrawal . 212 were eventually built and were retired 2000. The Snowbirds continue to use the Tutor.



ZONE B NEWSLETTER

A Canadair Tudor build by Mike Sebastian



The Golden Centennaires were a Royal Canadian Air Force (RCAF) aerobatic flying team that performed in 1967, the Canadian Centennial year. The team was created to celebrate the Canadian Centennial. The eight plane formation team commanded by Wing Commander

O.B. Philp C.M., DFC, CD featured a six plane formation alternating with two solo aircraft. The aircraft used was the CT-114 Tutor which sported a blue and gold paint scheme.



ZONE B NEWSLETTER

A Canadair Tutor build by Mike Sebastian

I found this Tutor on RCC and got a great deal. It's not a CARF kit which makes a much larger Tutor, not sure who produces it as there is no name on the plans. Fibreglass and foam wings, really nothing unusual about the construction. I'm hoping to keep it under 25 lbs and the wingspan is 90 inches. It will have a Swynn 140 turbine in it for motivation. Flaps, retracts and functional scale speed brakes which should be interesting to try. I also installed a Pitot tube in a scale location on the wingtip. This will measure actual airspeed and send the info back to the TX. I chose that system as there is always a lag in a GPS system which doesn't measure actual airspeed, just ground speed. There is a difference. Paint is Tremclad in spray cans from Home Depot and the decals I made with a Silhouette Vinyl cutter. I am aiming for a first flight this summer at the old Chatham air base.



ZONE B NEWSLETTER

A Canadair Tudor build by Mike Sebastian



I got some pressure from others to add a pilot. I made Capt Marvel with a 3D printer which I downloaded from Thingiverse.com. It was fun to paint and got the bugger strapped in. If you have given any thought about trying a 3Dprinter, go for it as it's not expensive and adds another facet to our hobby.



Newsletter Item by Mike Sebastian

ZONE B NEWSLETTER

Miramichi Modelers First Annual Fun Fly

Hope to see lots of Jets at the Miramichi Modelers Fun fly, Aug 5 -9 as we have a great facility for them and incredible amount of room for camping. The emphasis will be on just having fun . The following picture is of our runway at the Chatham Air base with Jon Eastman's airplanes



Zone B - Miramichi Modelers First Annual Fun Fly

Miramichi Modelers would like to welcome you to our first annual fun fly. This event is at the old Miramichi airbase where we are able to fly from the taxi way that runs parallel with the main runway. Plenty of runway for anything from park flyers to giant scale, and as well jets of any size. Camping is also available for this event and night flying is welcome as well. Anyone can come out and join us from Thursday, August 05 to Monday, August 09. Hope to see you all there.

Club: MIRAMICHI R/C MODELERS

Sanction #: 2021-1354

Event Type: Fun Fly

Date: August 5, 2021 to August 9, 2021

Time: 8:00 AM to 9:00 PM

Entry Fee: \$20.00

Event Director: JON EASTMAN (MAAC # 29972 DZD)

Contact Person: JON EASTMAN (MAAC # 29972 DZD)

Contact Number: 902-899-3549

Contact Email: katana1024@gmail.com

Event Location

Airfield: MIRAMICHI AIRPORT COMMISSION

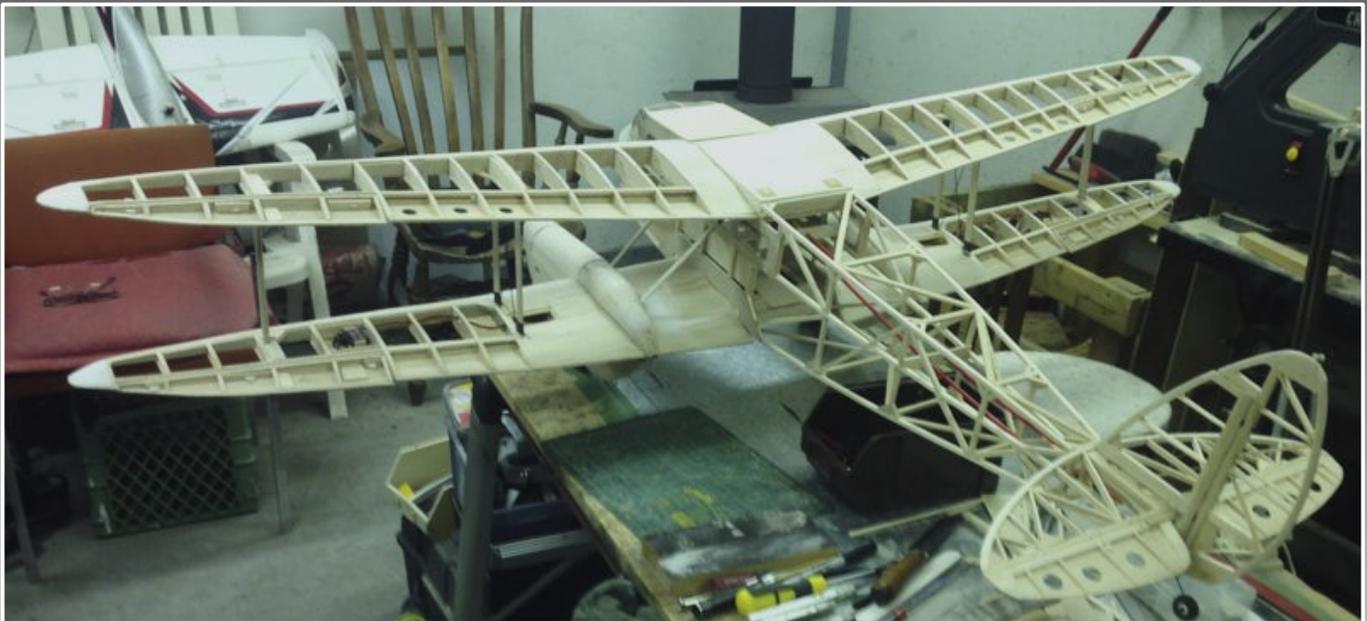
GPS Coordinates: 47.010350, -65.468950

Airfield Type: Land based RC

ZONE B NEWSLETTER

A Dragon Rapide build by Jim Lloyd

Here is my Rapide in bones, it's 64" wing span powered by two Quad motors with 8x3.8 props, also quod props. Using 3c lipo battery , two 3300mah in parallel . It's ready for covering and painting.



ZONE B NEWSLETTER

Paul Sinnis's winter project

Paul writes: I came across a good deal on this and decided I needed one.

Phoenix Models

BAE Hawk 69" Wingspan

Will use the SW80 Turbine I currently have in my T33.

Very happy with the quality of the kit. Came complete with electric retracts, fuel tank and the exhaust pipe. And get this \$17.99 flat rate shipping from the US!!

Some really good deals at www.towerhobbies.com/ Especially the Phoenix Aircraft.



Photos by Paul Sinnis

ZONE B NEWSLETTER

Joshua Mardling's Hollein Introduction F5J Build

Joshua (Doversail) writes: For the last few months, I have been working on my first balsa build; a 2.9M Hollein "Introduction F5J" e-sailplane. It is a laser-cut kit, with four servos (two for flaps, elevator, rudder). I have been documenting the build process on RCGroups, but I figured the local crew might find some of this to be interesting as well!

The "Introduction" is meant to be a low-cost foray into the very competitive F5J glider class, wherein primarily carbon-fibre moulded high-performance sailplanes with powerful geared motors compete to fulfill the task of staying airborne for ~10 minutes and then landing on a spot. The carbon F5J planes are some of the most beautiful engineering out there for model planes; they have expertly designed wings, many with six servos to allow for very precise control of the aerofoil. Competitors are effectively rewarded for using their motor to climb to a low altitude as points are deducted for launching to higher altitudes.

In general, these ships cost thousands of dollars and most competitors have multiple planes with different masses to handle different flying conditions. While there are none of these competitions out our way, the envelop-pushing designs of this class benefit all modellers eventually. The Introduction F5J is basically a really affordable wooden version of these planes, with a simplified wing. There is a 6-servo wing version available as well, called the "Inside F5J".



Photos by Joshua Mardling

ZONE B NEWSLETTER

Flair Se5 kit modified into monoplane by Marc Roy

Marc writes: My little Se2.5 (Flair Se5 kit modified into monoplane) that I was flying early last summer was put away due to wing spar failures. The balsa spar was too soft and kept splitting.

Last week I pulled it out and I made a new wing using basswood for spars, and dowels for leading edges.

As I didn't have enough fabric to match the fuselage, the decision was made to re-covered the entire plane.

I wanted to keep the 'metal' panels as i like the look. Some Outdoor Hodgepodge was brushed onto the balsa edges facing the 'metal' to help stop the ultracoat from peeling away. Hodgepodge 'sticks' when heated. This seems to give a strong bond.

Bulked up the landing gear with balsa, weldbond glue and wrapped in silver ultracoat.

Need to install control horns, and hookup servos still....once the hinges are dry.

Plane reminds me of 1920s mail planes, so made up some decals. Back fuse decal needs something more, perhaps stylized wings. But will see about that later.



Photos by Marc Roy

ZONE B NEWSLETTER

Ziroli B25 Mitchell build by Mike Sebastian

Mike updates us on another project. I have been working on a Ziroli B25 Mitchell for the last couple of weeks. Got the kit a number of years ago and having been working on it off and on. I get frustrated with it, then put it away, bring it out again and work on it. Definitely an experienced builders kit. I wanted the Bomb bay doors functional as it would look cool. Cut them out and I couldn't get the hinging right so glued them back in. Whoops I forgot I need them to get access to the elevator servo. So cut them out again tried to the hinging right. I found a couple of linear actuators on Amazon and though they would be perfect for the doors. After lots of trail error got them mounted and working. They don't have enough throw to open the doors farther , I tried screwing around with the geometry of the actuator mount and just couldn't get right. It's as good as it's going to get. Of course I will be painting it in a RCAF scheme



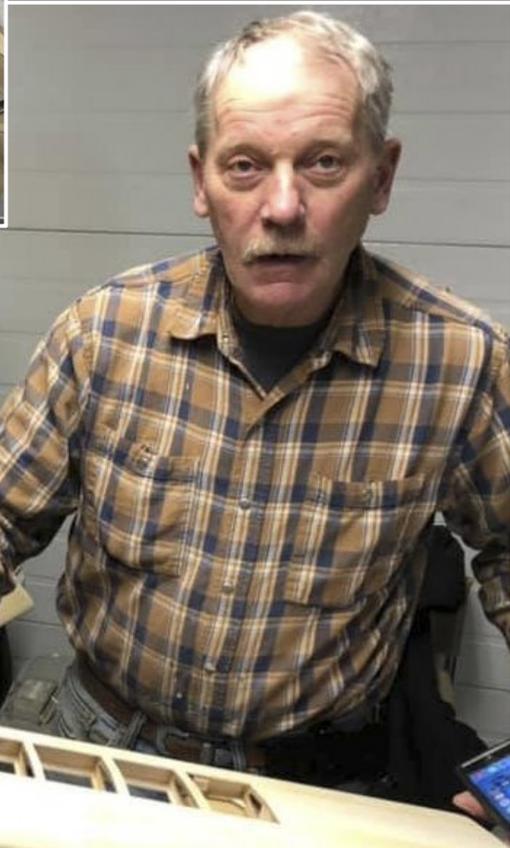
Photos by Mike Sebastian

ZONE B NEWSLETTER

John Blanchard's Beaver build

From Jeremy Dann: John does nothing but excellent work. He is keeping a build log. About 60 hours so far. Looks like a really nice kit! I was impressed.

John is the Field Director for Wings if Wellington and lives in Centerville NS.



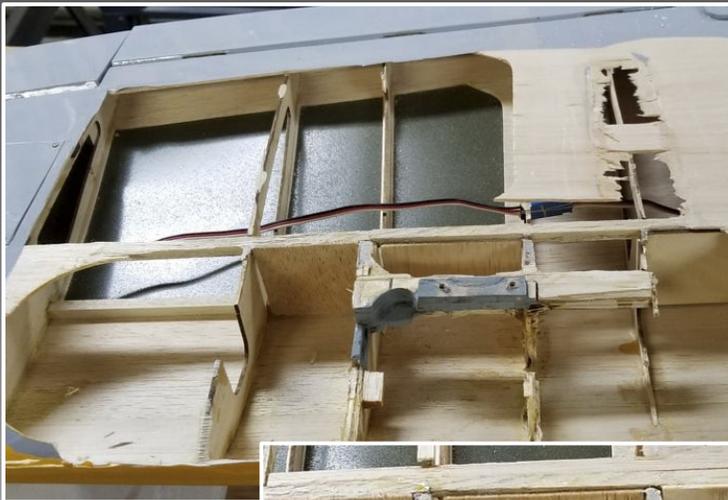
Photos by Jeremy Dann

ZONE B NEWSLETTER

Spitfire gear repair by Jim Gavel

I have been flying my Hangar Nine 60 size Spitfire for about 8 yrs now. When I first got it, it had mechanical retracts with spring type LG. This setup was horrible and I subsequently replace them with electric retracts and oleo type struts. These worked fine and, other than a modification to angle gear more forward to avoid nosing over, they worked flawlessly. Last summer during flight I experienced a low level engine failure and a rather hard landing. Hard enough to destroy the left LG. attachment. The LG mechanism was bent quite badly but I was able to repair this and got them working okay. Also the main spar was broken and I wanted to try and repair this area without disturbing the top camouflage covering.

The following pictures show the repair progress on the wing. The only thing left to do is paint and install the air intake and radiator. The original covering is high gloss Ultracote and I have never been a fan of that look. I've researched methods to dull the finish to a more appropriate flat or satin look and have come up with a few methods to try. I'll let you know how that comes out!



Photos by Jim Gavel

ZONE B NEWSLETTER

HEFA Weekend - January 16/17, 2021

Brian Gray writes: Certainly a great turn out this morning. Mostly calm winds which built up to more of an easterly meaning cross-wind landings but decent temperatures.

Amazingly great that everyone was wearing masks as much as possible too. Incredible.

Thanks everyone!

Here is a picture of some "action" on the flight line: Bob, Mark, Josh and John.



The HEFA flying site



Photos by Brian Gray

ZONE B NEWSLETTER

HEFA Weekend - January 23/24, 2021

Brian Gray reports: Cool morning. Woke up to -12°C but was warmed to -8°C when I arrived at SP at 9am. No wind. Fresh soft snow. GREAT conditions. Only a handful of people but truly perfect conditions and a lot of fun. Be sure to try winter flying - it can be a great experience on the right day!!



Flight line with lots of physical distancing...



View from across the field...



Gliding can be relaxing....?

Photos by Brian Gray

ZONE B NEWSLETTER

Wings of Wellington indoor has resumed

Jeremy Dann reports on the Wings of Wellington indoor at the Kentville soccer stadium:

We are going to give it another shot with covid numbers generally down. One change is that we will be wearing masks indoors in the foyer and on the field.



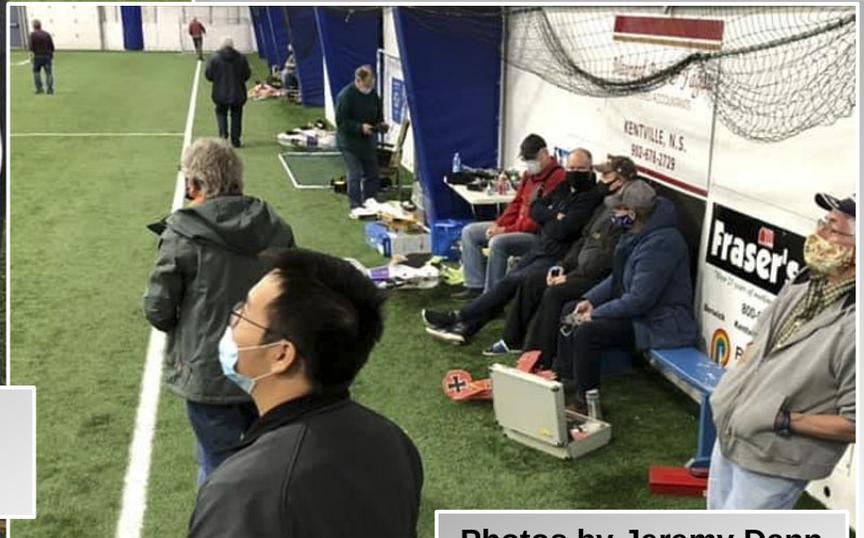
Photos by Jeremy Dann

ZONE B NEWSLETTER

Wings of Wellington indoor has resumed



The Manh Nguyen (Andrew) flies with his transmitter behind his back.



Photos by Jeremy Dann

ZONE B NEWSLETTER

Wings of Wellington indoor has resumed



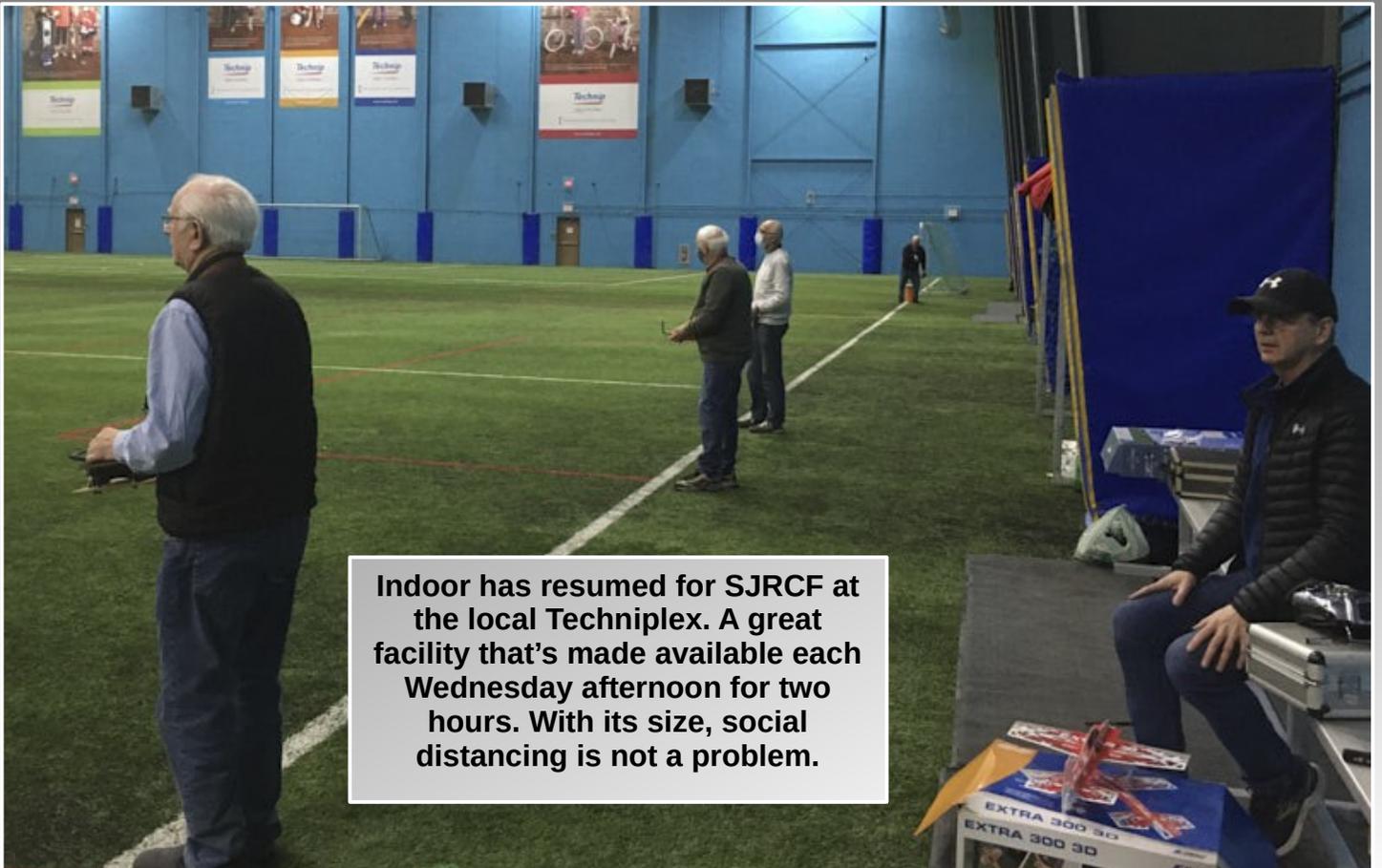
Richard was flying his ducted fan jet



Photos by Jeremy Dann

ZONE B NEWSLETTER

Indoor has also resumed at St. John's R/C Flyers



Indoor has resumed for SJRCF at the local Techniplex. A great facility that's made available each Wednesday afternoon for two hours. With its size, social distancing is not a problem.

ZONE B NEWSLETTER

Tony Henstridge's Fairchild PT-19

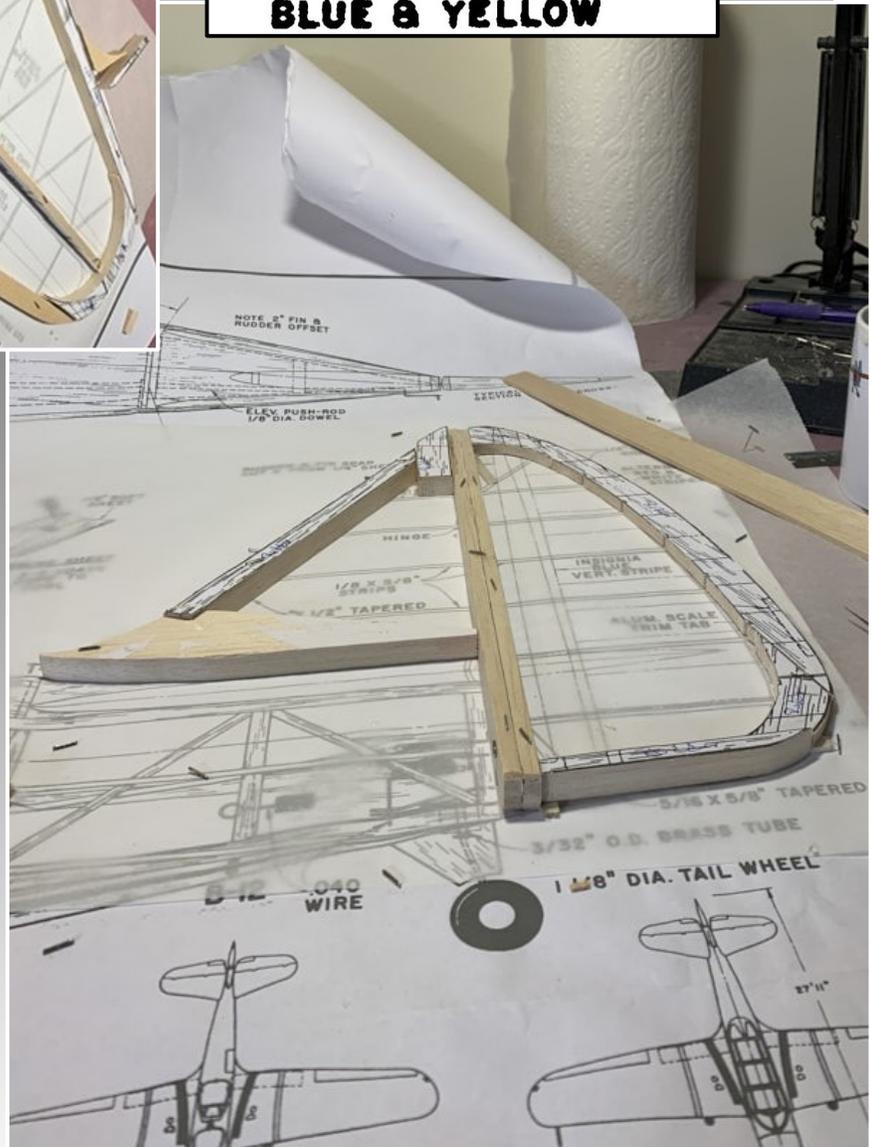


FAIRCHILD PT-19

SPECIFICATIONS:

**SCALE.... 2" = 1 FT.
WING SPAN..... 72"
LENGTH..... 55"
WING AREA... 820"²
WING LOADING—
17. OZ. PER "² FT.
POWER... K & B "29"
PROP..... 11-4"
COLOR..... ARMY
BLUE & YELLOW**

Winter builds are continuing here at SJRSF and some new ones just starting. Tony Henstridge has put the plans of his first scratch build on the board. He decided to go big or go home with a Fairchild PT-19. Tony is a rotational worker and going home is only every couple of weeks. This build will have a 72 inch wing and total length of 55 inches. There are several war birds in the club so Tony will get lots of help as he progresses.



ZONE B NEWSLETTER

Eddy Knox's Westland Lysander



Work is progressing on Eddy Knox's Westland Lysander. He has installed the Saito 62 and the accompanying servos for the elevator and rudder. By the next newsletter submission he expects the elevator and fin will be in place. The wing build is the next order of business.

ZONE B NEWSLETTER

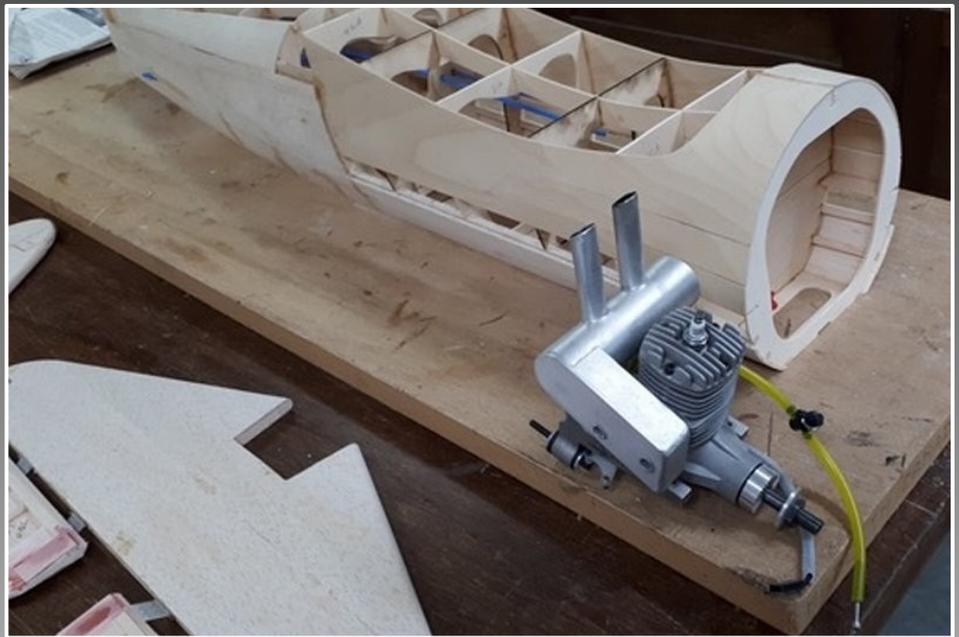
Paul Colbourne's AT6 Texan/Harvard



Paul Colbourne is working on the fuse of an AT6 Texan/Harvard. Wings and tail surfaces are roughed out, need final sanding and filling.

Engine choice will be the RCS 140. He's going with fixed gear instead of retracts, looking for a flying model, not a scale queen.

This is quite an old kit which he picked up from a flyer in Stephenville who never started the build. Midwest has been out of the kit business for a lot of years.

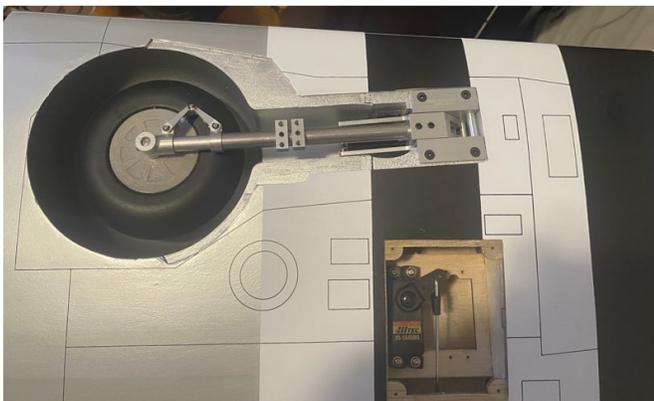


ZONE B NEWSLETTER

Craig Trickett 's Hanger 9 20cc P47



It has taken Craig three years to build a plane that should have taken a week. Now with a new Jet on the bench it's time to finish this one. It has a Zenoah G26 with the electronic ignition mounted. Had to modify the firewall and had some custom offsets made by fellow club member Rob Sparkes to get the right distance for the engine to fit the plane. It has all Hitec digital servos and will have dual 6 volt packs to run the radio and another 6 volt Nimh for the ignition. Also has the E-Flite electric retracts with oleo struts. Another few hours and it will be done. Then will be time to get at the Boomerang.



ZONE B NEWSLETTER

Wayne Cavanaugh's lobster boat



Photos by Wayne Cavanaugh

Some of you may have not seen this Gem I built from plans Charlie Anderson gave me. He also gave me a motor and speed controller but I never got it together so I'm going to work on it and maybe get it in the water at our pond this year. The rubber suit I made from a rubber glove and the fish finder and CB set was from a photo I cut out from a Radio Shack book (many moons ago) the pulley for hauling the traps in I made from scratch.

An interview with MAST member Charles Sparrow

Interview by Christian Pratt

I am doing a series of interviews with some of the members of the Miniature Aircraft Society of Truro (MAST), originally called the Cobequid Radio Control Club. The club holds a Model Aeronautics Association of Canada Charter (MAAC) dating back to May 1978. The flying site, known as George Lacey Field is located in Truro Nova Scotia. The field is amazing but without its members it would not exist so I thought it would be nice to interview them to acknowledge them.

This is Charles Sparrow, he was born in 1937 in Welwyn Garden City in the UK. Charles and his wife Maureen and his dog Brie, a Golden Labrador retriever, have been residents of Bible Hill Nova Scotia since 2011 when he moved here from Winnipeg Manitoba. Charles has many ways to relax such as taking Brie for walks and working on his model trains and working on his milling machine, but his favorite hobby is flying his model RC Airplanes and he has been enjoying the hobby since he discovered it in 2004 in Winnipeg when he went to a modeling exhibition there. In 1970 in Montreal, Charles took flying lessons but didn't complete the course. It was fun to learn about the theory of flight which of course applies to all aircraft.

Charles is a respected member of the Miniature Aircraft Society of Truro (MAST) and has been since 2011 where he has done many things for the club such as being an ambassador at large which his duties included "promoting the club and the hobby as much as I could" Charles said. He also helps mow the field every week and is also an instructor for new pilots. "I enjoy being an instructor.... most of the time it's quite fun" Charles said. Charles continued by saying that "it is quite satisfying to see a student get his or her wings". Charles loves to fly at the field in Truro Nova Scotia as "it is wide open and easy to fly from and only 5-7 minutes from my home". Charles said. I asked Charles if he has flown at any other fields, either in Nova Scotia or elsewhere and he said "Not in Nova Scotia but 3 or 4 different clubs in Winnipeg. Some times I would drive to fun flies in Manitoba or Ontario" Charles loves to fly is planes and when asked how many he had and if he had a favourite he said "No favorites, but I like flying my gliders and my fourstar SIG which is semi aerobatic and at one time I used to have EDF jets" Charles currently has 8 planes that are all electric, four gliders and four regular planes and tries to fly them "as often as possible" Charles chuckled.

I asked Charles if he remembered his first plane and he said it was a taildragger with only rudders and an elevator. It was called a Superstar EP that I learned to fly with . It had a NiCad battery and a DC motor" Charles said. When we were finishing up this interview I asked Charles what his advice would be to someone looking to get into the hobby? Charles said "Be prepared, if you're serious about getting into the hobby visit a club in your area, talk to a club member and ask questions and see what they like about the hobby and see what you like about it too. Be prepared to spend some money to get started too as there are fees to be a club member and you must also be a member of MAAC (Model Aeronautics Association of Canada). "You will also need a plane and a controller, but most of all you need to be serious about it"

ZONE B NEWSLETTER

An interview with MAST member Charles Sparrow



ZONE B NEWSLETTER

HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK

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Dartmouth, NS
902 423-9298
<https://www.facebook.com/Mighty-Small-Cars-Limited-1519260711625776/>

Owner is Geoff
Davis.

Maritime Hobbies
and Crafts
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Nova Scotia, B3J
2B9
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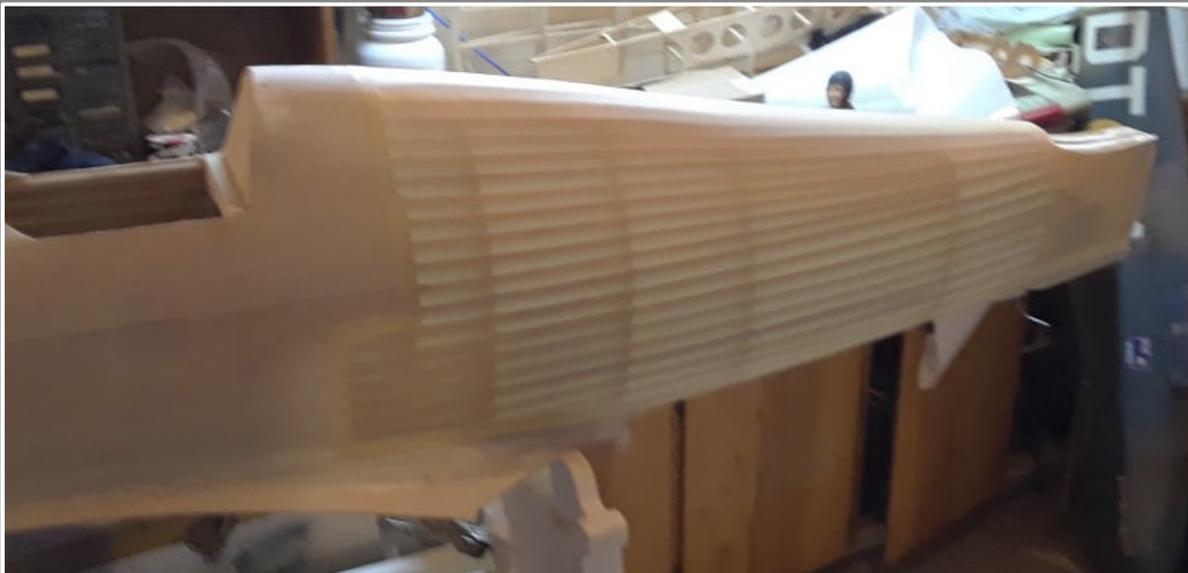
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1-800-839-3262

Some bits and bytes from the Zone



Some movement on Sandy McInnis's Hurricane. Sandy reports: Well!!!!!! The 21 Century I ordered turned out to be Oratex...poop.

If I put it off any longer it won't get done, so screw! This material is lighter than 21, and the finish is different, more fibricky. but it's on. Finish will be a hodgepodge, but at 25 feet (8.something meters) I don't care.

The stuff does go on nicely, and the compound curves of the Hurricane fuse is awkward. Most of my wrinkles (?) came out with a heat gun so it' not too bad. Onward. Glass the wing next.

ZONE B NEWSLETTER

FROM YOUR ZONE DIRECTOR

Hi everybody,

I hope you are doing well in those difficult times that surrounds us all, at least here in the Maritimes we are doing extremely well consider what is going on in the rest of the country.

The positive side of all this, it is giving us more time in the shop as Jim my buddy said: Us modelers are used to isolation and we love it as we can stay in the shop all day.

It also gives the officers of the clubs lots of time to get their field criteria up to date, this is not an option, it must be done for us all to be compliant with the Transport Canada exemption, so in saying that I will take you through it, and if you are having trouble doing it, just email me and I will help.

First of all, everyone has to familiarize themselves with the MSD 25 – RPAS Competency Demonstration Requirements. It is located under Safety documents, go to MAAC website, and click on Resources, then click on Documents, scroll down to Advisory Group-Safety, and all the Safety documents are there. (MSD stands for MAAC Safety Documents.)

For the club trainers, you will see the minimum Flight Training at the end of that document that has to be implemented by all clubs, if you do not have a club, contact me for more information. The current members of 2020 and 2019 are automatically classified Pilot (R/C Fixed Wing) by default. The Club Instructor or Club designate can add or delete the pilot classification if you do not belong to any club, let me know and I can change or add to your qualifications. There is nothing to stop any club in adding additional training if they so decide, but the requirements in MSD 25 is a must for all members.

In the same place scroll down to MAP01 – Outdoor Flying Field Guidelines, (MAP stands for MAAC Advisory Publication). This is where the club executive has to get the flying fields documents done before the flying starts this year.

There you will find MAP 01: Outdoor Flying Field Guidelines.

MAP 01-T1: Flying Field Requirements.

MAP 01-T2: Airspace Classifications.

MAP 01-T5: Flying from Full Scale Aerodromes.

MAP 01-T6: General Flying Field Setup and Best Practices.

You will see T3 and T4 is missing, and that is because we are still in wait for NAV Canada to get this finalised.

So, if you read the MAP 01- Outdoor Flying Field Guidelines, it should be all there with different tutorials for you to follow, this tutorial is very professionally written and a lot of work has been going into this by the Safety Advisory Group, the Board of Directors and others to get this as simple as possible, any problem, let me know.

That's it folks, take care and be safe and together we will get through this.

Cato.