

MAAC'S ZONE B NEWSLETTER

Issue no. 107

Takeoff is optional
But landing is mandatory

March 2021

INSIDE THIS ISSUE

Update on
the
Fredericton
Lancaster

Background on crop
dusting....at night!

Covid cancels
the weekly
valley indoors

Mike Sebastian's B-25
update

And a lot more



Wind
powered
airplane



<https://www.facebook.com/watch/?ref=saved&v=322971428935929>



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Progress on Mike Sebastian's B-25

Lots of progress on the B25. Mounted the wing today. I permanently mounted the wing as I don't have to take it off for transport. I love the twin tails. Sand, fill, prime, sand, fill, prime. Robart electric retracts work great, considering putting gear doors on it, not sure. All the electronics will be mounted on top of the wing and I will make the fuselage removable that sits over the wing.



Photos by Mike Sebastian

Brandon Smith's winter project

I acquired this airframe from Paul Sinnis in the fall. He mentioned it has been passed around a few guys and hasn't found a permanent home. It was taking up space in his shop. It appears the previous owners have had good intentions but needed some attention.

This jet will be outfitted with a 110mm electric power plant running 12s. This power plant was in Paul's T-33 last season.

I've been doing lots of research on the Byron's airframe and to my best knowledge, it was manufactured in the early to mid 80's. Conveniently there are several videos online where people have done what I am doing. There are also a few manufacturers who are making F-16's that are the same scale.



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MAAC President Peter Schaffer's AgCat build

The original drawings were designed to make the canopy and tank from balsa. The downside was, that those parts were glued to the aircraft frame. Consequently, the only way you could get your hands into the aircraft, after it was completed, was to disconnect all the flying wires, aileron lift struts and the wing struts to remove the bottom wing. So here is how the changes were made. What you are looking at is the fuselage crutch from the top. The side shape formers and stringers will be the last thing that is done, before covering. The firewall is on the right side of the picture.



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Some background on spray aircraft by Peter Schaffer

Here are a few pictures of the types of spray aircraft that was under contract to the Ontario government and that I worked with. I held the License for Extermination from airborne machines. The pilots, who held a operators licence, could not turn a prop unless I was on the site and I gave them permission to spray a block. Guess who was responsible, if anything went wrong.



Air Tractor 802s. I have a 8ft wing span version of a Air Tractor 502.



PZL 18 is also know as a Camel. This is the type of airplanes that are based at St Thomas, that Frank was talking about. The engine is 1,000 hp. The prop is off a DC 3, if memory serves me correctly. You have to jump up to touch the tip of the prop, when a Camel is sitting on the ground. My next project is to build one of these.

ZONE B NEWSLETTER

Some background on spray aircraft by Peter Schaffer

A formation flight of PZL 18s coming back from the last flight of the evening. Formations are used for spraying large budworm blocks. The blocks can be many miles long and wide. The flights in my working days, were controlled by Birddog aircraft, who directed the spray aircraft and called booms on and off, for each aircraft. Now it is all done by very accurate onboard GPS equipment.



One group of PZL 18s in a holding area. You cannot imagine the music that those engine make when they start up in the dark. The flames from the exhaust pipe is spectacular. The engineer stands under the aircraft, with a big fire extinguisher, when the start up happens. The ground and the air just vibrates



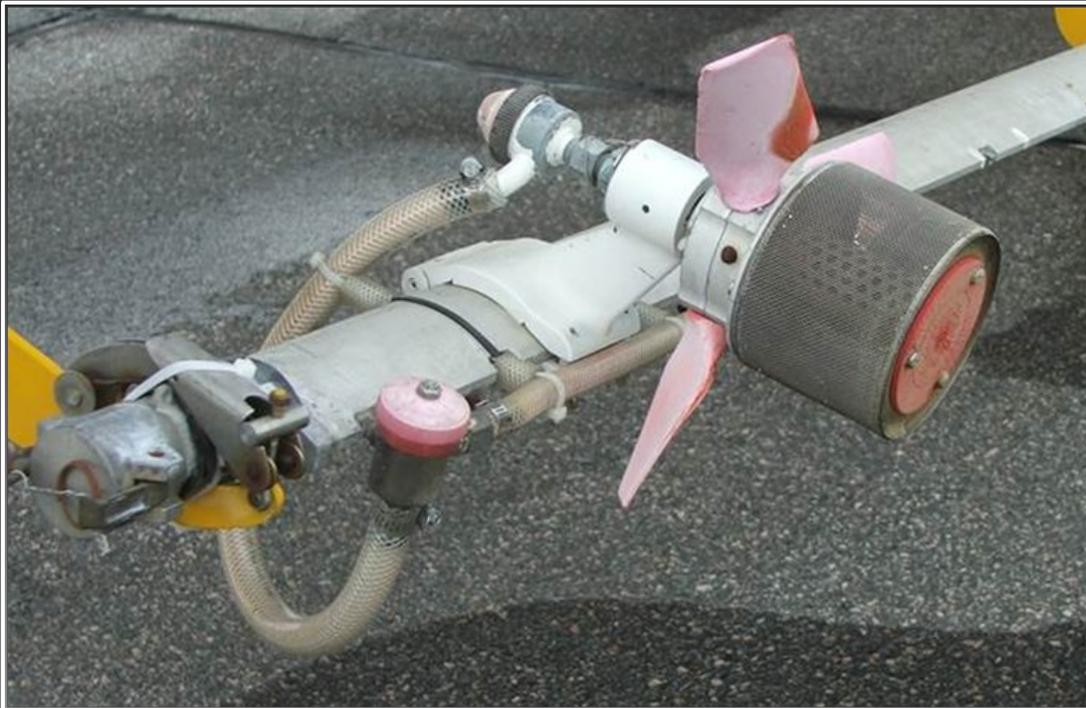
This is a example of a tank farm mixing and loading unit. In this case the loading takes place from one side. The fuel is at the front of the rig, the upright fibreglass units are holding the mixed material, the tanker at the back is holding the live bacterial What you cannot see in this picture is the reserve water holding tanks behind the mixing unit.



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Some background on spray aircraft by Peter Schaffer

Picture below is a Micronair nozzle, which is mounted on the boom. The wind drives the propeller, that turns the stainless steel cutting blades in the device, which cuts the droplets into 400 micron diameter droplets. The diameter of a human hair is bigger than 400 microns.



The contract audit and emergency backup plan. A few of the spray guys that I worked with had emergencies. One birddog landed on a haul road, one birddog had a electrical fire and managed to make it back to the airport, and one loaded PZL's engine did not develop proper power during a formation take off, because the pilot did not see the birds nest, that was built into the air intake between the morning and evening session. It did not look good for a while. He struggled to make it back to the runway.

I did not like working with helicopters for many reasons.

The guys who fly spray aircraft are a different type of individual. I had 3 American pilots on one of my jobs. One fellow had over 8,000 hours of spraying in the dark, in his logbook. The droplets will not settle in rising daytime hot air in places like Texas. I got to watch two AGCATS working in formation, spray a field in Arizona. It must have been around midnight. They have no lights turned on. You do see the exhaust glowing in the dark.

Here is how they get across the field and not become part of it. It is important not to lose you night vision. The airplanes have a 4 position switch on their joystick. One position turns on a light that points straight down, to check for height, the next position turns on a light that looks forward, that is rarely used because they are flying to a swath beacon at the end of the field. The first two positions are only turned on for a second or two. What is interesting, is position 3 and 4. There is a light in each wing tip to help make the turn at the end of the field. The turn must always be a positive G turn, to keep the product from escaping the hatch and splashing on the windscreen. The lead pilot turns on the light on the side where the next swath will be. This light stays on until the turn is completed. The trick is to make the turn and keep the light focused on the fixed turning point, on the ground. The second aircraft, which turns no lights on, keeps in position by watching where the fire from the exhaust stack of the lead aircraft is. Lots of trust there.

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Ever wonder about the Lancaster that was at the airport in Edmundston

Restoration update! The restoration of Lancaster KB 882 is still going strong! There have been some delays as a result of Covid-19 restrictions, however, KB 882 is still on schedule to be completed for April 2024.

At the moment, the exterior of the aircraft is nearly complete. The exterior of the cockpit still requires some work, and the whole aircraft will get a full paint job once everything is complete. The wings are currently being stored outside of the workshop due to space limitations, but, they are also nearly complete aside from the final painting they still require. The restorations techs have now begun to move onto the inside of the aircraft, and will be stripping it down to determine what repairs are necessary.



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HEFA Weekend – February 6/7, 2021

Brian Gray reports: Great morning at SP today! Lots of social (with safety in mind!) and lots of flying...! A few pictures taken later in the morning after several people had already left. Great times.



Support crew!



Cold fingers!



Parking area

Photos by Brian Gray

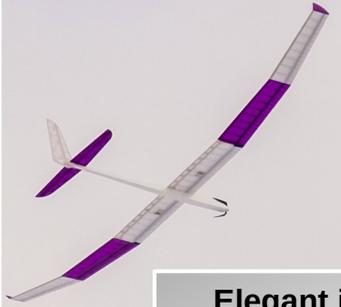
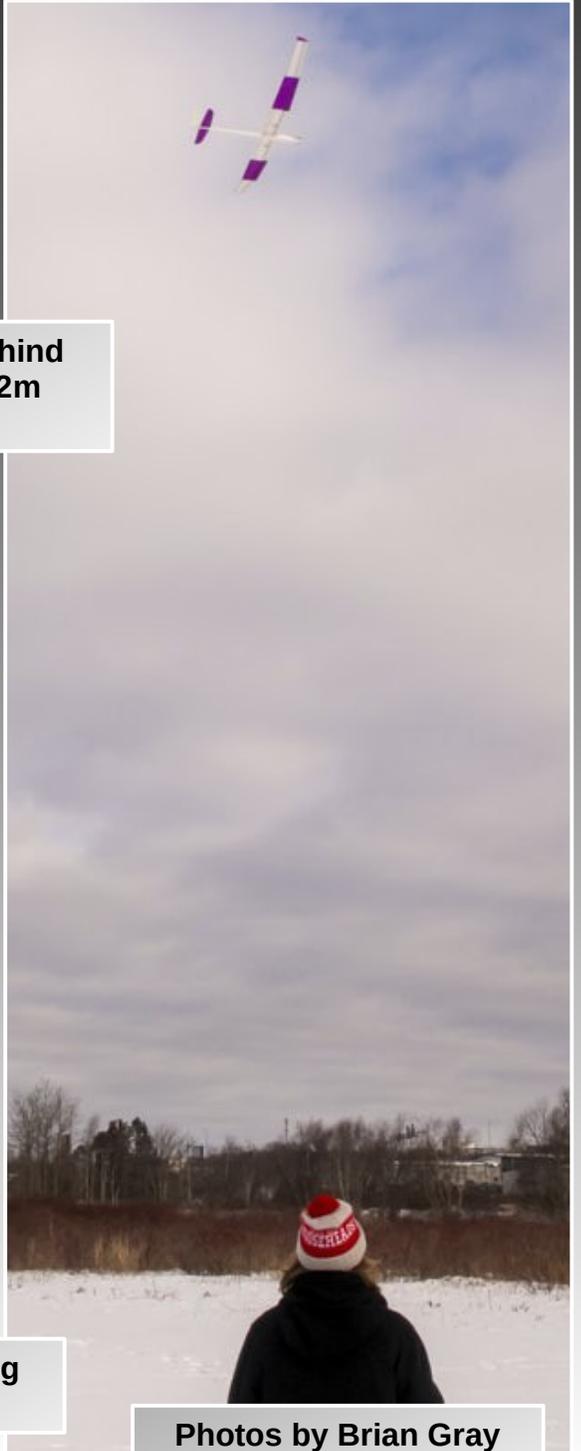
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HEFA Weekend – February 13/14, 2021

Brian Gray reports: WHAT A GREAT MORNING! Cool but no wind. Lots of snow and great for skis or floats - trying to get that "perfect" touch and go without a bounce can be a great challenge as the plane skims over the snow...!
Great maiden with Josh's new glider. Wow. Couldn't have gone any better. I have some video to process but in the meantime here are a few quick images....!



Support Crew.... We're behind you.... and at more then 2m distance!!!



Elegant in the air...!



Post flight - still looking great!!!

Photos by Brian Gray

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Wings of Wellington indoor Feb 24th

From Jeremy Dann: Hi Folks

Sad news – after the covid announcements last week and discussions internally we have made the difficult decision to cancel the remainder of the indoor season at the Rec Center and also the Helis on Ice event that we had hoped to squeeze in next weekend. Thanks so much to the Rec Center for hosting us again this winter season. Fingers crossed for next year! All the best
So these photos are the of the final Wednesday in this winter season.



Photos by Jeremy Dann

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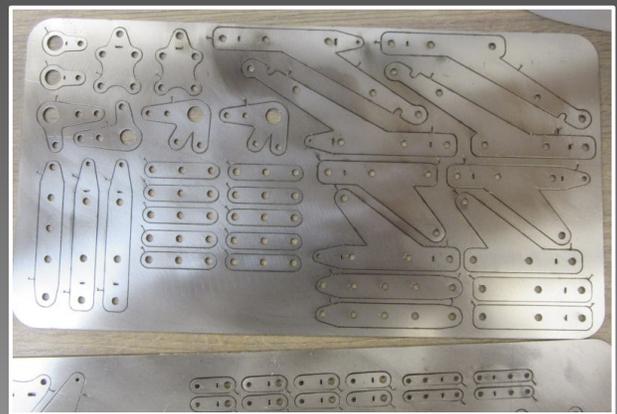
Mike Whitelaw's 3D printed and painted pilots.



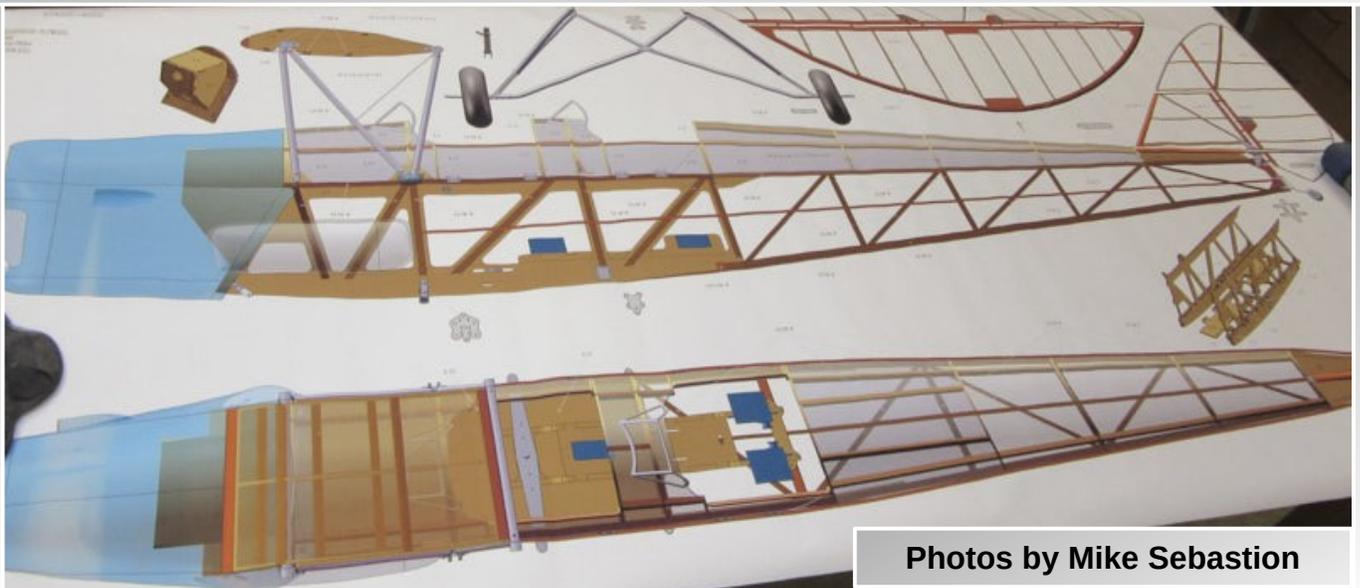
Photos by Mike Whitelaw

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Mike Sebastian is building a Tiger Moth

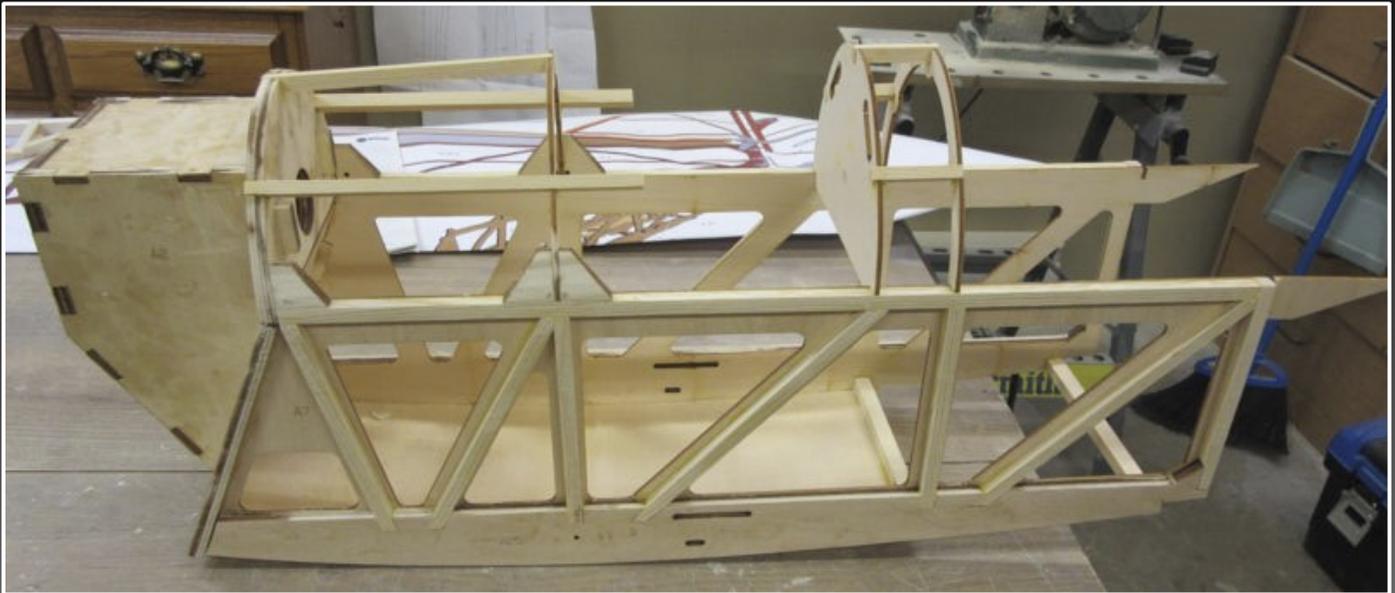


Mike reports: Received the Tiger Moth today and I am very impressed. This isn't a typical Chinese kit. I have only seen quality like this before and it was in a German Glider kit. Couldn't believe the hardware that was included, brass fittings, Steel tubes for the landing gear, stamped steel fittings and the fiberglass cowl is excellent. I have never had a kit that had colour plans before, hate to cut them up. Laser cut wood parts just fall out of there shucks. This is going to be a fun build.



Photos by Mike Sebastian

Mike Sebastian is building a Tiger Moth



I have the fuselage framed up as well as the horizontal stab and elevators. The kit wood is all spruce sticks and plywood which makes for a heavy airplane. Where I can, I have been replacing the spruce with balsa especially in the tail.

Good example is the Horizontal stab is all spruce, plywood and steel tubes. The steel tubes are used for the trailing edge of the elevators, nice but heavy. I replaced the tubes with balsa that I wetted and curved to make the trailing edge. The trailing edge and leading edge of the horizontal stab is 2 big heavy spruce sticks, that got turfed and replaced with balsa. The cap strips which they call battens in the instructions are plywood, I replaced with 1/16" contest balsa.

Aft fuselage structure was replaced with balsa and I added some angled supports.



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Floats for the cub



From Jim Gavel: Just finished installing CG floats on Wayne F.'s Cub. The floats are balsa wood and lite ply covered with 3/4 oz FG cloth laminated with Z-poxy finishing resin. Two coats of filler primer with lots of sanding in between. The pictures show floats in final sanded coat of primer, installed on Cub and ready for paint. Water rudder control is not finalized yet and final paint will wait for warmer weather



Photos by Jim Gavel

Jon Eastman's very large Citabria



Well here is the spiny part mounted. Man, I am so glad this part is finished! Hard to believe that this puts out the power it does. Prop will be a 28x13 to start and will run on 12s, but I will be able to go to 14s if necessary. I have been flying electric for a very long time now(over 10 years) and I am disappointed with scorpion to say the least. They produce very high end motors, but apparently at this size you are supposed to order an x mount as an accessory. I have purchased many many electric motors over the years and this is a first that it didn't come with. I was not happy when it arrived and it wasn't there. A 13 dollar part became almost 100 Canadian dollars to get it shipped here, so I made my own out of steel. I used standoffs and a few washers to get the spacing correct for the cowl. A little red green I guess...lol. this is so close to flying now!!



Photos by Jon Eastman

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Kevin Drayson's winter projects

Kevin sends us two photos: One is my new Seagull Models DHC-1 Chipmunk. 80" wingspan, electric power. While apparently the RCAF did have a small number of framed-canopy Chippies, the Seagull model represents a privately-owned plane currently in the UK. It's an ex-Spanish Air Force example, painted in Canadian livery. Looking forward to getting her airborne this spring!



The second is a refurbishment. Hangar 9 Mustang PTS. Chris Garrett & I have a blast beating up the field with these .40 sized birds. His is glow powered, I'm running electric. Mine was looking pretty ragged, so I figured it was time for a refresh. Covering is all Ultracote, with decals from Callie Graphics. The pilot got a change of uniform, painted blue since he's now RAF. Opened up the radiator scoop for a bit of scale detail. Still need to finish off the cowl. When completed it'll have the famous shark mouth seen on 112 Sqn P-40s and P-51s.



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Rick LeBlanc's Tiger Moth repair update

Rick says: Update on the slow repairs of my Tiger Moth. I nap too much.



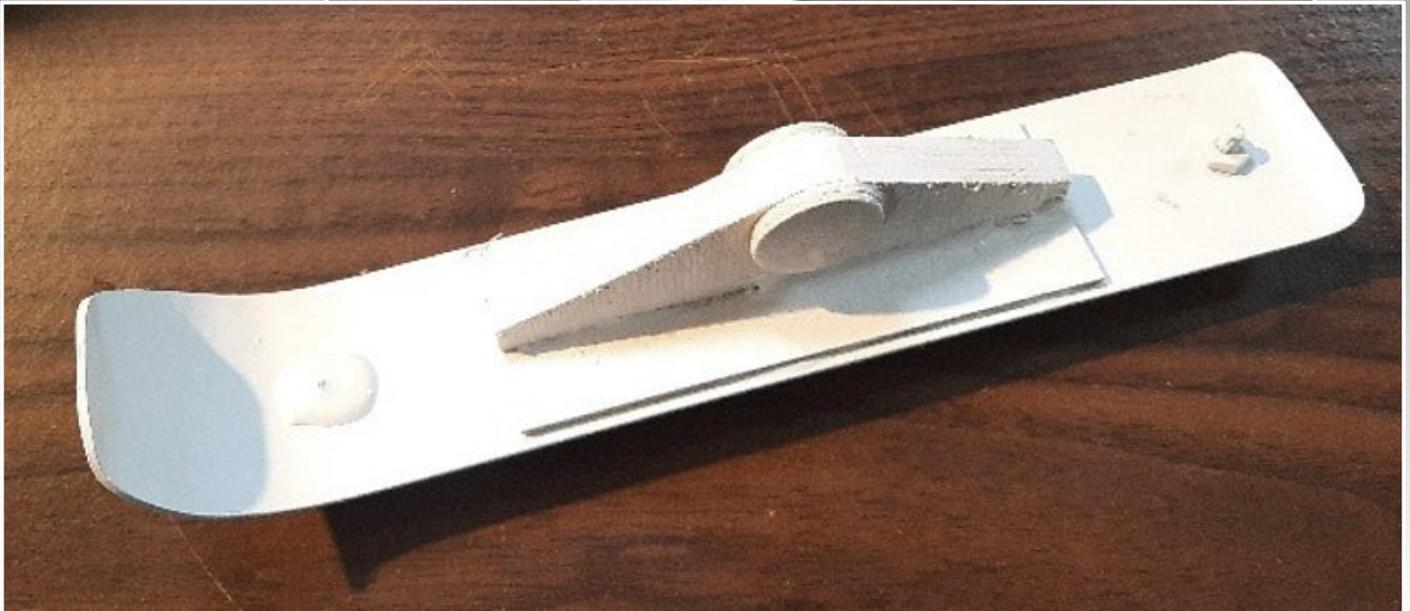
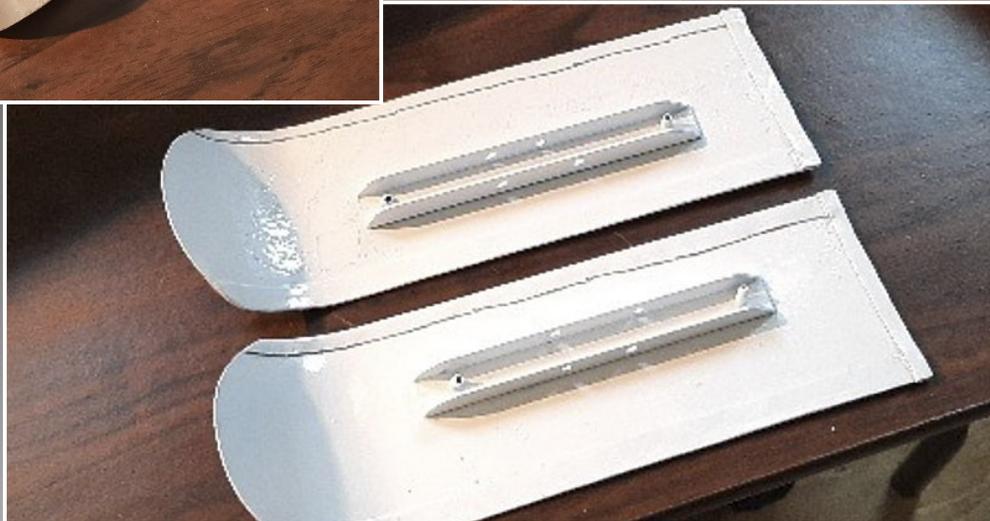
Photos by Rick Leblanc



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Gilles Daigle's Eagle II Aluminum Skis

Decided to work on my Eagle II kit aluminum skis on this snowy day.



ZONE B NEWSLETTER

St. John's R/C Flyers winter update

February has been an uneventful flying month for SJRCF. No winter flying has taken place outside firstly due to thin ice conditions on local ponds. Our flying field is located too far off road to access during winter so we are depended on Mother Nature to provide safe ice conditions. Secondly, the St. John's area has been hit by its second wave of Covid , with an outbreak of the UK Variant. It has put us back into another shutdown of closer gatherings. The only bright spot, is the opportunity for building projects to progress.



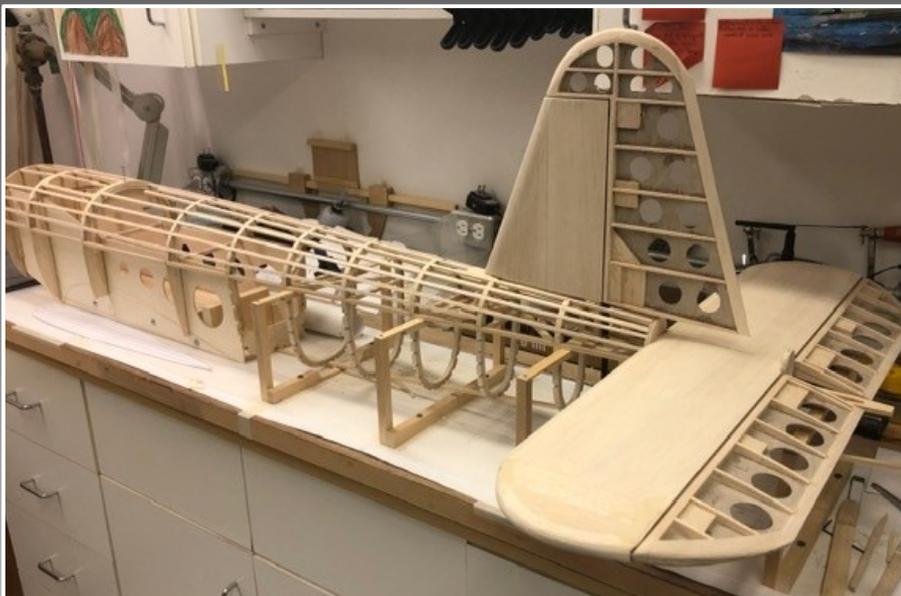
Steve Boulos decided to replace his Valiant that was built for last summer with this Hanger 9 10cc Ultra Stick. The Valiant had some very bad takeoff habits so all the flight gear is now in this Ultra Stick. Steve says it's a fast build (not really a build, more of an assembly) but done in 5 days regardless. A great all around sport plane big enough to handle a bit of wind but small enough to throw in the car for a quick trip to the field. Standard Hitec 425 servos all around and a Saito FG14 4-stroke gas engine for power. Fluorescent orange should be easy to see.



The Westland Lysander build by Eddy Knox of the St. John's R/C Flyers is coming along. The radio is installed with the throttle, Elevator and flaps servos hooked up. Fin and rudder just installed and about to be hooked up. Once the rudder hook up is finished it should go quite quickly with the fuselage as then all the stringers can go on

ZONE B NEWSLETTER

Keith Pierce's Miles M20 build



The building process of Keith Pierce's Miles M20 is progressing quite well. The fuselage is now completely framed and sheathed with 3/32 balsa. Just the wing saddles needed to complete.

Tail is complete with symmetrical airfoils on all surfaces. The tail cone is fiberglass laid up over a Styrofoam form.

Hitec 645 servos and all the linkages are complete. There is a separate servo for each elevator half on pushrods, and the rudder servo operates a pull/pull system for the rudder and one for the tailwheel.

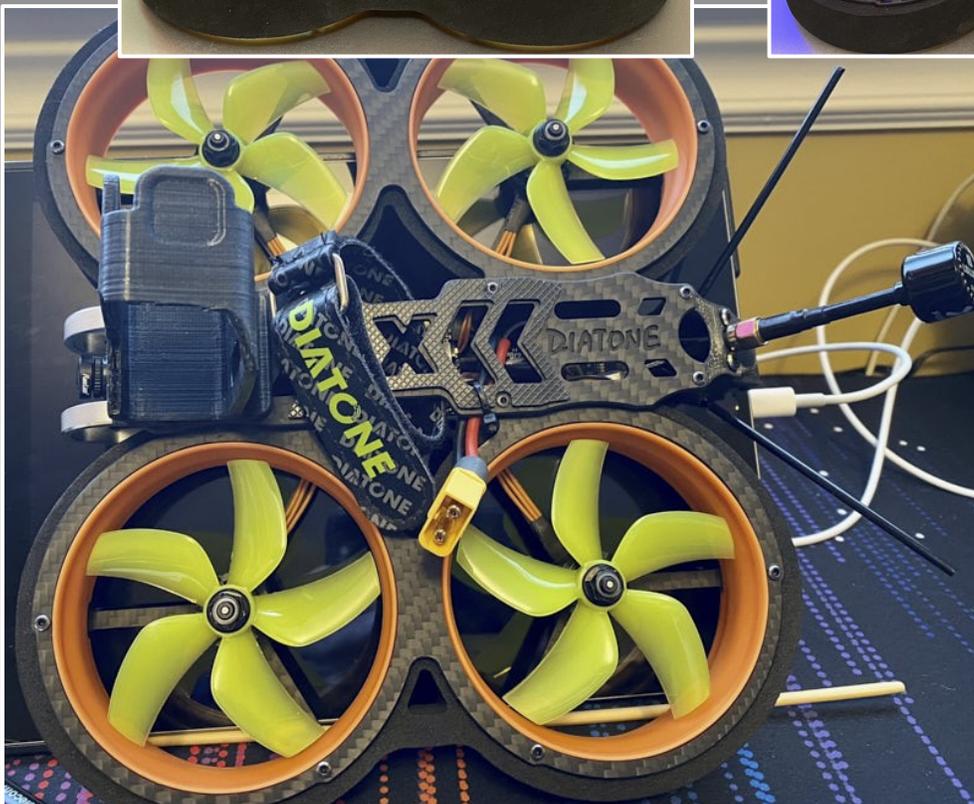
There are compression spring links on the tailwheel cables to prevent shock loads from the servo.

Design on the three piece wing (81") is nearly complete using a NACA 2415 airfoil plotted using airfoil.tools.com website. All the patterns are ready to start cutting ribs. Design includes split flaps and mounting points for the landing gear and fairings. Spruce spars and 3/32 sheeting.

Joe Dawson's Diatone Taycan

One of the areas of the RC hobby that has changed rapidly over the last few years is drones. One of our clubs most enthusiastic drone users is Joe Dawson. One of his latest drones is a Diatone Taycan designed for taking very smooth cinematic videos at high speeds. It is a ducted prop design with an outside foam wrap to ensure if it gets close to a car or other object such as a parked car it is shooting video of that it will not damage it. The latest trend in these drones is to switch from a three to a five bladed prop. Initially Joe thought this was more hype than substance, so he had the new five bladed props for several months before he tried them.

What he learned was that the new props reduced the sound the drone made and increased the low-end power of the drone. It also reduced flight time by about 5% but overall, the drone was much more stable and easier to control. Holding an exact altitude while moving quickly was much easier and the whole drone felt much smoother. It likely had a negative impact on top end speed but because he rarely wanted to fly this drone above 50-60 MPH this was not a major problem.



Photos by Joe Dawson

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HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK

—
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Owner is Geoff
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Some bits and bytes from the Zone



**Yarmouth "South West Flyers R/C Club" first remote
Club Meeting (AGM)**

ZONE B NEWSLETTER

FROM YOUR ZONE DIRECTOR

Hi everybody,

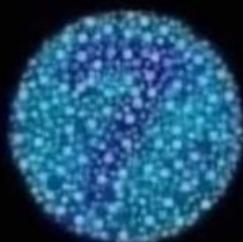
You all hang in there and we will all be able to get together sometime this summer, I hope. So due to all this our MAAC Annual General Meeting for 2021 will be done virtual again, and the date is now set for May 02, 2021. This meeting will be a little different from the last one as we learned that something cannot be done to run an efficient meeting, so when all the documents and rules have been approved, I will send it all out so you can make a sound decision in what you like to be heard or not. Last meeting lasted for 4 hours and that is not going to be repeated by someone hijacking the meeting for their own agenda.

So, if you can fly as a group or with your buddy, do not forget to renew your Membership to be covered by our exemption and the insurance, and please follow all the current guidelines in your respective Province and be safe and courteous.

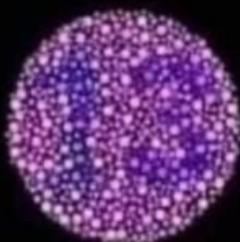
As a last note, do not forget to update your flying field to the current regulations before you start flying there, so if you need any help, please let me know.

Cato.

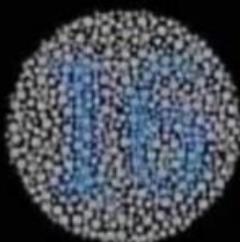
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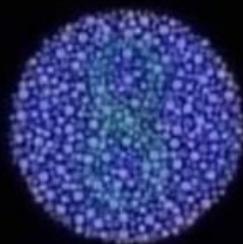
Have A
Headache



Need
To Rehydrate



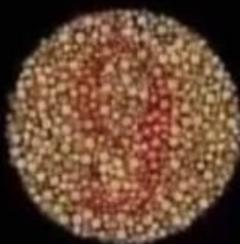
Have Low
Blood Sugar



Need
A Nap



Need to
fly



Have
A Cold

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