

MAAC'S ZONE B NEWSLETTER

Issue no. 119

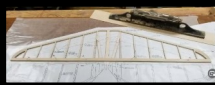
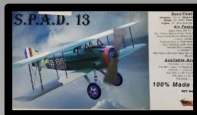
Takeoff is optional
But landing is mandatory

March 2022

INSIDE THIS ISSUE

Some neat
projects this
month

Short
video of
still shots
with
narration
of the
build
sequences
during
constructi
on of Jim
Gavel's
BUSA Spad
13.



<https://www.youtube.com/watch?v=SFFZ8w5Vbbo>



Building gliders
with the local
Beaver colony.



Keith Pierce's scratch
built Miles 30

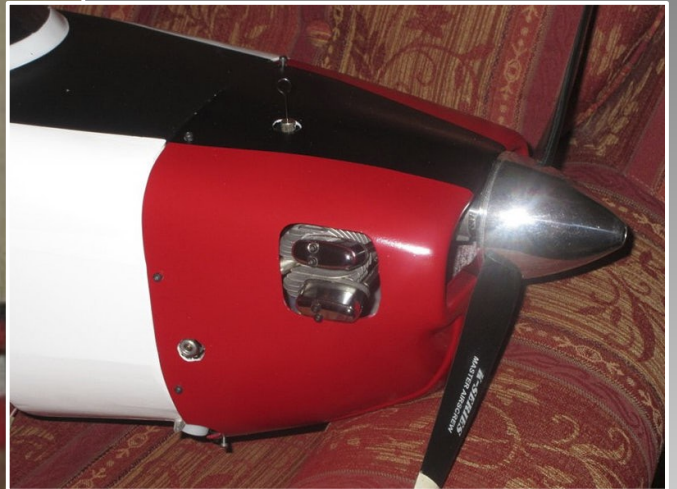
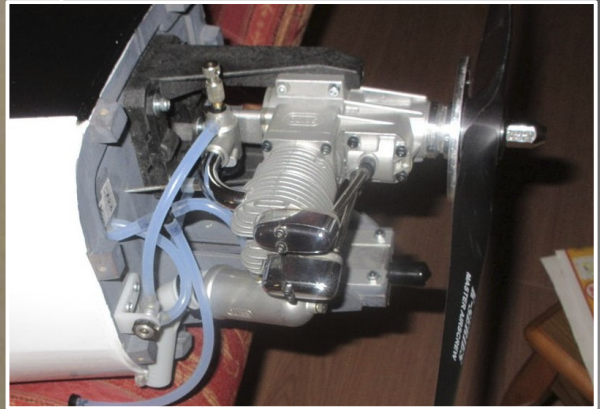


Eddy Knox's Lysander

And a lot more

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Rae Coyle is building a T-34 Mentor



Photos by Rae Coyle

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The Saint John Model Flying club glider night

From Jim Lloyd: The Saint John Model Flying club was once again asked to build gliders with the Gondola Point Beaver colony. It's a regular visit and the young beavers have a great time. The glider is as shown in the Plan, the beavers get the parts and colour them in with markers. Then arrive at the building table where SJMFC members glue the planes together with glue guns on the simple jig. Then the fun starts, with gliders flying everywhere. Charlie Hope and Paul Philips having built the planes, they are now on deck for running repairs. There are many mass launches, and at the end of the one hour meeting the furthest flight Competition is run. The Beaver leaders get a night off and the kids have a ball. I have to thank Charlie and Paul for the help, and also my Pal Cato for supplying the wood and the Jig pattern, it made building the planes a snap



General chaos



Whose glider goes the furthest?



Photos by Pamela Lloyd

ZONE B NEWSLETTER

The Saint John Model Flying club glider night



The helpers



Glider building night with the beaver colony



Photos by Pamela Lloyd

ZONE B NEWSLETTER

Jim Gavel's Spad project

Taking a breather to sit down and put together notes on the current stages of the build. In the last installment I had finished the top wing and ailerons (top wing only) and was laying out bottom wing. This flowed pretty much as the top wing build but I had learned a few tricks which made it somewhat easier, at least as easy as 54 - 1/16" ribs can be! The main difficulty I found with both wings was due to the plywood replacement ribs used to reinforce the wing separation points. Remember these wings were not designed for that option so it did create some issues. Most notably was the finish sanding, 1/16" balsa and 3/32" aircraft plywood do not sand at the same rate. At any rate, both wings are now pre-final sanding finished and it was time to move on.



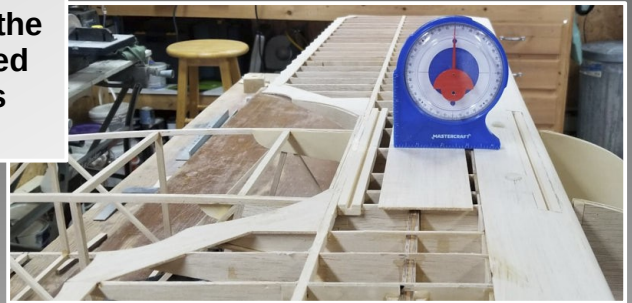
Photos by Jim Gavel

ZONE B NEWSLETTER

Jim Gavel's Spad project

Again, due to 3 pc wing construction I had to fabricate new cabane strut attachment brackets as this was the point where the wing separation would occur. So, I will have the fore and aft cabane strut brackets as the wing tie in, and on the bottom wing it will tie in at the landing gear blocks with a simple strap. I made the strap brackets out of .064" brass shim stock and then formed them around the cabane strut wires. The wire struts were deburred and pre-tinned with solder. The basswood attachment pieces have been epoxied to the fuselage and the wing attachment jig has been built to align the top wing attachment points.

I also modified the elevator control system which used 2 exposed control horns and is not to scale. I fabricated a new internal control horn and this will be driven by a 222 Oz torque Savox digital servo, should be adequate. The rudder control will also be changed from a pushrod system to a "pull-pull" scale system. That's about it for now, next update I hope to have the first photos of the Spad on L.G. with wings attached and everything ready for addition of scale details before covering. Stay tuned.



Photos by Jim Gavel

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Kent RC Association winter flying



Great day out playing airplanes and helicopters with my friends! Our club closed off part of the shelter offering protection from the wind and its also heated so in between flights you can warm up. Good thing, as it was almost-10 this afternoon. Glad I went out, it was fun with this group as it always is.



Photos by Jon Eastman

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Kent RC Association winter flying



ZONE B NEWSLETTER

Kent RC Association winter flying



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Todd Fowler is building at Super Sabre

F100 Super Sabre, 114 inches long 98 inch span. will use 300 size turbine, electric retracts, lights and drag chute. will be fiber glassed and painted



Photos by Todd Fowler

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Greg Golan is building a 15-500 pylon racer

AKA Project Slimer
Greg posts: Been planning on building an old school, nostalgic 15 500 pylon racer. I had a few "back in the day" and always loved the simplicity and speed. Found an old RCM 15 500 kit that was available for purchase and pulled the trigger. Will be flying the plane on an APC 9x6 prop or 8.8x8.5 Q40 racing prop and should see in air rpm of 17,700 to 18,200 rpm. Going to be a screamer! Hope my old eyes will be able to keep up with the plane



Photos by Greg Golan

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A Top Flite Mustang clone by Dan Pospolita.

From Dan Pospolita: Scratch built Top Flite Mustang clone is almost ready for the engine and electronics. I don't have enough covering material to finish the wing. So fiberglass and paint it is.

I used 1/16" sheathing so I should fiberglass anyway. Hindsight, I wish I would have made the nose longer and allowed room for a 35cc engine.



I decided to paint the fuselage. Good call. The wing and fuselage need to match. It will look very cool 😊
I'm using the exact color the P51B's were painted in the 1940's.

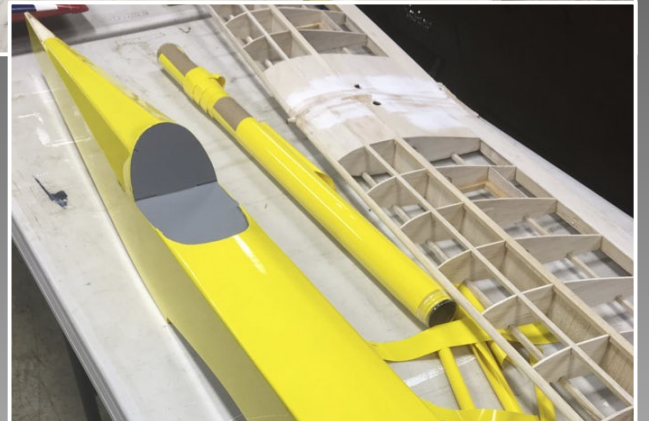


Photos by Dan Pospolita

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A 4-star 40 by Terry Munn of the FMAC club

From Terry Munn: I have been working on a this plane the last few days. Not real creative. Just the same as the pic on the box Its been all rigged so once the covering is done its just a matter of putting it together and figure out the balance .Its not my best work but under the circumstances Its ok..

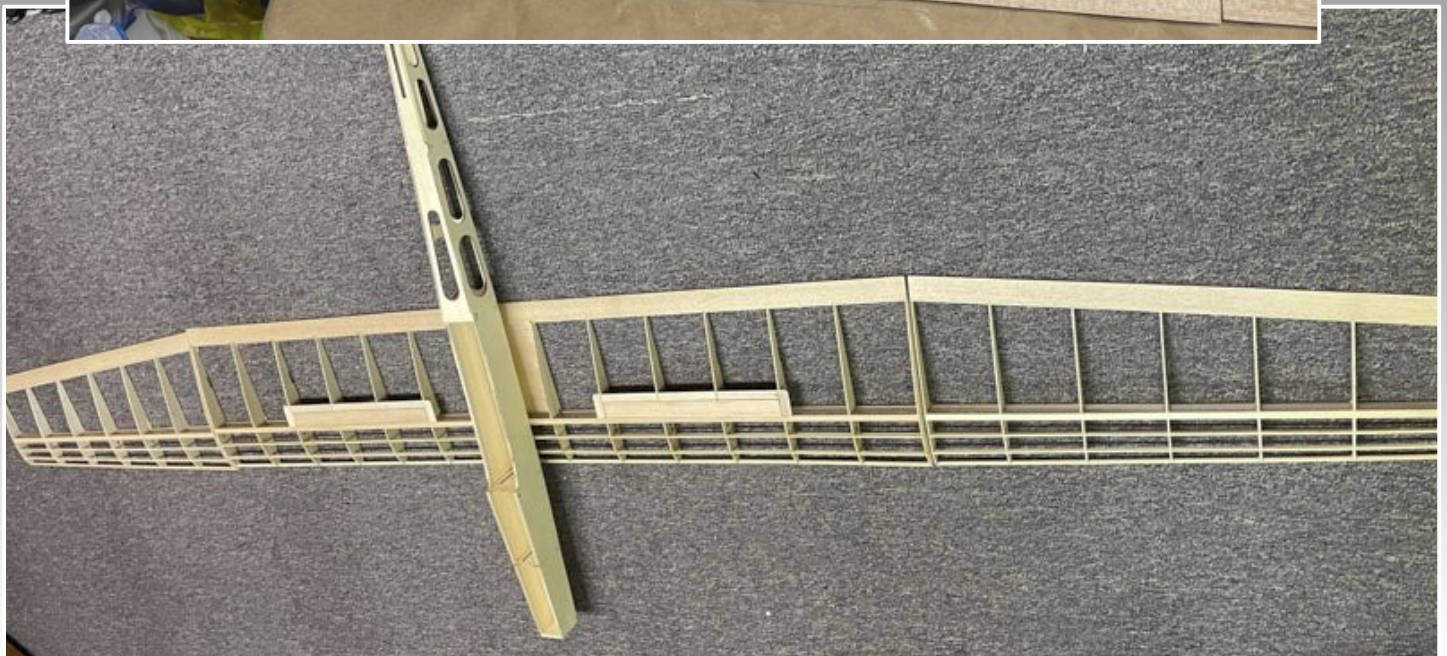


Photos by Terry Munn

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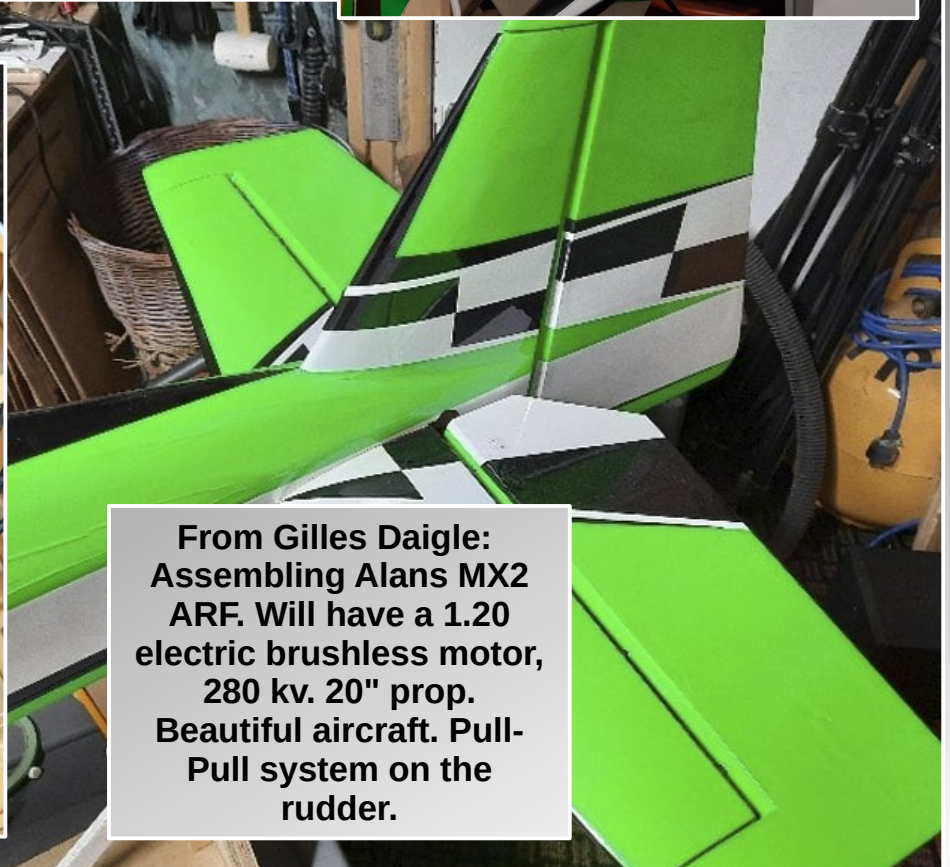
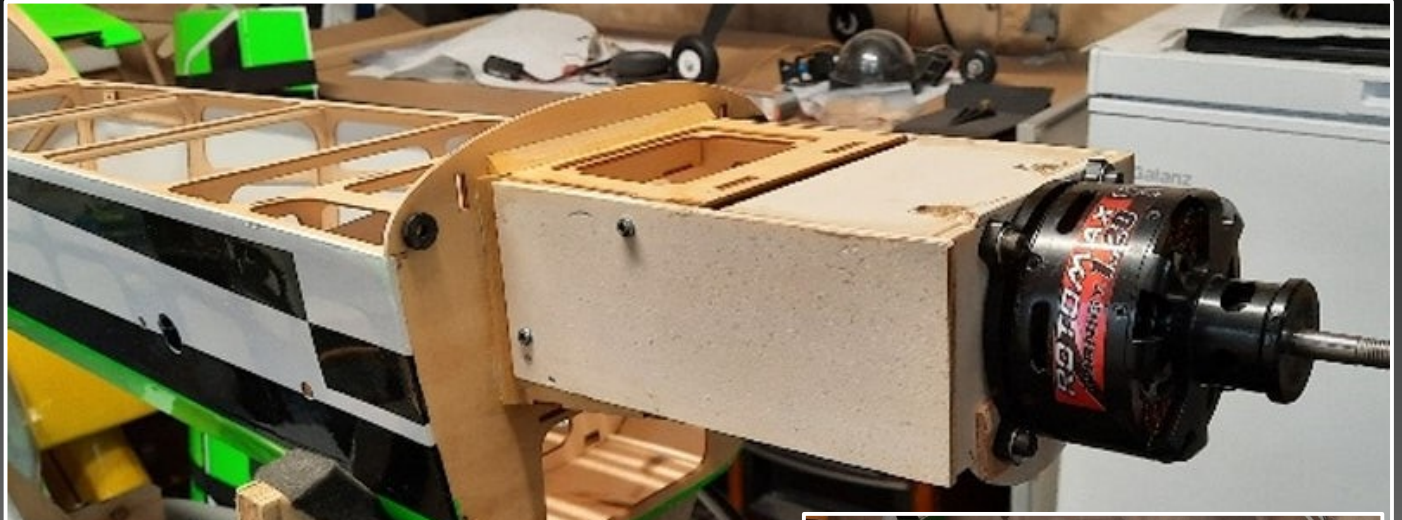
A Sig Riser 100 by Lance Redbourne of FMAC

Some work on my Sig Riser 100, the inboard left and right panels with the spoilers boxed in, and a pic of the wing panels laid out with the fuse sitting on top. Haven't started the tail feathers yet, still lots to do.



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AVIATES RC CLUB Winter activity



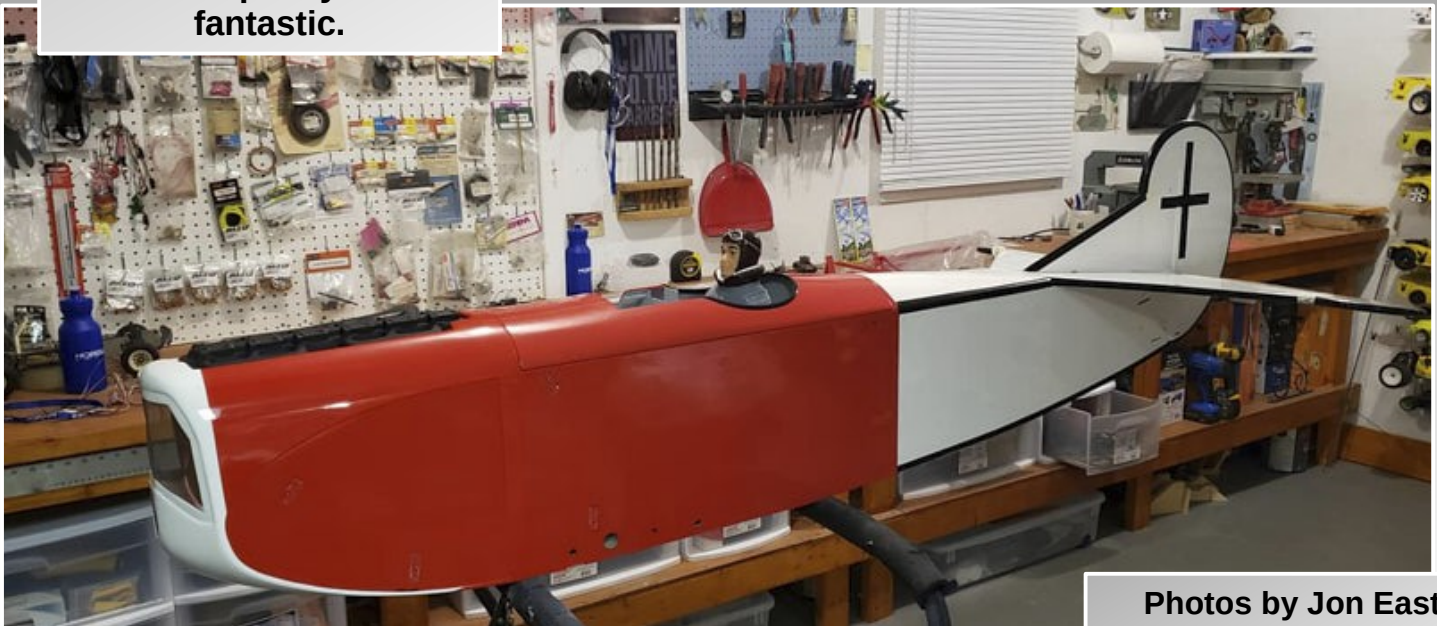
From Gilles Daigle:
Assembling Alans MX2
ARF. Will have a 1.20
electric brushless motor,
280 kv. 20" prop.
Beautiful aircraft. Pull-
Pull system on the
rudder.

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Something new in Jon Eastman's hangar



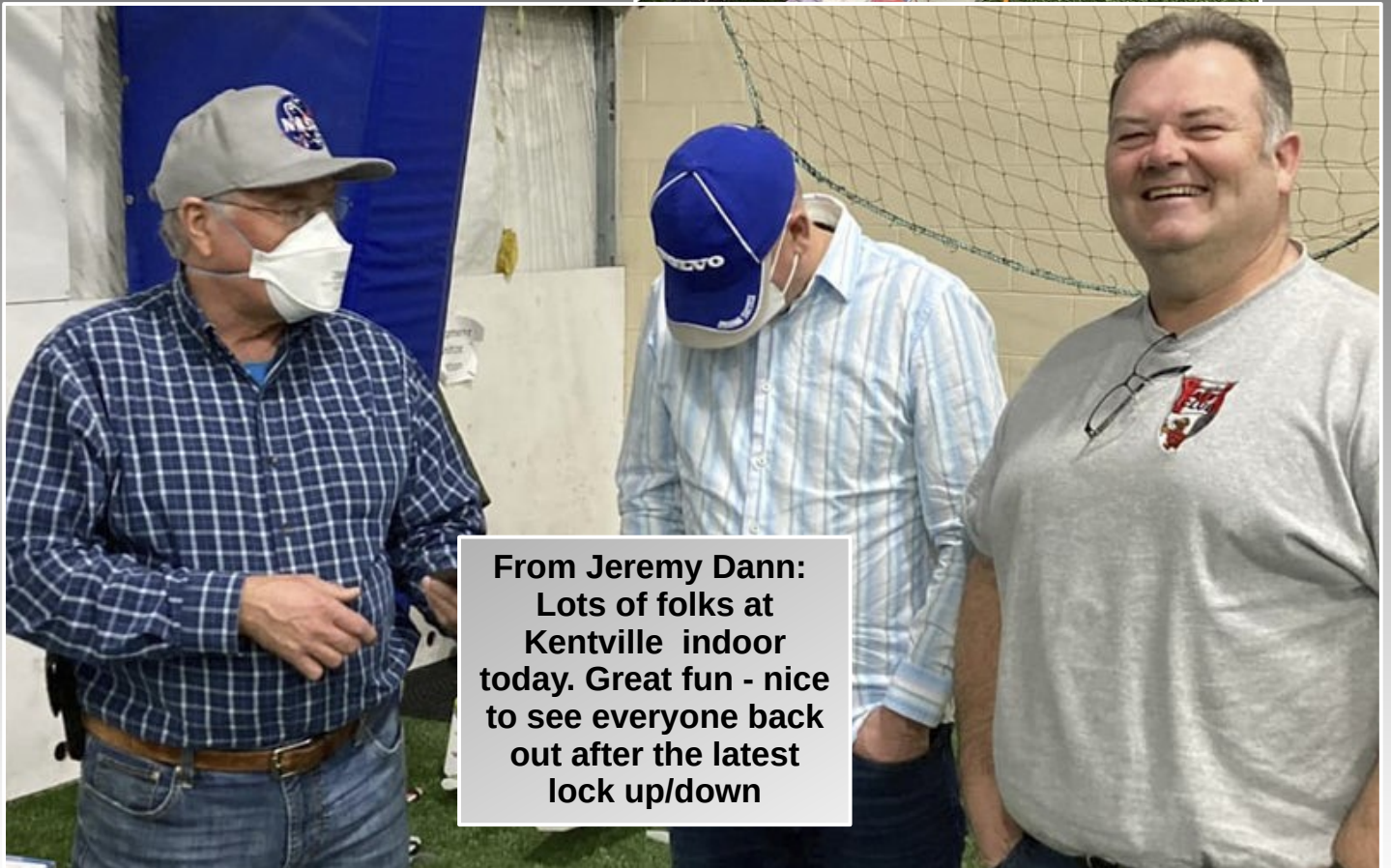
Something new showed up at the house today. Always wanted a WW1 model and the Fokker D7 is one of my favorites. A nice and gentle flyer for a change. I am actually considering painting this plane over the covering to make it my own. I am slightly hesitant at the moment. Time will tell. Overall quality looks fantastic.



Photos by Jon Eastman

ZONE B NEWSLETTER

Wings of Wellington indoor has resumed



From Jeremy Dann:
Lots of folks at
Kentville indoor
today. Great fun - nice
to see everyone back
out after the latest
lock up/down

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Wings of Welling indoor has resumed

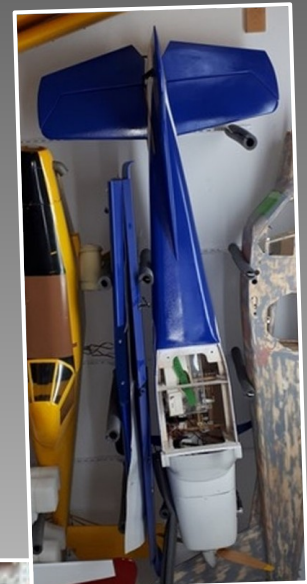


Photos by Jeremy Dann

ZONE B NEWSLETTER

St. John's R/C Flyers winter report

February has been an unusually wet month here on the east coast. Most areas had no snow at all, however the winds remained high throughout the month and therefore not great to capitalize on outdoor flying. Several members have taken advantage of the indoor facility at St. John's TechPlex Center. We are also able to keep in touch with each other through our monthly Zoom meeting as well. Restrictions for public gatherings are suspended as of the end of February, so we expect to resume in person meetings come March. February's meeting had a presentation by Paul Colbourne on the progress of his Turbo Beaver and the Cessna 185 projects. Both planes are built from MR Aerodesign kits, the Beaver is 18% scale, the Cessna is 1/5 scale. The 185 is ready to fly this spring however the Beaver needs the finish coat of paint, once the weather warms up. As for dimensions and power, the Beaver has a 104" wing, 40 cc Evolution gasser, weight is 22 lbs. The Cessna has a 95" wing, 40cc DLE twin, weight is 21 lbs. Both planes finished with .5 oz. fiberglass and Zpoxy resin.



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St. John's R/C Flyers winter report

Other winter projects continue and several are actually carried over from last winter. Keith Pierce is making great progress on his scratch built Miles 30. The markings are by Callie Graphics, just waiting for the fuselage lettering. Carl Layden did a fantastic job of 3D printing the exhaust system and instrument panel. Instruments are by I Fly Tailies.



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St. John's R/C Flyers winter report

Eddy Knox says he remembered on the way through this build that building from a David Bryant plan is always a challenge. It forced him to brush up on every skill he ever had and to learn a few new ones. His Lysander is covered now and the last thing before getting it in the air is the canopy. There is not one available to buy and although having made the flat removable windows that give access to the radio compartment he needs to make the rear canopy, the canopy section over the wing and the front canopy. There grows a new skill. He built a vacuum box and is making the plugs to vacuum form the canopies. His only concern now is how to get his wife out of the kitchen long enough so she doesn't have a fit when he's heating up the sheet in a frame in the oven.



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St. John's R/C Flyers indoor flying



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Some bits and bytes from the Zone



So nice to see this gent holding an airplane once more.
Welcome back Colin Campbell!



Kevin Bissett of FMAC is going to have to make more storage space!!

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HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK

—
EASTERN
HELICOPTERS
100 Bosse Ave,
Edmundston N.B
Canada E3V 4A2
PH: (506)-737-8700
Fax (506)-737-8701
Email:
Info@VarioCanada.com

NOVA SCOTIA

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

Owner is Geoff
Davis.

Maritime Hobbies
and Crafts
1521 Grafton St.
Halifax,
Nova Scotia, B3J
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902-423-8870

NEWFOUNDLAND AND LABRADOR

Signal Hobbies,
www.signalhobbies.com

36 Pearson, St.
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709-722-7021

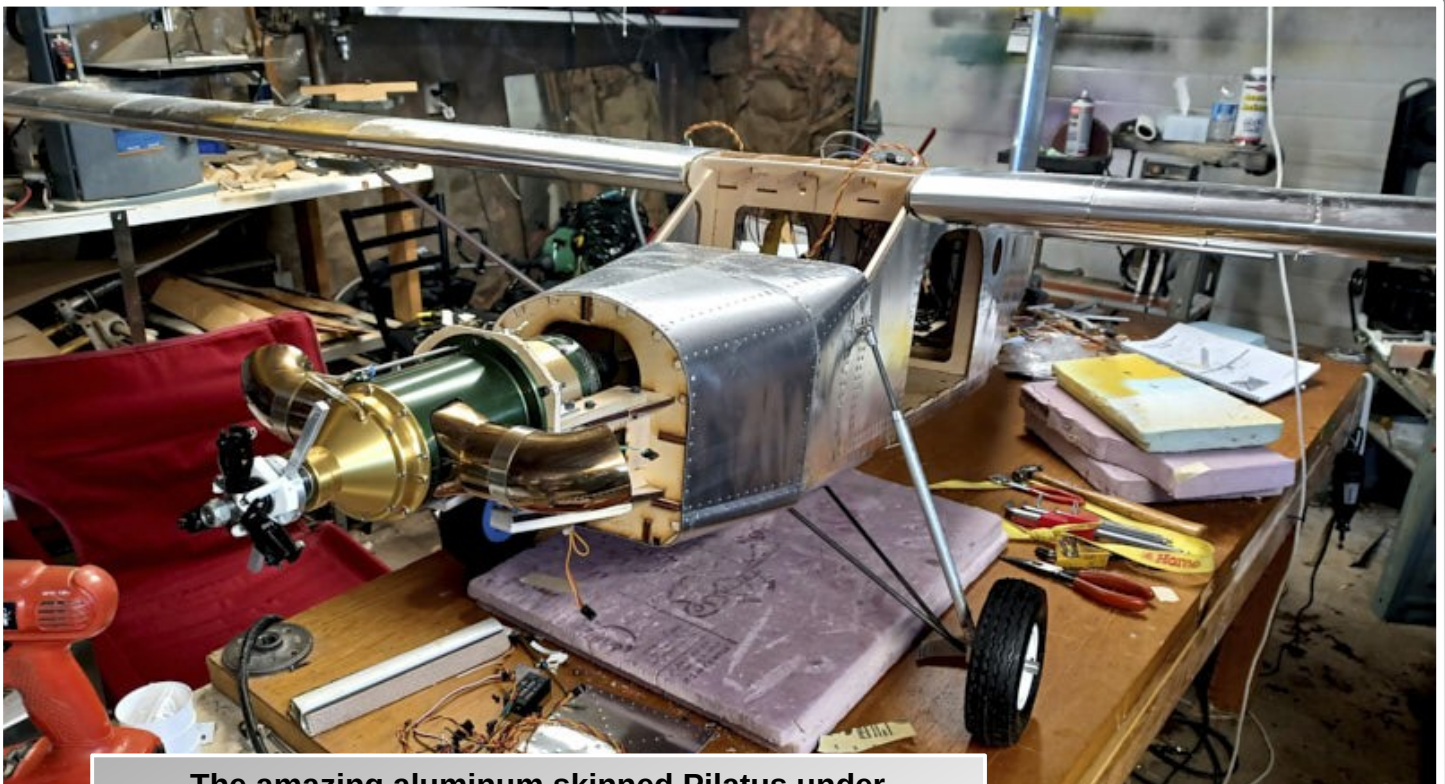
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Some bits and bytes from the Zone



The amazing aluminum skinned Pilatus under construction by Roger Forgues of the FMAC group.

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FROM YOUR ZONE DIRECTOR

Hi all,

Wow, hard to believe, but restrictions are going and we can fly and have events again, is it going to be the same as before, I don't think so, but that is going to be up to your self and the club or event that you fly at, speaking of events, now is the time to get your events listed before the date is taken up, please use your common sense here as some clubs have had whatever dates for ever, and they treasurer their dates very hard, so please be accommodating and work together, I don't have any say in this matter, so please put your big boys pants on and come up with whatever solution you can work out.

Another matter that all club executives must adjust to is that you must update your flying site to conform to Transport Canada rules, so by following the instructions in the Safety code for field set-up, see MAP-01-T1.

https://secure.maac.ca/get_document.php?document_id=592

And MAP-01-T6,

https://secure.maac.ca/get_document.php?document_id=595

You should be well on your way to have your field layout the proposed way at most fields, there is going to be some adjustments, but in general, most fields are operating the safe way. This is just additional information that we must include in our flying fields to be in compliance with our exemption, so please do your homework and go through all the related safety documents, this goes to all members, not just the club executives.

Any questions, feel free to contact me any time, use my MAAC email address please, at

zd-b@maac.ca

My old home phone number is no longer in service, [506-832-5710](tel:506-832-5710). So, if you need to call me, use my cell 506-343-4477.

You all take care, be courteous and safe.

Cato.