



SPECIAL POINTS OF INTEREST:

Meetings are held in the Cafetorium of the Alexander Mackenzie Senior Public School, 33 Heather Road, Agincourt, *usually* on the first Friday of each month, Oct to May (subject to change – check the Flypaper) Meetings start at 8:00 PM

For the latest club news, photos and other points of interest please check out our web site at: www.rcfctoronto.ca

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The Flypaper

FEBRUARY 2006
NEWSLETTER OF THE RADIO CONTROL FLYING CLUB OF TORONTO



January 1st 2006

Frozen Finger Fun Fly

Brrrrrrrrrrrr

February's Meeting will be a Swap Meet—So remember to bring all your old stuff (junk) to get new stuff (Treasures).

February 3rd 2006

March 3rd 2006

April 7th 2006

May 5th 2006— RCFCT Beauty Show

Radio Control Flying Club of Toronto 2005 - 2006 Executive positions

President	Paul Battenberg	416-694-4414	paulbat@sympatico.ca
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Field Officer	Tony Camilleri	905-839-7868	acamill@rogers.com
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Wings Officer	Nick Chen	647-295-4443	nmchen@rogers.com

Non-Executive elected positions

Editor/Publisher	Roxane Parton	416-335-8848	k.parton@sympatico.ca
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	John Taylor	416-4948320	pjtaylor@sympatico.ca
Program Director	Vacant		

President's Message - Paul Battenberg

January 26, 2006

Here we go again. It seems to me that this is the worst job of being President, --- trying to find something to fill a page in the Flypaper by saying something that is both interesting as well as intelligent. The first is a little easier than the latter.

The new executive has not met yet to discuss the game plan for next season. Everything is quiet at the moment. There are no field issues and the Wings Program is a long way from starting. The only pending item that needs discussion is the Beauty Show, but more on that in a moment. I know that some of you keen members have been out flying a few times, but for me. I would sooner wait for the warmer weather. Just a reminder that you do not have the club's blessing to fly at our field unless you have paid your club and MAAC dues. Please comply with our rules and join if you intend to fly.

The entertainment for this upcoming club meeting will be a Swap Meet. Bring out all your junk, er, I mean stuff, and see if you can sell it or trade it for some better stuff. Dust off that old trainer and bring it along, someone might just be looking for one. Do you have any old servos, wheels, props, engines, covering? There are always guys hunting for a good bargain.

Hopefully John Dutkoski will be able to attend the meeting this time for a short discussion on Electric Ducted Fan Propulsion. He also stated that he would donate a few B & D tools.

I mentioned further up the page about our pending Annual Beauty Show. At the last meeting I shook a few people up by mentioning that the show had been dwindling during the last couple of seasons, and that perhaps we should not bother with one this year. Well, from all the discussion that followed, it appears that all you guys still want to continue with having one. That's great! Now all we have to do is to get more people to build some kits or scratch-built something to enter in the show. I'll leave you guys with some thoughts and perhaps you can come up with some suggestions.

I have probably been involved in the beauty shows more than anyone during the last several years. Here is what I have observed or been involved with. We have had many categories in the past as follows: Junior, Novice, Sport, Scale, Civilian Scale, Military Scale, Bi-Plane, Best Paint Finish, Best Plastic Finish, Best Unfinished, Best of Show. Then we have had 40 Size, 60 Size, 90/120 Size and recently engines sizes, .50 Cu. In. & Under, .51 to 1.00, and Over 1.00. All of these categories have some merit, as the executive at that time wrestles with what might work best that particular year. It seems that whatever new categories or types are invented, we never seem to get the right distribution of aircraft spread across the various types. As far as prizes go, we have had plaques and/or money on a graduated scale, sometimes more dollars, and sometimes less. If anyone has any suggestions, let us know at this meeting. We will take all suggestions into account and make a decision from there. The biggest problem facing us is the lack of aircraft. So start building, there is not much time left.

That's all for this month. See you at the meeting.

Paul Battenberg

From the Secretary - John Riley

Hello everybody,

I'm pleased to be back in 2006 as your club Secretary, a position I achieved no doubt because of my fascinatingly good looks. Two Secretarial duties required at the beginning of the year have now been completed: first, re-registration of the Club with MAAC (which includes a field diagram and copy of the safety rules), and second, the completion of a Form 1-Ontario Corporation with Schedule A, for the Ministry of Consumer and Business Services. This jolly little government form, complete with many official looking small boxes, collects the names and addresses of the club Executive, and only takes fives pages to do so – a good example of why governments are so fast, efficient, and cost-effective.

Some of you may know that I'm a (relatively new) full scale pilot, and last year I acquired a Cessna 152 (see picture), which I'm very fond of. Problem was, I didn't get around to much RC flying last year, because I was distracted and wanted to fly the Cessna, after seriously struggling to get it certified and airworthy (it was imported from the U.S., and they seem to have different rules). This year though, I'm hoping to get in more RC flying, with my Stinger 60, an electrically powered glider, and my now almost rebuilt combat plane (it was totaled after a spectacular mid-air with Bob "Killer" Miller). By the way, for those who don't get around to it, be sure to check out some of the club meetings over the winter – you can see what other guys are working on, trade stories, have fun and maintain your interest in the hobby. Plus, the free coffee and donuts....



Editor's Note - Roxane Parton

Hi my name is Roxane, and for those that have not met me yet I am Ken Parton's wife. I am very happy to be given the opportunity to take over the Flypaper's responsibilities, and hope that you have enjoyed this first (hopefully of many more) issue of the Flypaper.

The flypaper will be only made up every 2 months (February, April, June, October, December, etc.....).

If anyone has anything that you would like to have put in the Flypaper, and we have the space available, please feel free to send your info/ ideas to me.

Roxane

From the Membership Officer - Romeo Ramos

Thank you to all members who have paid their membership dues for 2006. For all members who have not paid, please note that you can not fly until your membership is paid.

Membership forms can be downloaded from our website:

<http://www.rcfctoronto.ca/>

For any member who is inquiring about membership via e-mail, please put in the subject line "RCFCT" as I filter my e-mail . If you do not, your e-mail may be deleted as spam and therefore not responded to.

Hope everyone has a great winter and I'll see you in the spring.

Thanks

Romeo

From the Field Officer - Tony Camilleri

Since this is the first opportunity since the election meeting in November I wish to thank you for choosing me as your field officer again this year.

The field gate should remain closed till late spring. The weather pattern this winter is unusual to say the least. Who knows what condition the field is going to be in, in the spring. It was brought to my attention that there are some winter flyers who wish to reassemble the shelter to a winter format. These people, whoever they are, are welcome to reassemble it using the materials used last

year. ON THE EXPRESS AGREEMENT THEY THEY WILL DISSEMBLE THE THING IN EARLY SPRING. The materials are still where they were all neatly piled under the hedge directly south of the shelter. The people responsible for storing them last year never got around to taking them away. At this point I am not authorized to spend any club funds for the reassembly. So you are on your own.

To those members who winter fly...Happy Landings.To those members who do not winter fly.... Have fun building and Happy landings later on.

Tony C

From the Treasurer : Guy O'Reilly

I was off between Christmas and New Year this year and I had some time to do small amount of construction in the basement. Unfortunately, putting up walls and two by fours do not count as modeling time in my books. Also, weather did not cooperate with the flying and work obligations prevented me from spending any time cutting wood and sniffing glue. My New Year resolution is to spend more time building and flying... provided work and relationship commitments agree.

On the positive note, I spent time reading old magazines. I found many an interesting article. One such article mentions things to do or avoid doing to prevent unfortunate demise of airplanes. Here is the list from the July 1974 Radio Control Modeler magazine (RCM) and some of my own:

Do not ignore your engine:

Verify bolts loose or fuel soaked motor mounts and firewall.

Clean – dirt outside will find a way inside the engine.

Check fuel tank and tubing:

Old tubing will crack

Old fuel left in tank will result in gunk and that will find its way to the carburetor, etc.

Tank loose elasticity and can break, spring a leak.

Cycle your batteries

Transmitter and receiver

If you plane was in a crash verify connectors and send to manufacturer for repair or verification.

Check hinges

They do become loose or fuel soaked

Stress on rudder hinges for tail draggers can be a drag.

Clean your plane

Best way to spot hangar rash.

Covering does come loose over time

Re-shrinking covering will make your plane look better and fly better

Check for warps

Covering can sag but wood can twist with change in humidity levels

Check CG

If you changed batteries or tank or engine or any other part, verify your CG, it may have changed.

Check alignment

Hangar rash can result in bending of rods supporting wings or landing gear.

Pushrods and connectors

Clevises and pushrods should be verified as small cracks can become serious problems.

When in doubt - CHANGE THEM.

New ARF received for Christmas

Check it all over, verify every glue joint

Fiberglass center section

Ask and experienced pilot to look it over before the first flight

FOLLOW MANUFACTURER DIRECTIONS, they know their products

Do not attempt to fly without valid MAAC and RCFC membership paid up.



A few projects on the go... Including the support wall itself.

Club Stuff:

Richard Staron reported (after deciphering the reports) that the club books and expenses are okay. As always, I will be more than happy to discuss financial situation of the club with anyone interested at the next meeting email me at guyoreilley@sympatico.ca.

See you at the next meeting!

Guy O'Reilly

AIRCRAFT MCHANIC AT WORK: (From John Taylor)

Remember, it takes a college degree to fly a plane, but only a high school diploma to fix one.

After every flight, Qantas pilots fill out a form, called a "squawk list," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the squawk list before the next flight. Never let it be said that ground crews lack a sense of humor.

Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by Maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

**P: Evidence of leak on right main landing gear.
S: Evidence removed.**

**P: DME volume unbelievably loud.
S: DME volume set to more believable level.**

**P: Friction locks cause throttle levers to stick.
S: That's what they're for.**

**P: IFF inoperative.
S: IFF always inoperative in OFF mode.**

**P: Suspected crack in windshield.
S: Suspect you're right.**

**P: Number 3 engine missing.
S: Engine found on right wing after brief search.**

**P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.**

**P: Target radar hums.
S: Reprogrammed target radar with lyrics.**

**P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.**

**P: Target radar hums.
S: Reprogrammed target radar with lyrics.**

**P: Mouse in cockpit.
S: Cat installed.**

And the best one for last.....

**P: Noise coming from under instrument panel. Sounds like a midget
pounding
on something with a hammer.
S: Took hammer away from midget.**

General Tips: www.geistware.com

Finding channel number when you know the frequency number:

1. Take the hundredths from the frequency number (72.810; use just the 81)
2. Add 21 ($81 + 21 = 102$)
3. Divide by 2 ($102/2 = 51$)
4. THE CHANNEL NUMBER YOU'RE LOOKING FOR IS **—51—**!

Finding Frequency number when you know the channel number:

1. take the channel number (33)
2. Multiply by 2 ($33 \times 2 = 66$)
3. Subtract by 21 ($66 - 21 = 45$)
4. The result is the decimal = .450, remember to add the ZERO
5. THE FREQUENCY NUMBER YOU'RE LOOKING FOR IS **—72.450mhz—**!

Dust Collector

Next time your wife yells about the balsa dust from sanding, steal one of her large fluffy bath towels and use it to sand on. It not only protects the airplane from dings, but it will trap a huge amount of dust. When done sanding fold it carefully then take it outside and shake it out.

Note: see disclaimer above, I am not responsible for what happens when your wife catches you doing this!

I found an interesting site for AVIATION SOUNDS : <http://avanimation.avsupport.com/Sound.htm> ENJOY



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