



# The Flypaper

Newsletter of the Radio Control Flying Club of Toronto

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March 2003

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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:**  
<http://www.rcfcltoronto.ca>

Weather Forecast: Major depression gradually moves on. Probably some more snow.



*Bet you don't know what this is. Give up? It's a view looking up into the inside of the wheel well of the nose gear of a B-52 bomber, at the Pima Air and Space Museum. Story on page 5.*

## The President's Message

*Richard Staron*

Well as we approach spring and the fever to fly intensifies, winter has been teasing us with no snow, warm spells, and then wham...more stuff to shovel, salt to sprinkle and adding more sweaters...HARUMPH!!! If you are like me, I think that we are all a bit fed up with winter and ready for some spring weather, even if it rains a bit! I guess the bright side of snow on the ground is that it forces us to stay in and keep building, sanding or painting.

As we approach the 2003 flying season, the number of Friday night monthly club meetings is starting to draw to a close. Yup, you heard me... Think about it....the next meeting is going to our Annual Swap meet, the April meeting will be the next formal meeting and the last one in May is the Beauty show, and that's it before we're off for the summer.

What does all this mean? This means that you got less than a week to clear out your basement / workshop / spare room and decided what you are going to bring to our swap meet. Take a hard look at the stuff you have collected over the

years and honestly say to yourself, do you really think that I will build this or use this thingy? Get rid of it and

bring it to the swap meet and try to get some loot for it. We are all a bunch of squirrels, but give it a try anyway. Remember that the success of any swap meet is a function of the members pulling together, bringing out their stuff and having some fun. Remember what you sell this year will probably show up on some else's table next year ☺ (that's always good for a laugh!)

This parlays into my next point. April is our last formal meeting where we will be discussing the field and the exec will be asking the club members for their approval to make a commitment for a new field. Robert Miller and Brian Gillion will be presenting 3 or more locations with pictures, maps etc for members to review and comment on. We need your support for this very important meeting. Also, don't forget to bring in your project(s) that you are working on.

May is our final meeting which is the Beauty show. I will be bringing in something whether its finished or not. Don't forget that anyone that brings in an aircraft to the Beauty show will receive a beautiful Certificate from the executive. Trophies will be awarded, as in previous years.

For summer activities, there will be the traditional fun fly, but in concert with that, the executive will be formulating a small invitational fun fly with 2 or 3 other clubs in the immediate area. I have spoken with other clubs and they like the idea as well. More on this in the next issue.

See you all at the next meeting

## **Radio Control Flying Club of Toronto**

### **2002-2003 Executive positions**

President	Richard Staron	416-288-0569	<i>rstaron@eol.ca</i>
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### **Non Executive positions**

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## **From the Treasurer:**

*Guy O'Reilly*

Unfortunately, due to a prior engagement, I was unable to attend the last meeting of February 14, 2003. That is what happens when you get on one knee for a purpose other than starting an engine. A few weeks ago, I went with Richard Staron to the Seaton Valley club meeting. There was a very informative presentation by John Dutkoski on foam wing sheeting, and he made it look so easy. The greatest lesson I have learned was: READ THE INSTRUCTIONS, because the manufacturers do know how and what works with their products.

See you soon!

**Meetings and other Events**

**March 7 / 2003**  
Club meeting. Featuring the exciting *Swap Meet*

**March 21/ 2003**  
First day of Spring – at last!

**April 4 / 2003**  
Club meeting. There will be an important discussion concerning our future flying field.

**May 2 / 2003**  
Club meeting, Beauty Show

## From the Wings Officer:

*Curt Jones*

Just a reminder, the club really needs some more instructors. You don't have to be out every time for instruction, perhaps just one day of the week. Or can you take on one student on your own time. Let me know if you can help out.

On to the students, this is the time to get started on getting warmed up for the flying season. If you have a flight simulator, that's a good training tool. It will help you with how the plane reacts to the controls, and you can experience how the left and right controls are reversed when the plane comes towards you. Can you get the plane up and back down in one piece? If so, keep on practicing. If you don't have a flight simulator, take your transmitter and start moving the sticks. Not just in any old fashion - the left stick is the throttle and the rudder, and the right stick is the elevator and ailerons. For your first few flights you won't use the left stick, but the right stick will be used all of the time. Up and down on the stick will cause the plane to go down and up. Left and right will cause the plane to bank, and turn. I should mention that when you pull the stick back (down to the bottom of the transmitter) the plane will go up. Push the stick up, and the plane will go down. Try moving the stick as you would if flying, pulling back a little and moving it left or right as you would to turn the airplane. Do this a few times with your eyes closed, and thinking of what the plane should be doing. Keep in mind that usually, you don't have to move the stick very far. When it comes to actually flying, the plane will probably respond differently than what you expected, even if you have been using a flight simulator - it's called the real world. Start practicing though, and it will really help.

So much for this month, happy practicing.

## Editor's Note:

*John Riley*

Some of you who get *The Flypaper* electronically will have noticed we had a few hiccoughs last time, which I thoroughly blame on the server, or perhaps my stupid computer; hopefully for this edition things went a little more smoothly. A question I'd like to ask is how large a file size can members deal with when receiving the newsletter by email. My impression is that people like having pictures and illustrations included, but the cost of this is rapidly increasing file size, that can get out of hand. The approach now is to try and not exceed about 500 kB in size - a compromise point where the download time for a dial-up connection won't be too terribly long, yet there can still be a reasonable amount of content in the newsletter. I'm reducing the resolution of the pictures, which reduces their size, at a cost of some image quality. I'd welcome any comments about whether a 500 kB set point should be lower or could be higher.



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	OUR	HOURS
	MON	10 - 6
	TUE	10 - 8
	WED	10 - 6
	THU	10 - 8
	FRI	10 - 8
	SAT	10 - 6
	SUN	11 - 3

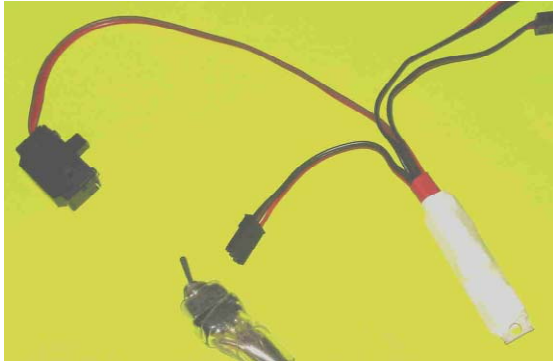
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## From the Last meeting...

Considering that Valentine's Day had the nerve to coincide with the day of our February meeting, the turnout was pretty reasonable. We heard that financially, the club is doing well, and also received the good news that our flying field is definitely secure for this year. Next year is another matter though, and that is why we need to have a new field decision this year.



*Bottom center, a heavy duty toggle switch to replace the OEM switch. The other unit is the failsafe switch with voltage regulator, from Central Hobbies*

John Dutkowski showed the A4 Skyhawk he's working on, constructed primarily of fiberglass, carbon fiber, and foam. Shown on the right, it's very light yet strong. The electrically powered plane will be bungee launched, to save energy – a third of the battery charge can be expended during a conventional launch from the ground.

The featured speaker for the meeting was Ron Chapman, who focused on switches, connectors, and batteries. Ron pointed out that the vast majority of crashes attributed to radio failure are the result of connector or switch failure. A good alternative to the switches supplied with radio systems is to wire in a heavy-duty toggle switch with good action that can handle 5-6 amps (available at Radio Shack). Also shown was a failsafe switch that utilizes a voltage regulator; it and other interesting items (including the Sirius "smart" charger) are available at Central Hobbies. Other suggestions from Ron included reducing radio interference by shielding batteries with foil, and twisting otherwise parallel pairs of wires together, which in effect shields them.



*Up front, there's lots of room for the family cat.*

Tony Camilleri passed around some Spitfire tail components, one conventionally built with fiberglass covered wood, the other of a hollow fiberglass construction. There was noticeable weight saving with the hollow fiberglass component, which still appeared rigid and strong.

Don McDougall brought in the B-25 Mitchell he's building – at a scale of 1 1/4" to 1 ft, the plane has an 84" wingspan and is 64" long. With lots of servo controlled scale features, Don estimates that completion is still a year away.

## Upcoming...

The March meeting will feature the *Swap Meet*, featuring irresistible bargains, as well as being a way to get paid for clearing the useless crap out of your basement.



## Two Reasons for visiting Tucson, Arizona

Late last summer, my wife and I took a big time road tour of the Southwestern U.S., and it turns out that one town that traveling aviation enthusiasts shouldn't miss is Tucson, Arizona. Two interesting attractions are literally neighbours: the Pima Air & Space Museum, and the AMARC (Aerospace Maintenance and Regeneration Center).



*A replica of the 1903 Wright Flyer*

The Pima Air & Space Museum ([www.pimaair.org](http://www.pimaair.org)) is the world's largest privately funded aerospace museum – the bills are paid by gate receipts, memberships, donations and grants. It's been open since 1976, and the collection now has over 250 aircraft, occupying 80 acres of land. While there's an emphasis on American military jets, there's an impressive variety of aircraft, ranging from a replica Wright flyer to various spacecraft, with helicopters, homebuilts, and various historical displays.



*The front end of an SR-71, the fastest operational aircraft in history*

Much of the hardware is simply parked outside, as there's not much risk of corrosion damage in the hot dry Arizona desert (a laconic radio announcer's weather forecast was, "once again, sunny and blowtorch"). There are a few large hangars though, which house the more valuable stuff like WWII bombers and warbirds.



*Mig Alley – other nice displays included a line-up of the whole century series of fighters (F-100 to the F107)*

What's neat about the place is that one can get really up close and personal to the airplanes and get a good look, at the rivets or whatever, and the attitude of the people who run the place is friendly and relaxed. At the snack bar, they have things like "pilot burgers" and "missile dogs".

The situation at the AMARC facility is a little more formal, since it's part of the U.S. Department of Defense. Visitors take a tour on a bus, from which you may not exit, that needs to pass scrutiny from armed soldiers at the front gate. The AMARC has been around in various guises since the end World War II, and used to be sort of affectionately known as the "boneyard", since it was really a repository for old airplanes that were discarded after some salvage work. Now, it's promoted more as a facility for aircraft storage, parts retrieval, and reconditioning of surplus aircraft that are sold to other governments (though there seem to be plenty of old warhorses there that aren't going anywhere).



The size of the place is simply stupendous – over 4000 aircraft valued at \$ 27 billion U.S. dollars, spread out over 2600 acres. Much of it is Vietnam era equipment, with rows and rows of F-4 Phantoms and Bell Huey choppers, but they’re also storing B-1 bombers there too, one of which arrived the day we were there. The location was chosen because there’s little in the way of humidity or rain, and the soil is alkaline; good conditions for reducing corrosion and deterioration. An added bonus is that the soil, called *caliche*, is hard, flat, and clay-like, so there’s no need for paving or grading the surface for the planes.



An F-15 being crated up for a customer. Note the white spraylat coating. Wealthier RCFCT members might be interested to know that everything here is for sale.

Because of the heat and sun, the temperature inside the canopies of these aircraft could exceed 200 °F, which would be a little tough on the interior décor. As a result, the canopies and other sensitive areas are coated with a white latex compound called spraylat, which keeps the interior temperature within 15 °F of ambient. We were told that a spraylat job on an airplane costs about \$15,000. And you thought Monokote was pricey! An interesting activity that has occurred at the AMARC since the 90’s was a

result of arms control treaties with Russia. AMARC was tasked with destroying over 300 B-52s, which was effectively accomplished by dropping a 13,000 lb guillotine device through 60 feet, chopping the airframe into pieces. The pieces would be left in place for a period of time, until they could be verified by spy satellites.



Despite the security, which limited our travels, the tour was an interesting experience, and our tour guide was a very friendly and knowledgeable air force veteran, who still had great posture. Although he had seen combat

action, he was quite sensitive and gracious about former adversaries. Lots of info and pictures can be seen at the private website [www.amarcexperience.com](http://www.amarcexperience.com). The official site, [www.dm.af.mil/AMARC](http://www.dm.af.mil/AMARC), is OK, but due to recent political tension, has been, in their words, “significantly sanitized”.

### Hints and Tips *(from www.geistware.com)*

- If you want balsa colored filler squeeze a used tea bag into container of filler and mix thoroughly, repeat until desired shade is obtained.
- We had a Lazy Bee that got oil soaked and from advice we used Corn Starch after applying K2R. Applying cornstarch to the area and heating with covering iron the oil was gone!!! It does work. If you can't find K2R then try mixing alcohol and cornstarch together. Heavy on the alcohol, but not to the point of dripping. This will work, but it will take several applications if it is really bad.
- If you use nylon wing bolts on your plane that take a slot screwdriver, and you forget your screwdriver, try using a quarter. A quarter is actually easier to use than a screwdriver, since it won't slip off the bolt and damage your wing.
- If your epoxy gets thick and you are unable to get it out of the plastic bottle try heating it in a microwave for a few seconds. This will not harm the epoxy BUT the epoxy is too old to use for critical uses like hinges.