



The Flypaper

Newsletter of the Radio Control Flying Club of Toronto, est. 1957, inc. 1967

May 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.rcftoronto.ca>

Weather Forecast: Who knows, but there had better be some improvement over last month. Or else.



This is a screen shot from the in-flight video feed of a flight of the “Black Widow”, a tiny RC airplane about the size of your hand known as a “MAV” (Micro Aerial Vehicle). Details about this and other unusual RC aircraft appear on page 5.

The President’s Message

Richard Staron

After a hard winter and a bit of weather teasing by the spring gremlins, we can honestly say that there will be no more snow!!!

People have been asking about the status of this field and yes we do have it for this year. There will be no construction or building on our field or surrounding fields through our flight paths. In the Aug-Sept time frame, we will have a better understanding from the City of Toronto as to what the status of the Morningside Road extension will take. Depending upon what path the road will be laid out will govern how much longer we can stay. At present there is a 50-50 chance that we will have our field next year.

During May or early June Passmore will be closed to all traffic for roadwork and repair. This may mean that field will be closed for a few days only.

Some of our club members including some of the exec have been searching for new flying fields within a 10 –15 minute drive from our existing field. There have been

a few good sites found but we are still looking. Please contact me if you have found something that might be of interest that the exec can look at. Remember that there is a \$500 prize for the person or persons who finds a suitable location for our field.

As always and I sound like a broken record from past presidents, please keep your engine and prop noise down in order to minimize any potential complaints from the houses to the north as well as the new homes going up to the

south east of our field. If you stand on our flight line and look southeast you will see how close the new houses are to the field. Therefore, we must ask the members to restrict the use of the southeast corner of the field...(at the bend in the road near the train tracks). Use common sense....it's the cheapest and most effective solution.

How are your beauty show projects coming along? Remember this Friday's meeting is our annual beauty show and with the new rules we should see some interesting entries. Read the beauty show rules in this issue. Biggest change in rules is you can bring in an unfinished aircraft and still win!

Fun fly status, for sale items, general info, etc will always be posted at the field.

To all the members from the executive we wish you a great and safe flying season. - See ya on the field.

Radio Control Flying Club of Toronto

2002-2003 Executive positions

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Non Executive positions

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Program Director	<i>Vacant</i>		

From the Membership Officer:

Paul Battenberg

We have 115 members paid up so far this year. I will probably be able to take a few more renewals at the next meeting, but please make sure you have all the necessary forms filled out, Club Renewal Form and MAAC Form and, if you are still a student without wings or a Junior, the Declaration of Liability. All these forms can be downloaded from our web site at <http://www.rcfctoronto.ca> on the FORMS page. Also, I would much prefer a cheque rather than cash. I will be busy with the Beauty Show, so be patient and have everything in order.

At the present time we are not taking any new members unless the person already has their wings. This could change at any time, and is decided by the Wings Officer, Curt Jones. Anyone wishing to join will be put on a waiting list. At the moment the list is empty.

From the Field Officer:

Dave Parton

The field continues to dry out, and it will soon be ready for its first haircut. With luck, we may be able to allow cars in for parking by the first weekend in May.

**Meetings and other
Events**

May 2 / 2003
Club meeting, Beauty Show
See some real beauts.

June 7 / 2003
Fun fly – stay tuned for details.

A Note About the Field:

As mentioned in a recent email to members from Paul Battenberg, construction activities continue along Passmore Rd. We've been asked to turn on our *four way flashers* when approaching the field, so the construction workers will know our intentions.

something. If you have any suggestions or prices on stuff we might need, please do not hesitate to contact me.

I will bring to the meeting the usual report on income and expenses. I will be glad to answer any question that you may have.

I will also be bringing to the meeting two boxes of model magazines. I have started to dispose of old stuff before my move. Just take one or take them all... they were destined for the recycling bin anyway!

Editor's note:

John Riley

Thanks to everyone for the suggestions, comments, and kind remarks about the *Flypaper* over the last few months. I've had lots of fun putting it together. Following this issue, the usual deal is a pause in the operations of the mighty *Flypaper* printing press for the summer break, with resumption in September. However, this year I'm going to try to put out a mid-summer edition, probably in late July.

Correction:

In the April issue of the *Flypaper*, a caption under a photograph erroneously identified a display as being from Pinnacle Hobbies. In fact, the display was from Terry Wong; you can check out Terry's wares at : www.goldscallop.com. The *Flypaper* regrets the error (*more specifically, the Editor apologizes for this goofy Homer Simpson moment*).

From the Wings Officer:

Curt Jones

One thing that I can think of doing before flying, is to cycle the batteries before coming out to the field. Break in the engine if it's new, and check that all surfaces move in the right directions. Then I think that you're ready to get flying. The flight training will start the first Saturday of May, which will be the day after the beauty show.

From the Treasurer:

Guy O'Reilly

As you all know, we are looking for a new field and we have some money put aside earmarked for the expenses to prepare the field. I have guesstimated some expenses, yet I have a suspicion that I have missed

See the Avro Arrow:

I have an announcement to make on behalf of Team Arrow, to all members. The Avro Arrow will return to Canadian Forces Base, Trenton on June 21 and 22, 2003 to perform its majestic flights for the Quinte International Air Show. Team Arrow will have a static display to answer all questions and reminisce about those good ole days.

- from Mark Dubblestein



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From the Last meeting...

Due to discouragement about the weather, your editor missed the last club meeting... Highly placed sources report however, that the main event was discussion about the fate of our field, and the prospects for securing a new one. While there are a number of factors and complexities, generally the outlook seems positive. Ieuan Jones-Asthon, P.Eng, who is the Senior Development Engineer for the area, made a presentation. The following points summarize the situation:

- ✓ We have the field for this year.
- ✓ How long we have the field will depend upon how Morningside Dr. ends up snaking through the area.
- ✓ Best case scenario is that Morningside cuts right through our field, which could mean a few more years of flying at our present location.
- ✓ An environmental assessment would have to be done of the area before any work starts.
- ✓ Passmore will be repaved in May.

Upcoming....

THE RADIO CONTROL FLYING CLUB OF TORONTO ANNUAL MAY BEAUTY SHOW *RULES CHANGE*

Every year the RCFCT put on their beauty show at the first Friday in May.

In previous years, aircraft were judged as scale, commercial, sport etc with prizes for first, second and third including best covering in paint and film. This year's beauty show rules are different.

Instead of having categories as in previous years, the categories will be based on engine size in 3 different categories. These ranges are as follow: Anything less than .5 cubic inch ENGINE displacement, anything greater than .5 and less than or equal to 1.0 cubic inch and finally anything greater than 1.0 cubic inch displacement. This rule change allows smaller aircraft to enter competition.

CATEGORIES AND PRIZES

	<i>CATEGORY I</i>	<i>CATEGORY II</i>	<i>CATEGORY III</i>
	<i>Less than .50 cu.in.</i>	<i>.51 – 1.0 cu.in.</i>	<i>Greater than 1 cu. in.</i>
First Place	\$30	\$30	\$30
Second Place	\$20	\$20	\$20
Third Place	\$10	\$10	\$10

- For towed gliders, the size of engine that would be required to tow up your glider would put you into that category.
- If the plane is electric powered, estimate the category that you would fall into.
- Each Prize winner will also receive a plaque
- All entries will receive a certificate for participation.
- An addition **\$30** will be awarded once for the best of show across all categories.
- For those who would have liked to enter the competition, but did not have time to finish off their aircraft, there will be ONLY 1 prize only valued at **\$20** for best unfinished aircraft across all categories. The plane does not have to be covered, but must have wings, fuselage, tail feathers, wheels and engine mounted.

This year there will be no best paint or covering category.

The President will resolve any disputes and will have final say. GOOD LUCK TO ALL!

- Announcement submitted by Richard Staron

Off the beaten Track – Unusual Radio Controlled airplanes

In honour of the Beauty Show this month, where proud builders get to showcase their creations, I thought it might be fun to profile some aircraft that sort of push the boundaries of originality....

Make it metal, like the big guys: This comes from the back page of the October 2000 issue of Model Airplane News. Modeler Carlos Rangel, from Colombia, South America, builds scale model airplanes entirely



An aluminum scale model of a Pilatus Porter, on its maiden flight.

from aviation grade aluminum, generally between 0.016-0.032 inches thick. Using PCM radios, he hasn't experienced any radio problems, and he suggests that the models are no heavier, and sometimes lighter, than those more conventionally built from wood or fiberglass. The construction methods include drilling and flaring lightening holes, and riveting skin panels in place in a fashion



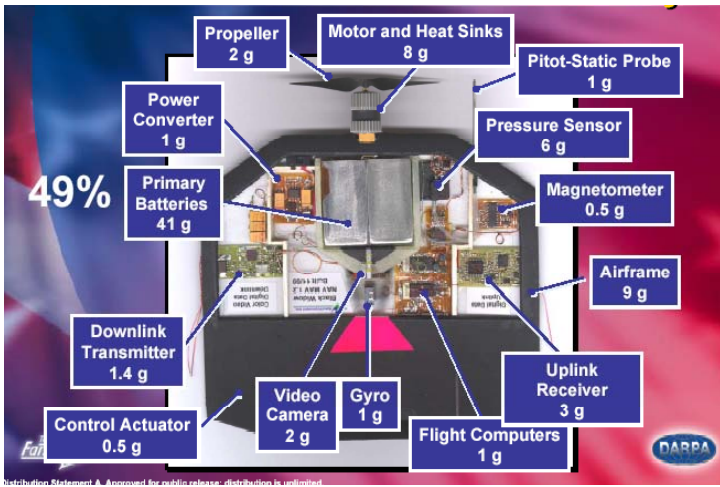
Above: the basic wing structure contains flared lightening holes in the ribs. Left: this all metal scale model of a STOL aircraft looks real enough – but notice that it's sitting on a car roof.

similar to the full sized counterpart. The principal tools he uses are tin snippers, drills, files, hole cutters and rulers. Carlos suggests that all one needs are basic sheet metal working skills, and access to a sheet metal shop is helpful.

Spiders can fly? – Although outside of the hobbyist's world, here's something that would be awfully fun to try out. The Black Widow is an example of the emerging class of MAVs – *Micro Aerial Vehicle*, designed and intended for important people with money, like the military. About the size and weight of a slice of bread, this thing flies up to 43 mph for 20 minutes on a single charge. Moreover, an onboard camera lets the pilot watch the action on a monitor. Launch is achieved by firing the Black Widow out of a spring-loaded box. I saw this device on TV a couple of years ago, on a science show hosted by Alan Alda. It can't be too difficult to fly, since they let old Hawkeye take it up for a spin, and there was no indication he had his Wings. Described as a "fixed-wing squad-level reconnaissance micro air vehicle", the company that makes it makes a number of claims: "Smallest, lightest, multi-function, fully proportional radio control system (one-inch square and weighing three grams); smallest video



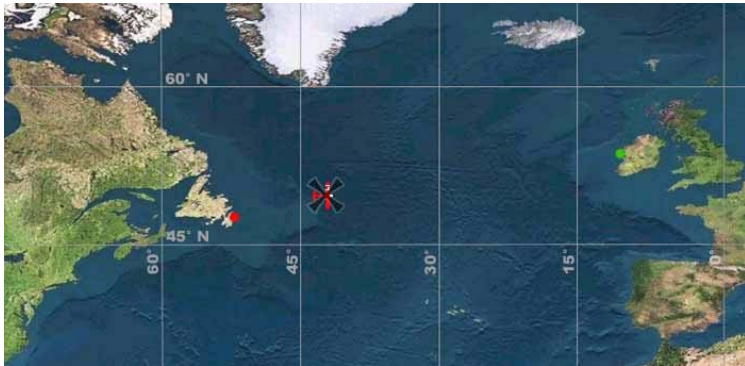
Like its namesake, the Black Widow has an hourglass symbol on the upper surface. For some reason.



Let's take a look under the hood, shall we. When are A&J's and Pinnacle going to have these parts in stock?

camera (weighing two grams) ever flown on a remotely piloted aircraft; design and development of a four-inch propeller with efficiencies of 82 percent; 22-minute outdoor flight of a micro air vehicle." For those who don't believe in the metric system, 1 gram (g) is 1/28th of an ounce. You can find out more at the following websites: www.darpa.mil, www.aerovironment.com/area-aircraft/unmanned.html.

Going the distance: Some members will recognize the name *Maynard Hill* – for good reason, since, over 35 years, he's held 23 different FAI world records in model aviation, including altitude (26,990 feet), duration (33.67 hours), and speed in a closed circuit (167 mph). His latest project may be the most ambitious – attempting to fly an RC model plane across the Atlantic Ocean, from Newfoundland to Ireland (a distance of 1950 miles). The model (named *Spirit of Butts Farm*) uses GPS satellite data and an autopilot to stay on course when it's out of sight, in "autonomous" mode. RC pilots are stationed in Newfoundland and Ireland to look after take-off and landing. With a



Above: X marks the spot where flight # 3 ended, 479 miles out into the ocean. Right: Roy Day and Maynard Hill (right) prepare for flight #1. Constructed of balsa and mylar film, the plane carries fuel in the wings, and utilizes only 1 aileron.

6 ½ foot wingspan, half of the all-up 11 pound weight is fuel, which needs to last for 40 hours. An alternator attached to the engine maintains electrical power. The engine is a modified four stroke 0.60 cu. in., and apparently uses Coleman fuel, at a rate of 2 oz/hour. The hard part is setting the mixture to be consistent over the flight, since it will quit if too lean, and run out of fuel if too rich - either way putting the plane in the drink. Hill and his team made three unsuccessful attempts last August. The first experienced servo trouble, on the second the engine quit, but the third made it pretty far, and crashed for unknown reasons about 1/4 of the way across. He still has a fourth plane left, and they'll try again this August. More information is available at: www.dc-rc.org/star.htm.