



The Flypaper

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

September, 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:

www.rcfcltoronto.ca

Weather Forecast: Wind predicted at times, sometimes from the north.

Aerial Photography Makes a Point...

We fly from here...



...Our neighbours live over here

This interesting composite photograph was prepared by David Summers, using photos taken by an onboard camera in a model plane. The pictures were taken at different times, and so they don't match perfectly – but clearly shown is how close our field is to the houses; David suggests about 100 yards separates the southeast corner of the field from the nearest house. This is why various Executive members have repeatedly asked us not to fly over the road (Tapscott) - an upset homeowner sufficiently bothered by engine noise could be a problem for all of us. Wind from the

north? Time to practice those crosswind landings. Our club has plenty of fancy fliers who can demonstrate the technique.

How these pictures were taken is perhaps a topic for a future column, but there's plenty of interesting information about model plane aerial photography, plus some great aerial pictures, at David's website: <http://webhome.idirect.com/~ironsidz>.

President's Message:

Richard Staron

Well, we are ¾ of the way through our 2003 flying season and so far so good. The field has been in excellent shape and the weather for the most part has been co-operating. There have been 2 great fun fly's this year with the last one having a turnout of 45 fliers, and some great stuff being sold and bought at the Fly and Sell as well. There was also a great turnout of spectators....I guess from all the new housing going on all around us.

The Front Page Challenge:

Who is this RCFC member?
The answer is somewhere inside...



Photo: RCM Magazine, Sept.2003

I had a chance to fly as a guest at other club's fields, just to see how their fields compare to ours site and facility. This is in preparation for getting ideas and concepts for our new field. The invitation was extended to the other clubs to come and fly as a guest at our field. Please make them welcome, as they did for me.

With all the development going up around our flying field there was always a concern about possible noise complaints....but to date we have had none, so a big round of applause to all club members for their noise awareness, self monitoring and corrective actions, *i.e.*, throttle management, improved muffler design, and a good dose of common sense.

As for safety at the field, there have been a few incidences where members still do not use tie downs for their aircraft or do not put their peg on the board. Conforming to these two items are the basics ground rules at any flying field and must be adhered too....without exception!

Status of our field. As of this writing, it is still 50-50 as to the status of our field for next year. I will be giving an update about our field at our Oct meeting this Friday. The club executive has reviewed over 10 new potential flying fields, and there are many more that were just not viable. We have selected a new flying field and have an agreement with the land owner. The location of the new field is about 10 miles NE of our present location. More about this field will be shared with our members at this meeting.

Creating a new flying field (5 acres) is a major undertaking and we ask the members to sign up to help with the preparation of the new field. Clearing the field of stones, rocks, debris requires a lot willing and able bodies, shovels, wheelbarrows and a couple of solid weekends or week days. First phase of this will be starting in late Oct or early Nov (after the farmer harvests his crop).

To start the first meeting of the season, bring in what you have been building or working on. Remember that it's the club members that bring in their neat stuff that makes the meetings interesting! I look forward to seeing you all at the next club meeting.

Radio Control Flying Club of Toronto

2002-2003 Executive positions

President	Richard Staron	416-288-0569	rstaron@eol.ca
Secretary	Steve Horwat	416-439-7084	s.u.horwat@sympatico.ca
Treasurer	Guy O'Reilly	416-443-1299	joulavert1@aol.com
Field Officer	<i>Vacant</i>		
Membership Officer	Paul Battenberg	416-694-4414	paulbat@sympatico.ca
Wings Officer	Curt Jones	416-221-3300	airsport@attcanada.ca

Non Executive elected positions

Editor/Publisher	John Riley	416-469-3990	jcmriley@sympatico.ca
Fun Fly Director	Hans Paule	905-837-2664	hpaule@rogers.com
Refreshments	Romeo Ramos	416-441-0134	romepamela@AOL.com
Program Director	<i>Vacant</i>		

From the Treasurer: Guy O'Reilly

We still have funds in the bank. I will be more than happy to discuss at our next meeting the details of expenses and revenues from the last year. Looking forward to seeing familiar faces at the next meeting!

Meetings and other Events
Oct 3 / 03
Nov 7 / 03 - Club Elections
Dec 12 / 03
Jan 9 / 04
Feb 6 / 04
Mar 5 / 04 - Annual Swap Meet
Apr 2 / 04
May 7 / 04 - Beauty Show

Editor's note:

John Riley

Pretty good summer for aviation-related events it seems to me – the weather cooperated magnificently for both our Fun Flys, the KW Dutchmen Scale rally, and the Quinte and CNE air shows. If you recall, last summer it was so hot and dry that the grass in the field was positively crunchy, roasting under the burning nuclear summer radiation. And with Autumn here, with relaxed temperatures, there's plenty of great flying weather left, until the miserable winter arrives and freezes the hell out of everything... With the Fall season also comes club meetings - if you're a member who doesn't get out to the meetings much, check out a few, they might be more fun than you think. Also, important decisions are coming up, such as the Club elections, and the issue of securing a new flying field. Moreover, you can bug your Executive about the things you'd like to see happen (and your Flypaper editor too).

Recent Events...

KW Flying Dutchmen Scale Rally: This RC club, in Waterloo Ont., has been holding a scale model air show for over 30 years, and has become *the* scale event to see, with audience attendance reaching as many as 5000 people. This year, it was held on September 6-7,



and there were modellers from all over, including a number of U.S. locations, along with some 300 aircraft. With civilian and military planes from all eras of

aviation history, you'd be hard pressed to find a greater variety

of scale models – some of which are flying models of non-aircraft, such as the flying lawnmower, and the flying witch-on-a-broom (*no, I did not spend my entire time there in the beer tent*). Other nice features included a good vendor display, raffles, food, and the aforementioned beer tent. A bonus was an aerobatic demonstration by a full sized Pitts Special flown by a former champion pilot from the nearby Waterloo Wellington airport – why, it was so realistic it almost looked like a real model!



Some spectacular 3D flying with big IMAC-type planes was demonstrated, accompanied in this case by clouds of smoke.

RCFCT Fun Fly, September 13 : As was the case with the Spring Fun Fly, lots of people showed up for this event, enough to require our Prez to gamely attempt to talk in two directions at once with the megaphone when making announcements. This time, only one word serves to adequately describe the food and prizes: *deluxe*. Food-wise, there were burgers and corn. In the prize



The guys with the big planes typically set up at the western edge of the field

department, the grand prize was a 60 sized Extra 300 ARF, donated by Hobbytech Models Inc. The lucky winner of this beaut was Dave O'Neil.



Pitching in with shucking the corn...

Update on Slow Combat

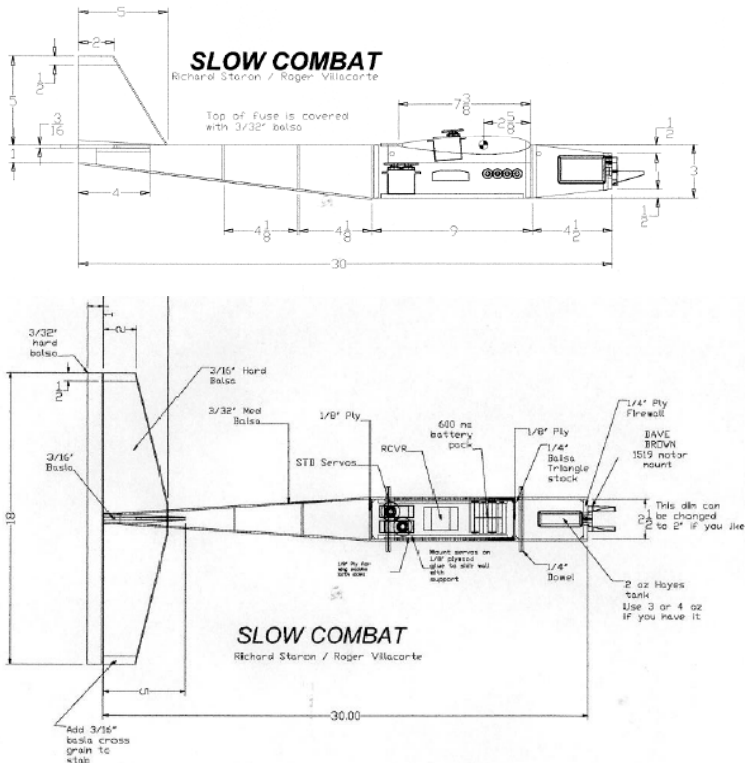
Let's face it, inside many of us is a combat pilot struggling to emerge, to wage fierce aerial battle on some real or imagined enemy. Thing is, that tends to be sort of dangerous, so why not try the safe alternative – RC slow combat, which has been gradually growing at our club over the past while. Not only does it sharpen up your flying skills, there's a good chance of getting some practice at doing repairs too. Actually, building and repairing combat planes is pretty straightforward. If you've not tried building a plane from scratch before (as was the case for me), the combat design is an ideal start, and even with such a simple project, it's satisfying to turn a small pile of wood and foam into a functional model. Richard Staron got the whole ball rolling in our club about two years ago, so here's a word from him. Over to you Prez :

With all the extraneous activity going on, finding new fields, high work load and personal stuff, I have not been able to dedicate as much time to slow combat as I wanted to, however our club has die-hards that kept this fledgling concept alive and well. RC combat whether it be slow, 1/12 scale or unlimited is growing at a fantastic rate across North America. The unnerving concept of flying RC planes and potentially crashing them has gone by the wayside with the introduction of low cost servos, receivers and .15 size engines merged with cheap, easy and fast building concepts. Combat craft can be built within a few days and ready to fly by the weekend. The results are rewarding. If you like adrenalin rushes....this is for you. Do mid air's happen....you betcha!!!

At present our club has about 10 members that fly combat at the drop of a hat...just challenge them to a duel and you will be surprised how quickly their planes and streamers come out and ready to go. If you want to build a slow combat plane, just check out the Club's web site www.rcfctoronot.ca for details and drawings or contact me. I will provide foam wings for anyone that is interested for a small fee to cover my costs. Some new combat designs are in the works including a radical forward swept wing, which should prove interesting.

I look forward to duelling with you

Richard....(Da Terminator)



Left: This gives an idea of the Slow Combat plane designed by Richard and Roger Villacorte, which most of us are using, sometimes with minor modifications. Check out the bigger drawings and complete construction article under the "Hints and Tips" section of the RCFCT web page. For those of you without internet access, there will be a few printed copies available at the next club meeting.

Answer to the Front Page Challenge: that's RCFCT founding member and former pattern champion Ron Chapman in an undated photo from the 60's. Taken from an interesting article in the Sept. 2003 issue of RCM magazine about the early days of model aerobatics.

How to Improve a Business Trip

by Guy O'Reilly

Business travel sucks! But when you have to go on a business trip you try to make the best of it, so when business took me to Vancouver this August, I decided to fit in some quality personal time. I planned to visit the Canadian Museum of Flight and Transportation at Langley airport in a Vancouver suburb. Of course it follows that where there are airports, there must be models.

My ground transportation was rented. By the way, I am unfamiliar with anything outside the Vancouver business section and downtown area around Stanley Park, and should have carried a map to eliminate some unforeseen detours. From a Web site, I had printed directions to Norburn Model Aircraft Supply, 5901 Broadway, Burnaby, B.C., which curiously was on my way to the museum. The hobby shop had all the toys a modeller could hope for, as well as directions to the home of the Radio Control Flying Club of British Columbia (RCFCBC). By pure coincidence, its flying field was also on my way to the museum. I could not have planned it better myself.

Saturday morning, I headed down the highway at breakneck speed (ha, ha) and stopped at the RCFCBC field to stretch my legs and have a chat with anyone there. Back in the



Hand over the keys, let's go for a ride...



Looks like a model, but it's the real thing...

saddle, I headed for the museum. There were nice full-sized planes outside the museum. One can (and I did) sit in the cockpit of a F-104 Starfighter. The museum has several detailed flying models, truly of museum quality, ranging from a Spitfire to a 1/3 scale Mosquito. YIKES, THAT IS BIG! I spent about an hour at the museum.

On my way back, I had no trouble relocating the field - I just followed the planes in the air. I struck up a conversation with a gentleman who had a Four Star 40. He turned out to be the club's safety officer and after exchanging a few pleasantries and credentials, including showing my valid MAAC card, Dan McGuire passed me his transmitter box: loops, rolls and low fly-bys - boy did I get my fix! I handed the box back to Dan for the landing - better to let a person familiar with the terrain and plane do the hard work. I noticed that the safety officer maintains a log of members present at the field... hum... interesting. Dan said some days there is nary a member, and on others it is wall-to-wall planes and people. That Saturday it was quiet.

The club has more than 250 members; there were only three at the field. The weather was not great, but then again it was not too windy nor was it raining. While Dan was refuelling, a new member William and his wife Wendy drove up and began prepping a high-winged aircraft for a test flight. I helped set-up his (or should that be their?) new plane for the test flight. That new plane made three more flights that day. Wendy will probably also learn to fly. Two more pilots showed up before we left for dinner. One has an Ultra Stick 60 with a black four stroke Saito 100, which has a pull-pull cable for rudder and elevator with a special set-up to prevent binding and pressure being applied to the servo output gear.

After dinner with Dan, we invited ourselves to Terry O'Brien's place. Terry is the editor of the club's newsletter. He has one of the best and largest building set-ups I have ever seen! And his workmanship is excellent to boot. I was impressed by the dashboard of his quarter scale Space Walker, it is so detailed, it even has the ignition keys and turn knobs, and the bank indicator has a moving ball! Just B-E-A-U-T-I-F-U-L!

Terry participated in the construction of some of the models I saw at the museum.

RCFCBC field and facilities (all dimensions are approximate):

- The grass runway is 100 by 800 feet, flat as a billiard table. It was recently widened by 30% to 40%. Large enough for ¼ scale.
- The pits area is 200 by 500 feet and is partly covered with gravel. No taxiing is permitted or possible. There are bumps and holes and rough areas. The grass is cut but not like the runway.
- About 20 tables in the pits are used to start engines and prep planes. Wooden pegs and boards are used as safety retention devices and planes can be hooked to the table tops to prevent one being started from rolling or flying off.
- A large gravel parking area with an unloading zone and the dirt access road (200 metres) from Fraser Highway. The parking lot was under water before it was filled with gravel during construction of the culvert behind the field.
- An awning about 60 by 15 feet that allows for plenty of room for models and modellers alike to get out of the rain. (It rains often in British Columbia)
- Tractor and lawn mowers are stored in locked shipping containers.
- A club house, yes a club house, with all the comforts of home including a sofa and chairs is also on the site.
- And of course, the ubiquitous Johnny-on-the-Spot.

I would like to say thank you to Dan and Terry of the RCFCBC for making a boring business trip more bearable. Now it is back to the grindstone that allows me to pay for my hobby!

(ps: their web site is <http://www.rcfcbc.com>)

FLYING OVER THE PITS!

As we all know, flying over the pits is a big NO-NO punishable by buying coffee for all members at the field (unwritten rule). Jack Humphries, who honoured us by flying his Jet Powered Ugly Stick at the last fun fly was introduced to the 'COFFEE' rule followed by these words..... Ooops! I really didn't realize I was that far over! Gee whiz!!! Sorry about that! Was I that close? Why did you guys duck? F..*&@*^\$^!~~!!!!

As gesture of good will, Jack has ``donated`` \$50 to the club coffers in lieu of coffee. Jack, thanks for being a good sport! – R. Staron



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London Model Aircraft Club's 15TH ANNUAL RADIO CONTROL SWAP MEET

Featuring airplanes, helicopters, cars, boats, radios, new & used equipment for sale, door prizes, 50-50 draws, food, and refreshments!

Date: **SUNDAY, OCTOBER 19th, 2003**

Location: (same as last year's)

Canada Building, Western Fair Grounds, London, Ontario

Doors Open: 9:00 a.m. to 2:00 p.m., admission: \$4:00

Vendors: \$15.00 per table (purchase includes one free admission per table), hydro drop if needed is extra (call or email for details).

Vendors set up: 8:00 a.m.

LAST YEAR OVER 105 TABLES RENTED!

Space is limited so pre-entry is advised

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