



The Flypaper

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

November, 2003

In this Issue:

Messages and
contact info1-4
Recent Events.....4
Past Election results....5
Hillbillies of RC?6

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.rcftoronto.ca

Weather Forecast: The long range forecast is a touch depressing.



Wings Officer Curt Jones (right) shows how to save time by instructing two students at once, with a unique double buddy box set-up. That's young Braydon Smith on the left, and his dad Adam Smith in the centre. See Curt's update on who got their Wings this year, and who did the instructing, on page 3. After two years as Wings Officer, Curt is ready to pass the torch....Who will run the Wings program next? Find out at the next RCFCT club meeting, when members will vote in the new Executive. On page 5 is a chart listing who has held elected club positions over the last number of years.

President's Message:

Richard Staron

First of all I would like to thank those who held this year's executive and non-executive positions for a job well done in keeping the club focused and on track. I would also like to thank the club members who took the time to bring out their aircraft, completed or not, to the club meetings and talk about their project(s), techniques or whatever they were passionate about relating to the hobby. Finally to the rest of the membership who kept the noise down, kept out of the "restricted" flying area as well as doing great PR work when the general public came in watch us fly and ask questions. WELL DONE!

Well the flying season is now slowly coming to an end for most of us, but for those who brave the weather the season is still in full swing. (I guess they are training for the Frozen Finger Fun Fly for Jan 1, 2004) I think that there should be a few flying weekends left where the sun will still make an attempt to warm us up before old man winter sets in for the long haul. A big high 5 to those determined to get the most out of this hobby flying in all kinds of weather.

For the rest of us its going to be back into the workshop or work area to start working on a new airplane for the next flying season or start fixing what we broke this year...the hobby is never ending and always has challenges at every turn of the X-acto..

As for the proposed new field located at North Street and Hwy 7, we have full agreement from the farmer that we can start any time that we want if we wanted to. Since the location of the proposed new field is a hair within the boundaries of the proposed Pickering Airport, we would definitely be kicked off once the airport is started, which is also up in the air. Further investigation with the GTAA officials and visiting their offices, the **earliest** that the airport could be operational would be 2012. Backing of 3 years for construction would mean that we could be kicked off as early as 2009, which leaves only 5 years of having a field. With the tremendous growth of the GTA, Pearson airport is expected to be out of capacity by the year 2018, which means that there might be an additional flying window of 5 years...maybe!!! Taking the North Street field may be a bit risky. As for our existing field, it is looking more and more that we will still be flying there next year.

Now don't forget to come to the November Club Elections meeting. Remember that the club can't be run by just the executive; it needs all of the members to help out from time to time. So when it comes to volunteer to do something, raise your hand accept the challenge and make it happen.

See ya this Friday and don't forget to bring in your planes. - Richard

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 Membership Officer: Paul Battenberg

We ended up the year with 143 members. Last year we had 165 members, and in 2001 we had 168. It looks like our numbers dropped off considerably this year. For your information this year, 93 are open members, 45 are seniors (over 60) and 5 are juniors.

Meetings and other Events

Nov 7/ 03 - Club Elections
Dec 12/ 03
Jan 1/ 04 – Frozen Finger Fun Fly
Jan 9/ 04
Feb 6/ 04
Mar 5/ 04 - Annual Swap Meet
Apr 2 / 04
May 7/ 04- Beauty Show

There has been some discussion regarding a dues increase for next season in order to increase the club coffers for new field development. As of this writing no decision has been reached. Although I was willing to find out what other clubs in the area were charging, Richard jumped in to steal my thunder. As seen hanging on the wall at our last general meeting, the chart that Richard provided shows that our club has the lowest dues of any club around. I think it is just a matter of time before we up our dues a little, if not for next season, then for sure the following one. What are your views on an increase? Should we "up" the dues on all 3 types, or should we try to get a little more out of the seniors? Or, should we eliminate seniors altogether? Some people think that by the time most of us reach the age where we can be considered as a senior, we are actually better off financially than we were when we were slightly younger. There are twice as many open members as seniors; so changing dues in one group has a different impact on total dollars than changing them in another group. If you have any thoughts on the matter, don't hesitate to call or email me.

I plan on running for the membership position again for next year. If I get elected, the same system will be used as this past season. You can pay your dues at the club meetings, or you can download the forms from our website and mail them to me. I will then send you a membership card in the mail. Please remember to make out only one cheque payable to RCFCT, even if you are paying your MAAC dues as well.

From the Treasurer:
Guy O'Reilly

At the November meeting each year, a club member volunteers to "audit" the books of the club. This year is no exception, and I have prepared and will remit to the auditor copies of an Excel spreadsheet along with all bills paid, cheque stubs and bank statements required for the verification. This verification should be fairly quick and a small amount of time away from your building schedule; perhaps it could be done while the glue dries!

On another topic, I had mid-air during a combat session. Robert (Top Dawg) Miller rammed my plane and it fell to the ground in hundreds of pieces. An analysis of the remains showed that rubber bands could have saved the plane because they would have absorbed part of the collision shock. The wing had been bolted on to save weight and decrease drag. A new plane will be built (when time permits) and I will be seeking a re-match: Top Dawg, you have been challenged!

From the Wings Officer:
Curt Jones

Here are the students who got their wings this year:

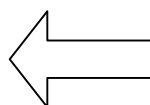
Tony Duarte	Wei Zhao	Steve Horwat
Lot Leung	Colon Cao	Murry Waldman
Mario Moran Venegas		Steven Hui



Johnny Duta - At 9.5 years old, Johnny is the youngest pilot that I know of who earned his wings in this club.

This year's program has come and gone with nine new pilots. I want to thank all the instructors who gave their time to come out and teach the art of flying RC airplanes. With out their help we wouldn't have a wings program.

Ed Astudillo	Vitus Au	Scott Baily
Brian Gillion	Kenny Lee	Paul Maillet
Clint Occhipinti	Ken Parton	Romeo Ramos
Richard Staron	Harris Yuen	



take a bow, gentlemen

This year seemed kinda short - the weather was not always the greatest for flying. Wet and rainy in the spring, so we got a late start to the season. The summer seemed to have had a lot of wind on training days. This Fall, back to the rain again or cold winds - no fun for flying. We only had a few planes that got re-kitted throughout the course of training, and our fair share of close calls, but I hope everyone enjoyed themselves.

Editor's note:

John Riley

Attentive readers might be perplexed about how the last *Flypaper* was the Sept. edition, and this one is the Nov. edition – what about October? Although assembled and sent out in September, the previous issue should have been labeled as the October issue. I hope the Library of Congress doesn't get too confused.

I've enjoyed being the *Flypaper* editor over the past year, and I'm willing to continue on for the next year, should the membership so affirm at the next meeting. Muchos thanks to the contributors (all of whom are executives, who also supported me and put up with me bugging them) over the last year: Richard, Guy, Curt, Paul, and Dave. While I'm not going to rag on people for contributions (after all I never contributed anything before I was editor), I would like to encourage members to submit items for the newsletter; pretty much anything goes (within reason!), so why not give it a whirl.

From the last meeting...

The last meeting, with roughly 40 people in attendance, was different, in that it was focused completely on the issue of securing a new flying field. This was quite understandable, given the importance and complexity of the issue. A central



Ron Chapman brought in this fantastic ZDZ160 2 cycle gas engine. This unit can develop over 100 lbs of static thrust!

question was whether to commit to the new field now, or wait until next year; there were pros and cons, and reasoned support, for both positions. We heard that at the proposed new site, three planes were test flown, and the consensus seemed to be that the noise and space situation was acceptable. What clearly emerged during the discussion is that a lot of energy and thought on the part of a group of members has gone into the search for a new field, and this is encouraging in itself. Richard presented large charts detailing possible runway configurations at the new site, as well as spreadsheet data concerning field dimensions and costs at other clubs. Members might be interested to know that this comparison showed that our present field is one of the best around.

...Coming up...

At the next meeting, it's all about the election folks, where our new executive and non-executive positions will be filled. For obvious reasons, this has a pretty big impact on the club, so why not come out and have your voice heard.



Previous RCFCT Election Results

In view of the upcoming club election, I thought it might be interesting to have a look at who has held positions in the past. This information comes from a stack of old *Flypapers* that Paul Battenberg lent me to help get me rolling as *Flypaper* editor. As you can see, some of the guys have served in one or more positions for a number of years; a tip 'o the hat to them especially, for their efforts on behalf of our club. A note about the way this is laid out here; although sometimes someone left or changed positions in mid-term, for the most part, the names shown here were the successful candidates in the election in the Autumn of the year shown. And I hope everyone's name is spelt reasonably correctly.

	1994	1995	1996	1997	1998	1999	2000	2001	2002
President	Paul Battenberg	Paul Battenberg	John Dutkowski	Ross Tanha	Ross Tanha	Paul Battenberg	Ross Tanha	Ross Tanha	Richard Staron
Secretary	Stan Frost	Keith McLaren	Keith McLaren	Keith McLaren	Keith McLaren	Keith McLaren	Steve Horwat	Steve Horwat	Steve Horwat
Treasurer	Harvey Gold	Harvey Gold	Tony Camilleri	Mark Zemel	Mark Zemel	Ross Tanha	Bill Petrovich	Guy O'Reilly	Guy O'Reilly
Field Officer	Ken Dwight	Ken Dwight	Paul Battenberg	Paul Battenberg	Paul Battenberg	Brian Gillion	Brian Gillion	Dave Parton	Dave Parton
Membership Officer	John Dutkowski	John Dutkowski	Roland Acolacol	Roland Acolacol	Roland Acolacol	Roland Acolacol	Roland Acolacol	Paul Battenberg	Paul Battenberg
Wings Officer	Kevin McLeod & Derrick Reid	Kevin McLeod	Bernie Lehman	Ken Parton	Ken Parton	Roger Villacorte	Dave Parton	Curt Jones	Curt Jones
Editor /Publisher	Gord Bruce	Paul Battenberg	Bob Cook	Paul Irvine	Paul Battenberg	Richard Staron	Richard Staron	Ian Johnston	John Riley
Field Maintenance	Bill Shedden				Mark Dubblestein	Bill Shedden	vacant		
Refreshments		Al Fowler	Al Fowler	Al Fowler	Tom Horsley	Romeo Ramos	Romeo Ramos	Romeo Ramos	Romeo Ramos
Fun Fly Director		vacant	Derrick Reid	vacant	vacant	Jack Johnson	Guy O'Reilly	vacant	Hans Paule
Program Director		vacant	vacant	Curt Jones	vacant	Harvey Gold	Harvey Gold	Harvey Gold	vacant

There are usually, it seems, unfilled positions open in any given year, and all of them are up for grabs for those who wish to run. So if anyone's interested, step up to the plate at the next meeting, and play a part in running your club. After all, this is a big election year, provincially and municipally, so let your inner political animal roar....

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Hillbillies of RC?



... You don't know beans about soy!

Homer



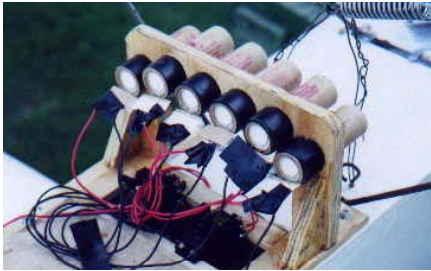
For something different and refreshing, you internetters should check out the website: www.weedplane.com. It details the RC airplane exploits of three young brothers, Ben, Sam, & Moe, who live on Happy Homer's Hog Farm, Iowa, (logo above) and claim minimal supervision from their parents (it shows!). Safety, it must be said, is not their #1 concern; but then neither is liability, as the various crashes and explosions occur on their large, private farm. The weedplane is so-called because it was originally powered by a gasoline weedwacker engine. It has some unusual design features, such as: air launched missiles (model rockets), JATO (Jet Assisted Take Off) launch boost, and a prop mounting system that is "self-tightening" as the engine runs. Honest, I'm not making this up....



Left: the large weedplane consists of fairly conventional stick type construction; the website provides a few dimensions and details. The proud claim is made that the plane flies "like a cow".



Above: the air launched "missile" system can be seen mounted above the wing



Right: I guess the boys are checking out the strength of the landing gear



Above left: details of the JATO system, that uses large model rocket motors, and costs about \$7 per second of burn time. "We hope that the flames from these suckers won't burn the covering off of the tail, but we'll just have to see". Above: an in-flight test of the JATO system.



Above: Weedplane R.I.P. The suggestion was made that perhaps the JATO unit was located too close to the fuel tank

Right: another creative use of too much spare time is the model helicopter "gunship". This is a Raptor 30, with rockets mounted on the landing skids. Admit it, this would be pretty neat to see in action....



Left: This is Moe, described thusly: "Moe, generally between the ages of 8 and 18, has been homeschooled for the better part of his existence on this planet. No information is available as to what he may have been doing prior to the time when our parents purchased him at a "blue light special." We do, however, believe he may have been some sort of disgruntled wildlife researcher (as evinced by his current fascination with bunny hunting)".

The website reports, in a more serious moment, that Sam and Ben have both attained private pilot licenses, and are completing degrees in aeronautical engineering. So there you are, these guys are pretty bright after all, if perhaps a little unusual.