

# Le Papier Mouche

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

Wow!

## Smallest and cheapest gas turbine engine yet....

April 2004

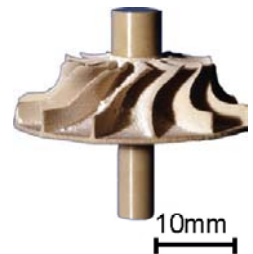
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Meetings are held in the Cafetorium of the Alexander Mackenzie Senior Public School, 33 Heather Road, Agincourt, usually on the first Friday of each month, Oct to May (subject to change – check the Flypaper) Meetings start at 8:00 PM

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

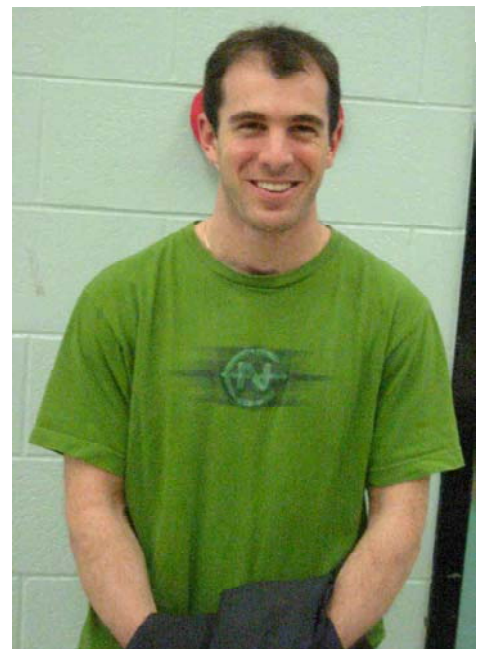
Weather Forecast: Occasional rain



*This new model jet engine weighs just 12 oz. and produces 5+ lbs of thrust. It uses molded ceramic (silicon nitride) turbine and combustion chamber components, reducing manufacturing costs. It's scheduled to hit the market late this year – and the best part – the price is expected to be well below \$ 1000 U.S. Check out: [www.reactionengines.com](http://www.reactionengines.com)*

## New Wings Officer

Just in time for Spring training, we now have a Wings Officer, a very important position for MAAC sanctioned RC clubs. That's Scott Bailey on the right. At press time, Scott was on a trip to the U.K. and had limited internet access – look for a message from him in the next issue of the Flypaper. Actually Scott looks pretty chipper in the photo, considering it's a police arrest photograph for a bust Scott had to endure last year.



# Radio Control Flying Club of Toronto

## 2003 - 2004 Executive positions

President	Richard Staron	416-288-0569	<i>rstaron@eol.ca</i>
Secretary	Arthur Krikorian		<i>arthur@tangestudios.com</i>
Treasurer	Guy O'Reilly	416-443-1299	<i>joulavert1@aol.com</i>
Field Officer	Bob Miller	905-839-7868	<i>robert.miller2@rogers.com</i>
Membership Officer	Paul Battenberg	416-694-4414	<i>paulbat@sympatico.ca</i>
Wings Officer	<i>Vacant</i>		

## Non-Executive elected positions

Editor/Publisher	John Riley	416-469-3990	<i>jcmriley@sympatico.ca</i>
Fun Fly Director	Hans Paule	905-837-2664	<i>hpaule@rogers.com</i>
Refreshments	Steve Horwat	416-439-7084	<i>s.u.horwat@sympatico.ca</i>
Program Director	<i>Vacant</i>		

## Meetings and other Events

Apr 2 / 04 – club meeting

Apr 4/04 – daylight  
savings time begins –  
move those clocks ahead  
by one hour

Apr 9 / 04 – Good Friday

May 7/ 04 – the world  
famous RCFCT Beauty  
Show

## From the Membership Officer:

**Paul Battenberg**

It seems that the total membership is down considerably from this same time last year. A look at the records reveals that several regular members have not bothered to re-join as well as others from previous years. To encourage everyone to pay up, I have decided to run a contest for those who still remain unpaid. All members who pay their dues in the next week will have their names put in a hat. If you pay at the next meeting, or as long as your envelope is postmarked before Tuesday, April 6th, you will qualify. I will wait one week and then draw one name from all those I receive and the winner will receive a free radio, an engine and a kit as well as 5 issues of the Flypaper.

Remember, the flying season is quickly approaching. Don't be caught at the field without your 2004 sticker attached to your flight box. If you happen to get found out, you will be banned from flying until September and your name will be mentioned in the Flypaper as being a cheapskate.

If you have not yet renewed your MAAC for this year, please remember that I do check with MAAC to verify your membership for those who don't show me their cards.

## From the Treasurer:

**Guy O'Reilly**

Last time I wrote to you I was in Calgary. I took time off work during my weekend in Calgary to visit The Nanton Lancaster Society Air Museum located in Nanton, Alberta. Nanton is a quaint little town, approximately 50 km south of Calgary. I arrived at the museum a few minutes prior to the scheduled opening time and a volunteer, who in addition to opening the door, led me on the grand tour of the museum's many exhibits. The show piece is evidently a Lancaster that was acquired from the town of Vulcan (Live long and prosper, Mr. Spock!) where the plane had been on a pedestal and unfortunately vandalized. Nanton's museum folks carried the plane on flat a bed truck across wheat fields as the roads were too narrow to accommodate the 102 feet wingspan.

Currently the Lancaster is undergoing renovations; however it is destined to be grounded permanently. One of the neat features is that you can climb onboard of the Lancaster and using your imagination see what it must have been like to be in cramped quarters for hours on end with flack exploding about the plane. It gives a new appreciation for what the gunners, pilots, radios guys went through.

Too many years of neglect and too costly a restoration would be required. The Lancaster stands proudly in the hangar that had been especially built for it. One of the Directors gave me an additional guided tour (very friendly people indeed!) mentioned that the flying Lancaster based in Hamilton sports some parts that were borrowed and transplanted from the Nanton beauty.

Here is a bit of information for you: many people from Nanton participated in The Great Escape from Stalag 17. I also noted that they have the pilots training books on Spitfires, Mosquitoes, Mustangs, etc. There is a great selection in the gift shop.

The museum houses various static displays about WWII (Dam Busters, Lancasters food drops in Holland during the war, displays and montages about the Resistance). There are other airplanes in the hangar: Fairchild Cornell, T-33 and Avro Anson, Harvard, just to name a few. They are on the web at: [www.lancastermuseum.ca](http://www.lancastermuseum.ca). If ever you are in the Calgary area, drop by and say hello to the nice people in Nanton.

After visiting the museum, I located flying clubs in the Calgary area and visited four fields, however only at one location were people crazy... er... I mean dedicated enough to fly on a windy cold winter day ( -5 °C or so). I went to the flying field of the Calgary Miniature Pylon Racing Association (CMPRA) club ( [www.cmpra.com](http://www.cmpra.com) ) There I met dedicated pylon enthusiasts. On February 28, 2004, there were five die-hard racers ready for a show-down. I had never seen pylon racers in action: these were fast and I mean F-A-S-T. I never expected a plane that would go that fast on a .25 size engine; I was told close to 120kph. There were no official races held that day due to the poor weather conditions. Unfortunately, accidents have happen even these very experienced modelers who take great care of their sleek models:

- An experienced modeler turned around when dead-stick and his plane nosed in. Moral of that lesson: NEVER turn back, keep wings level, land straight ahead especially if you are low and have no airspeed.
- One pilot emptied the contents of his bladder fuel tank in his receiver. The result was that the radio had to be dismantled and cleaned (at home). The lesson learnt was: place you transmitter out of range in case of fuel spillage. Place it in a tray or flight box when not needed, do not leave it on the ground near the plane.
- On take-off (launch) the elevator servo was frozen in an up position. The result was a looping that ended with the plane breaking apart. That plane had been flown the week before without any incident or trouble. There were no changes in equipment or settings. The plane had been launched into the wind parallel to the flight line and crashed **behind** and to the left of the pilot. It could have been worse. Lesson: ALWAYS USE CAUTION AND FOLLOW SAFETY RULES. Model airplanes can cause serious damage. The planes may be small but being ready for the unexpected can prevent accidents. It would be wise to remember to never assume that because you had no prior accidents that it is a guarantee that all will be safe in the future.
- Use a muffler with the baffles installed as per manufacturer's instructions.
- When flying in the winter always wear an additional pair of Long John underwear. (Just guess how I found that out...)

### **Now About Club Finances**

During our previous meeting it was mentioned that income for the club was insufficient and that I should maximize the return on funds on deposits. Guaranteed Investment Certificates (GIC) only provide minimal return on investments. At our last executive meeting, it was agreed that an investment strategy should be developed and investments made as soon as possible. I am pleased to report that we have acquired 1,000 shares of Air Canada @ \$1.60 (excluding commissions and account opening charges). Although the current price of the shares is about \$1.25, we trust that the stock has to go up as

the planes are still flying. The fact that the company filed for protection against creditors under the Company Creditor Arrangements Act can only improve the quality of this investment as more cash will be available because they are not paying their debts. The remaining cash will be used to acquire shares in suitable hobby related companies, whenever they go public.

Also, the club executive travel expenses relating to the executive meetings held in Aruba, Toledo and New-York have been paid in full. Membership dues will be nominally increased to compensate for the current deficit.

Please do not hesitate to contact me if you have any question about club finances or investment suggestions.

**Editor's note:**  
**John Riley**

For those of you who get the Flypaper by conventional mail, unfortunately this will be the last colour edition; in the future we'll be back to the photocopied black and white version. Why? – basically, it was decided at an executive meeting that the colour version was too expensive, due to the cost of colour printer cartridges. Another reason, I guess, to use a computer to get the online version....

**What's going on at MAAC?**

Some heavy politics seem to be underway at MAAC, which has resulted in the resignation of president Wayne Bransfield in December 2003, and the circulation of a petition, shown on the right. Much as I can tell, here are some of the facts behind the dispute (I claim neutrality here, and in fact don't know much about how MAAC works). The petition originated from the Burlington Radio Control Modeler's club, where ex-president Bransfield is a member. They claim to have sent out the petition to 213 RC clubs – we're a little confused as to why our club was not one of them (a member from a neighbouring club privately forwarded the information to Richard). In his resignation letter, Mr. Bransfield states "I have never been your President, as the board, time and time again, has proven by their silence. Their silence has been deafening." On the other hand, the position of Zone Directors Richard Barlow, Frank Weaver, and Kevin McGrath is that the board is composed of 13 hardworking individuals who are trying to address a number of challenges that MAAC currently faces, particularly financial. The annual MAAC general meeting has just finished; perhaps more information will appear shortly on the website ([www.maac.ca](http://www.maac.ca)). Otherwise, a lively and rather detailed discussion about the issue can be found in the MAAC discussion folder at: [www.rconline.ca](http://www.rconline.ca)

**Petition by MAAC members to all zone directors**

We, the petitioners, all members of MAAC, understand that:

A number of zone directors and other members have conspired to undermine Wayne Bransfield's tenure as president of MAAC culminating in his premature resignation and that:

They mocked and ridiculed him rendering him incapable of discharging the fullness of his duties as president. They regularly harassed him and members of MAAC staff and disrupted day-to-day activities through email and other communications.

They refused to account for their expenditures of MAAC funds then called for an audit at considerable expense to MAAC when it could least afford it. With MAAC now facing a deficit through spending some \$60,000+over budget, resulting from the Worlds competition in Tillsonburg, these Directors now complain of a lack of fiscal responsibility within MAAC through their resolution #24 which would restrict MAAC from applying a dues increase if necessary.

Through their resolution #20, they wish to further emasculate Wayne Bransfield by denying him a voice on the executive committee as past president.

Through their resolution #26 they wish to effectively control MAAC by terminating the current office staff and "outsourcing" office functions. This would distribute tasks, works, controls, documents, information and data banks to unidentified individuals and agencies.

They further want to sell the office real estate. This was originally an attempt to move all MAAC office functions to Tillsonburg although no clear plan has ever been advanced.

Accordingly:

We, the undersigned petitioners, strongly urge all zone directors to take note of the severe damage being done by the constant disruption of MAAC functions by some Directors and their supporters.

We strongly urge all zone directors to note our concerns, to recognize their duties to the MAAC membership and to strongly protest and resist these disruptive activities and any other activities that may harm the organization and cause distress to MAAC staff.

MAAC is a National organization. One group must not be allowed to force its self-serving views on the whole organization.



# FOR SALE :

Fellow modeler Ken Smith has decided to clean out his workshop, and he has asked me to put up the following stuff for sale. Unfortunately I don't have prices on any of the items. I am sure he would take any reasonable offer. Please contact **Paul Battenberg** for further information at **416-694-4414** or email me at: **paulbat@sympatico.ca**

- 1 Futaba Skysport - 6 channel radio on ch. 15, with original servos in one of the planes
- 1 Futaba Conquest - 4 channel radio on ch. 15, with original servos in one of the planes
- 1 Tower Hobbies - 4 channel radio on ch. 15, with original servos in one of the planes
  
- 2 Cloud Dancers – 40 size, scratch built, I think from RCM plans, finished in Monokote
- 2 Cheap Monks – 25 size, scratch built, finished in Monokote
- 1 Super Sportster look alike – 40 size, finished in Monokote
- 1 Trainer - 40 size, high wing, finished in Monokote
- 1 Low wing sport plane – (name unknown) 40 size, finished in Monokote
- 1 Ugly Stik – 60 size, fuselage needs some repair, finished in Monokote
- 1 Sig Four Star 40 kit – New in Box
  
- 1 OS Max 46 SF engine - New in Box
- 1 OS Max 46 SF engine - used, older style ABC
- 1 OS Max 46 SF engine - used, newer style
- 1 OS Max 40 FP engine - well used

Miscellaneous - 2 starters, several fuel tanks, props, wheels, spinners, etc.

## How to impress civilians with your RC modeling tools

*by John Riley*

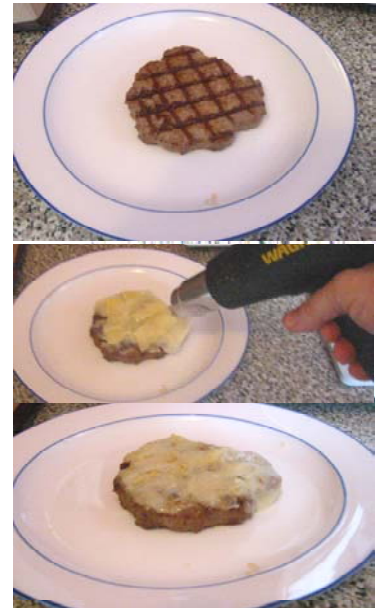
We all know that RC airplane enthusiasts are the most charismatic, intelligent, skilled and attractive hobbyists around. Too bad nobody else seems to know that, but the first place to start to educate the public is in the home. Imagine how impressed your spouse will be when you show her the following tricks utilizing common RC modeling tools.

**Cheese Melter:** All pilots love cheeseburgers, and a central problem of our modern time is how to achieve a satisfactory degree of cheese melt without overcooking the burger, which would result from microwaving, for example. The answer resides in the heat gun you use for shrinking covering materials. As outlined in the helpful sequence of pictures to the right, application of the heat gun about two inches from the cheese surface results in liquefaction of the cheese product within about two minutes.

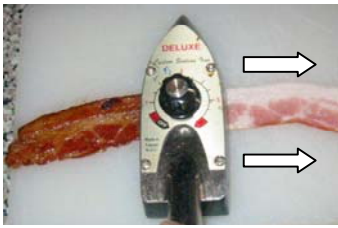


*Conventionally cooked bacon is often horribly disfigured.*

**Bacon cooker:** Modelers detest wrinkles, why is why bacon is such a tragic food, with its twisted, shriveled, and repugnant appearance. It makes the bacon look like it suffered during the cooking process. A happy remedy to this unfortunate problem can be found with your covering iron. Set on high, a slow, firm application of the iron directly on the bacon will result in beautiful, smoothly



*Top: the cooked burger, ready for cheesification. Note the attractive grill marks. Application of heat (centre) results in nicely melted cheese (bottom)*



*Orderly, flat cooked bacon results from the use of a sealing iron.*

cooked bacon that you'll be proud to show off to family and friends. This method does require patience however; it takes about 5 minutes per inch of bacon. Similarly, an ordinary clothes iron, set on the dry cotton setting, can be used to make grilled cheese sandwiches, for those times when your stove doesn't seem to be working

**Baseboard duster/buffing apparatus:** Recently my wife reminded me rather firmly that I was deficient in some of the so-called domestic arts. One of the neglected chores is known as *baseboard dusting*, wherein one uses a cloth or similar implement to wipe away an invisible layer of dust that allegedly accumulates on baseboards (baseboards are those pointless pieces of wood that run along the interface between wall and floor). Nobody knows the purpose or origin of this ancient ritual, but it is widely considered to be hideously boring, and can lead to brain damage. The best solution of course is to let somebody else do it, but for times when that *just isn't feasible*, let modern technology illuminate the way. Remove the rubber cone from your electric starter, and use it to jam in place a moistened J-cloth. Application of the switch will result in a high speed buffer, just the ticket for your dusting needs. Use glow fuel to moisten the J-cloth – that will help in removing troublesome fingerprints and the like, as well as leaving behind a protective and beatifying oil film.

### **Disclaimer:**

*Astute readers may have found this month's issue a little peculiar, which is only natural for the April's Fool's edition. Next time, we'll return to the English title for the newsletter, and the fire shooting out of the goose's ass on our logo will be removed (unless you guys like it that way....). There's a fair amount of B.S. too, as listed below:*

- *Regrettably, the jet engine on the cover is not for sale. It's a demonstration project from an engineering research group at Stanford University.*
- *That's not an arrest photo of Scott Bailey - I took it at the last meeting. I hope he doesn't kill me...*
- *The second paragraph of Paul's message is bogus. The paying of club dues is strongly encouraged though.*
- *In Guy's message, the part about the club finances and investments, and executive travel expenses is a fabrication, luckily.*
- *The bit in the Editor's message about no more colour copies of the Flypaper is a total lie, and the executive has always fully supported the newsletter.*
- *My nice wife, who reads every issue of the Flypaper, wants it understood that she doesn't believe in baseboard dusting either.*



*The buffing apparatus in action. Please note that the apron is for illustrative purposes only*



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Unit 4, Scarborough, ON  
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Canada

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Fax: (416) 754-1771  
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