

# The Flypaper

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

## Mayday is Field Day....



**May 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** : like the Beatles said - here comes the sun



*Despite mediocre weather, the May 1<sup>st</sup> Field day was well attended, with about 20 guys helping out with a variety of improvements to the field and its furnishings. Clockwise from top left: The ever cheerful Bob Miller (Field Officer) led the whole operation; Ed Astudillo does some carpentry; Curt Jones weed-wacks the edge of the field; construction of a deluxe aircraft stand. Other activities included clean-up, pothole repair, removal of rocks, etc. Kudos to everyone for improving the field for the whole club. See Bob Miller's column starting on page 3 for details about the planned field improvements.*

## **President's Message:**

**Richard Staron**

Wow, I can't believe it....spring is finally here, the snow is gone and the planes are starting to show up at the flying field. This doesn't mean that no one was flying during the winter. There were some hearty souls out there getting their fix, coming home and beaming that they were able to get a flight or two in. Hats off to those fliers!!!

Well we have come through another season of Friday night club meetings, stuffing our faces with donuts, guzzling coffee and soft drinks, while admiring some of the wonderful creations that our members have worked on during the year. I was also astonished by the number of ARF's that were brought in and the interest that the members showed.

This leads me to my next topic and that is the Annual Beauty Show, which will be held this coming Friday night. I hope that the members come out in full force and bring out their creations finished or not for the rest to see / admire and vote to determine who is going to be the Top Gun, Big Kahuna or Numero Uno....hee hee. Bottom line is this, come on out, bring it out and have some fun. Although, there will be no judging for ARC's or ARF's (well for this year anyway), the executive does encourage you to bring them out as well. There are some fantastic ARF's and ARC's around nowadays to ponder. Oh by the way, the Beauty Show is only open to members that are fully paid up for this year. Wanna play....then you gotta pay!

As President of the club, there are duties that I don't like to do but I must do anyway, so here it goes. Please, please obey all safety rules that club has defined and adhered to over the years. The most violated safety rule that I have seen are not using tie downs and flying over the pits. Please make that your priority for this year. As for noise, well what can I say.....use your own judgement. Anyone interested in measuring the level of noise from their engine can ask Scott Bailey or myself to have their planes checked. There results will be between the tester and testee....no questions asked. Just as a reference to all, my Something Extra with a 46FX came out at 86 db. I wonder how my ST 90 is going to measure up?

Enough of my rambling.....lets go flying!!!

See ya on the field

## **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	Scott Baily		<i>sbaily195@hotmail.com</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>		

### **From the Wings Officer: Scott Baily**

Hi folks!

Saturday May 8<sup>th</sup> will be the official kick-off date for the student flight training season. If you're a new member wanting to learn to fly and get your wings, have a new plane that needs to be checked-out or haven't flown for a while and feel you're a danger to yourself and others, please join us on Saturday May 8<sup>th</sup> from 9am to 12pm. We will have a

#### **Meetings and other Events**

**May 7/ 04 – the world famous RCFCT Beauty Show. Come out and see some real beauts.**

**June 5/04 - first Fun Fly of the summer, with prizes and special events.**

**August 28 – second Fun Fly of the summer – details TBA.**

many seasoned instructors on hand to assist you with getting your pride and joy into to the air and back again unscathed. To celebrate the start to a new training season we will be sparking up the BBQ for the kickoff.

This is probably a good time to remind fellow members that, as of May 8, Saturday mornings (9am – 12pm) and Wednesday evenings (5pm to dusk) are reserved for student flying only.

On behalf of all the instructors, we wish you a fun and safe flying season. If you have any questions, please email me at sbaily195@hotmail.com. Otherwise, see you at the field.

Scott

## **From the Treasurer:** **Guy O'Reilly**

Bonjour aéromodélistes!

Here is a quick note/update about my yellow SPAD plane. I had the pleasure to fly (Yes it flies!) that flat piece of corrugated plastic a few times. Here are a few observations on the first three or four flights:

" First off, this plane is not for the faint at heart. Experienced modelers ONLY.

" The model was extremely touchy on its maiden flight. I had to reduce the elevator and aileron movements to only a fraction of the original setting.

" When landing dead-stick, point to the field and keep speed up, else a complete loss of control will result. The thing will glide but not excessively and I made the field every time.

" Belly landing is smooth, but only slowdown when about one foot above the ground.

" The SPAD is very sensitive to wind condition. This makes the plane pitch up or dive when not completely level. Point the nose into the wind and it climbs until it is on its back and when it dives, it wants to head for Mother Earth.

Even if this sounds like a plane with a bad attitude, it is still a blast and definitely something different.

Now About Club Finances

I look forward to distributing cash prizes at the beauty show and please do not hesitate to contact me if you have any question about club finances.

## **From the Field Officer:** **Robert Miller**

Hello fellow club members. Yes it's the field officer. For those of you who were wondering what happened to my editorial after the first flypaper I can only say that I believe in saying something when it needs to be said. So my philosophy is that you may not see my column if there isn't anything constructive to say. If anyone would like to discuss this further then... MEET ME ON THE FIELD! (Just kidding for those of you who don't know me that well I wouldn't hurt a fly – really, a fly – I believe they have souls... oops, brain fart (can I say that?) ( *sure Bob, go ahead and let 'er rip - editor*).

Anyhoo, I would like to articulate the tasks that I have planned for this spring to spruce up the field a bit thus giving it a bit of a 'facelift'.

In a nutshell they are:

1. Get a crapper (aka Johnny on the spot).

2. Ask for mat donations
3. Build and install an engine test stand
4. Build and install aircraft assembly stands
5. Build and install another one of those large low tables like the one down the east end of the pits
6. Build and install new pilot safety fences
7. Ask for Rez donations, or any paint or waterproofing chemicals (stains, water-seals etc) for wood
8. Overhaul the picnic tables
9. Install border ledges on the existing tables
10. Ask for patio stone donations

1. Get A Crapper

The executive is currently reviewing a ‘crappy spreadsheet’ I put together listing several suppliers and their monthly fees. The company we dealt with last year gave supplied the crapper but gave us crappy service so their in the crapper. We will review the remaining suppliers and pick one that suits our needs and financial capabilities. The current plan is to have the unit on site by approximately the 3<sup>rd</sup> week of May.

2. Ask for Mat Donations

We often have to kneel down (or even lay down!) when working on, or fueling our planes. Rather than getting up with wet and muddy knees, it would be nice if we could stroll over to the Quonset and select a mat of our choosing to protect ourselves from the environment.

So, if you have mats that you would like to donate to the club, I would like to accumulate a bunch of these and roll them up putting them up in the rafters of the Quonset hut. If you like, bring them to either of the next two club meeting and I will throw them in my van.

3. Build and Install An Engine Test Stand

Whenever we need to run an engine, the rule is that we are to go to either the southeast or southwest corner of the field. The problem is that we need someone to help us drag a table over to do it. First off, we shouldn’t be using a table for running our engines. Secondly, dragging a heavy table is ill advised for some of us. So, an engine test stand will be installed in the southeast corner of the field because the southwest corner is reserved for the crapper. The test stand will be designed with a 2x6 or 4 x 6 (2x2x6’s sandwiched together) top plate for you to clamp you engine test assembly to.

4. Build and Install Aircraft Assembly Stands

These are very cool. Please see the pictures below.



Hey, who are those masked men??? Most likely the stands will not be exactly as shown due to a modification that will

allow them to support Ron Chapman sized aircraft. The stands will be movable for convenience. I think we will start with two of these to see how it goes then possibly add two more later in the year. If anyone has any 2x4's, 1x4's, 1x6's, 4x4's that they would like to donate please let me know.

5. Build and install another one of those large low tables like the one down the east end of the pits

This one is pretty self explanatory. The new table will be located closer to the west end of the pits for functional symmetry.

6. Build and install new pilot safety fences

Mr. Brian Gillion and Mr. Chris Gillion have built new pilot safety fences and they did an AWESOME job! These puppies are steel with a wide footprint so they won't fall over in the wind. They are also very fashionable as they are curved panoramically. Tim the Toolman, eat your heart out! They just need to be painted 'Hunter Green'. Oooh, la, la!

7. Ask for Green Wood Protector Paint donations

In order to protect the field's wooden equipment assets, I would like to ask for donations of wood protectant paint that you may have and can donate.

8. Overhaul the picnic tables

The picnic tables are getting ratty and need some TLC to keep them in optimal shape. We will be 'shoring them up' with reinforcing them where required then wire brushing them and painting them green.

9. Install border ledges on the existing tables

We will be installing 1x2 strapping around the perimeter of all table-tops to help prevent planes, and hardware from rolling off the tables.

Simple but effective I would say.

10. Ask for Patio Stone Donations

If anyone has patio stones they would be willing to donate please let me know. It would be great to have proper patio stones to stand on to go along with our chic new pilot safety fences.

Now that's done I would like to ask everyone to be cognizant of the foot traffic at the field during the wet season. Please make an effort to move your gathering locations around a bit and move the tables (not by yourself) to a new location before the grass turns to mud.

By the way, throughout this article you may have noticed usage of the term 'we'. You might ask yourself 'who's we'? WE is YOU!

Other tasks we will be performing will include:

- General field cleanup (garbage, junk etc.)
- Filling the ruts with roadside gravel that some genius created last year.
- Cutting the west end of the runway at the border to trim the weeds down a bit (If anyone would lend us a Scythe please let me know).

Anyway that's all I have for now. It's almost flying season so let's rev it up!

## Editor's note:

**John Riley**

It seems a couple of members at least were confused by certain parts of last month's *Flypaper (Papier Mouche)*. Well folks, as it was the April Fool's edition, I wouldn't believe too much of what's in it until checking out the disclaimers at the end....

As most may know, this is normally the last issue of the newsletter for the summer, until the October meeting. I might be able to get a mid-summer issue out, depending on things. I've gotten a lot busier recently, and part of the reason is I've started taking full scale flying lessons (in Cessna 150's at Oshawa airport, same place that Paul Battenberg got his full scale wings). The R/C experience is certainly helpful in some respects, but I've still a good ways to go before I finish the training and get the license. I'm still thoroughly engaged with the R/C stuff, but there's less time available than before.

I thought I'd mention, far in advance, that when the Fall club elections occur, I'll be passing the torch as newsletter editor on to someone else. Anyone who's curious about what it's like, or is considering giving it a try is welcome to get in touch with me and ask any questions. Former editors, like Richard and Paul, are very helpful and can provide advice too. It's not that difficult once you're in the swing of things, and it's fun to do - it certainly sharpened up my acquaintance with Microsoft Word (which is actually not that cool to brag about at parties). I've really enjoyed being the editor, found it to be satisfying and interesting, and I'm sure the next person will too.



## Beauty Show Rules:

	<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>
<b>First Place</b>	<b>\$30</b>	<b>\$30</b>	<b>\$30</b>
<b>Second Place</b>	<b>\$20</b>	<b>\$20</b>	<b>\$20</b>
<b>Third Place</b>	<b>\$10</b>	<b>\$10</b>	<b>\$10</b>

- 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
- 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.
- Members with ARC and ARF aircraft are encouraged to display them at the show, although they won't be judged.

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



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