

the Flypaper

The Official Newsletter of The Radio Control Flying Club of Toronto
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JANUARY 2005



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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

2005 Frozen Finger Fun Fly



Welcome to 2005. Our first activity of the year was our annual Frozen Finger Fun Fly held on New Year's Day officially beginning at 10:00 AM. Some of the members who fly electrics were more eager than the rest of us, so they had the sky to themselves for a while before the official start. Rod Snyder was the first one in the air this year. We had a fairly good turnout despite the clouds and cool north wind. There was no snow on the ground again this year, and the temperature was right near the freezing point. It was surprising to find that the ground was fairly dry despite all the rain over the last couple of days. It seems the strong winds of New Years Eve

dried out things just for us. The gate remained locked and not one person complained. Everyone parked on the road and carried their models in. I never actually counted the guys who turned up, but there were about 25 there at one point. Members kept arriving, staying for a while, greeting others with Best Wishes for the New Year. There was fresh coffee for everyone thanks to Romeo who stepped up to the plate when no one else would volunteer. He deserves a pat on the back and a free coffee for all his efforts. Power was supplied by Edward. Many thanks to him also. Keith McLaren brought some cookies for us to sample. They were a little



cold, but no one complained. It was nice to stand in the shelter out of the wind to take memberships and watch the goings-on out in front. In fact, I think there were more guys inside the shelter than outside.

Club Elections To Be Held at Feb. Meeting.

- Flypaper Staff

In accordance with club regulations and by-laws Club Executive elections for this season, to fill the vacant positions, will be held at the FEBRUARY meeting, Friday, February 4th, 2004.

The Flypaper encourages all the members to attend this meeting. This is your club. Have your say!

Positions available

President
Fun Fly Director
Program Director



2004 - 2005 RCFCT Club Executive

Executive Positions

President: vacant

Secretary: John Riley
jcmriley@sympatico.ca

Treasurer: Guy O'Reilly
guyoreilly@sympatico.ca

Field Officer: Toni Camilleri

Membership Officer: Paul Battenberg
paulbat@sympatico.ca

Wings Officer: Curt Jones

Non-Executive Positions

Editor/Publisher: Kristopher Paule
kristopher.paule@rogers.com

Fun Fly Director: vacant

Refreshments: Steve Horwat

Program Director: vacant

Webmaster: Paul Battenberg
paulbat@sympatico.ca

RCFCT Annual Christmas Dinner

- Flypaper Staff

Every year the membership, with their spouses, head out to The Mandarin restaurant to take-in some good food and some good company. This year was no exception as over 40 people attended. Check out the photos here and on the website.



2004 - 2005 RCFCT Club Meeting Dates

Friday, October 8, 2004

Friday, November 5, 2004

Friday, December 10, 2004

Friday, January 7, 2005

Friday, February 4, 2005

Friday, March 4, 2005

Friday, April 8, 2005

Friday, May 6, 2005



Notes From The Membership Officer

- Paul Battenberg

Well, it's that time of year again when Christmas and New Years are over and we can all get back to our normal activities, building airplanes. I'm sure some of you lucky guys got a kit or new engine as a Christmas present, but I only got more after-shave lotion. My wife gave up on me years ago when I used to complain that the kit I received was not the one I really wanted, or the Monokote was the wrong colour. Oh well, at least I'll smell nice when I'm at the field, as long as I shaved that day.

Now, on to some club business. I thought I would write some sort of a message for you guys to let you know what the remaining executive discussed at a quick meeting held a couple of weeks ago.

At the December general meeting some of the members were interested in knowing what was in the club by-laws. We came to the conclusion that there was no harm in posting them on our web site. The by-laws are now on the "ALL ABOUT US" page in the general text. Just click on the link to see them in PDF format. For those interested members who do not have access to a computer, perhaps you can ask a friend who has one if he could print you a copy. The by-laws are eight pages in length and would involve a fair bit of work to copy and mail out considering some members might not be interested.

We also decided that with the holiday season fast approaching, and with everyone very busy at this time of year, we would leave the elections for the vacant positions until the February meeting. We can survive quite well without a President. I am still collecting dues, Guy is depositing the funds into the bank and John is

keeping track of our minutes and any necessary paperwork required to keep the club functioning normally. Besides, leaving the voting until February will allow more members the privilege of voting. The field is still there for anyone who wants to use it, although the chain has been locked for the winter. Our contact in the planning department is confident that our field is safe for another year. By the time you read this, our annual Frozen Finger Fun Fly will be a thing of the past, and hopefully will have been a success.

As for the vacant executive positions, Curt Jones has volunteered to become the Wings Officer, Tony Camilleri has stated that he would do the Field Officer's job, (Bill Shedden, Don Gillion and Dave Parton will still take care of the grass), and I have said that I would be happy to take on the roll of President. If I am elected as President, I fully realize that I will have to resign as Membership Officer, since our by-laws state that no one can hold two positions. If, however, the position is not filled, I will still continue to take memberships. At the February meeting we will take any additional nominations from the floor, and conduct elections based on that. Other non-executive positions still available are *Program Director* and *Fun Fly Director*.

That's it for now. My epoxy has dried long enough. Now on to the next step. See you at the January meeting.

Paul Battenberg
Membership Officer

From the Secretary

- John Riley

Greetings folks, and Happy New Year. I was a little late getting a message together for the Flypaper deadline (having been away over Christmas), but I thought I'd mention that I'll bring a few printed copies of our club's Constitution and bylaws to the next couple of meetings for those who want a copy or who are without internet access.



Got a Beef? Got something to say? Send it to me.

This is your newsletter. My job, as editor, is just trying to put something together that you, the members, would like to read.

So if you wish to submit an article, quote, set of tips, anything at all. I encourage it. Send it to me via email or drop it to me at the meetings, I'll do my best to put it in the next issue. Submissions must be made the Friday before the meetings.

Notes From The Treasurer Shop

• Guy O'Reilly

Ho! Ho! Ho! I hope that Santa was generous and that you received the new engine/kit/plane/thing-a-ma-jig that your heart desired. As for me, Santa gave me a brand new OS MAX .15 for my next combat model. Unfortunately I did not attend the FFFF this January 1st as I was in Montréal visiting my family. I did not have much building or flying time available in 2004 and I hope that 2005 brings more free time to see familiar faces at the field and perhaps engage in some friendly aerial combat. I will also have to start on a very big building project: My own shop. It is 336 square feet that will need sound proofing, electrical outlets, framing, etc. etc. Completion date: sometime in 2006.

Club Stuff:

Some of you may have read the Articles of Incorporation and the Letters Patent of our Club (reproduced below for your convenience) and wondered if the 50/50 draws will come to an end. Yes the Lieutenant Governor has the right, nay the duty to cancel the Letters Patent if the club if gambling or games of chance are conducted. We feel however that the latitude offered to and potential clemency of the Lieutenant Governor would allow the 50/50 draw to continue. After all there was a whopping net income of \$3.50 to the club for the December 10, 2004 ticket sales. After careful considerations, the Executives decided that we should continue with the draws.

One of the matters that was discussed at the December 10, 2004 meeting was *"Who would be the funds be distributed to in the event the club would be dissolved?"*

The answer to that question can be found in The Ontario Business Corporations Act, PART XVI, LIQUIDATION AND DISSOLUTION – Articles 191 to 244 as the Radio Control Flying Club of Toronto is an incorporated entity. Basically, dissolution would be required to be approved by the courts. I am not a lawyer and I do not pretend to know what the courts would rule, but my guess is that the funds of the club would be returned to the active members at the time of dissolution, less court fees and legal expenses. It is also conceivable that the court would be favorable to receiving a motion from authorized club members, or their representatives, about a possible donation to a group (such as MAAC) or to a charitable organization (such as The United Way). There is no guarantee that the courts would automatically approve such a motion. Please understand that there is absolutely no intention of closing shop and dissolving the club. This was a hypothetical question submitted by one of our member at the last meeting and this explanation is provided as a response. I do not intend soliciting legal advice on this matter and I would be glad to hear from any member who may have a different view.

Joyeux Noël et Bonne Année!

AND IT IS HEREBY FURTHER ORDAINED AND DECLARED that if it is made to appear to the satisfaction of the Provincial Secretary that the premises occupied by the Corporation are equipped, guarded or otherwise constructed or operated so as to hinder or prevent lawful access to and inspection of such premises by police or fire officers or are found fitted or provided with any means or contrivance for playing any game of chance or any mixed game of chance and skill, gaming or betting or with any device for concealing, removing or destroying such means or contrivance, these Letters Patent may be cancelled by and in the discretion of the Lieutenant Governor.

Editor's Note

- Kristopher Paule

Well, ... I survived issue #1. Thank you to all who offered help, kind words of encouragement, and support for the first issue. On to issue #2!

As the holidays wind down, and I try to plan some time to build my FourStar and mount up my new OS .46 AX motor (Thanks Dad!), it's back to work for me. This issue has some great stuff in it, from the executive messages to Richard Branson's world record attempt at the solo, non-stop flight around the world. Take a read through, and as always, my email is open. Send me anything you want to see in your Flypaper – articles, quotes, jokes... whatever! Happy landings.

Life At The Crash And Burn

- An Outsider Submission

The snow was over a foot deep and would make flying with the new skiis interesting. However, the late December thaw and rain eliminated most of the snow, and what was left had an ice crust on it.

The skiis had been bought, so they had to be tried anyway. The wind was calm. The take-off appeared to go well, and the snowy runway turned to frozen mud just as the craft rotated on to it mains and took to the sky. Once airborne, it became evident that not all was well, as a frozen mud-cap had relieved my precious aircraft of it's front ski. All that remained was the bracket that attached to the strut.

The landing was going to be interesting. The approach was good; the calm wind was now trailing the fence line. The plane was beautiful as it touched down on the main gear. 2 feet to stop with a slight skew to the right and sudden stop as the nose gear, or what was left of it, dug into the icy make-shift runway, safely on the ground with no damage. Aww schucks to "Crash and Burn"...



This Month In Aviation History

January 1, 1914 - Anthony Janus completes the first passenger airline flight from St. Petersburg to Tampa. The 22-mile flight cost \$5 with a surcharge if the passenger weighs more than 200lbs.

January 4, 1952 - Pan American World Airlines launches the first all-cargo service across the North Atlantic with a Douglas DC-6A cargo plane.

January 10, 1982 - The world record for a round-the-world flight in an executive jet is broken in a Gulfstream III Spirit of America in a time of 43 hours, 39 minutes and 6 seconds.

January 18, 1911 - Eugene B. Ely makes the first landing by an aircraft on a ship when he flies a Curtiss pusher biplane onto the deck of the USS Pennsylvania. The armoured cruiser had a specially designed wooden deck to accommodate the craft.

January 22, 1971 - After leaving Atsugi, Japan, 15 hours 21 minutes and 7010 miles later, a US Navy P-3C Orion lands in Maryland setting a non-stop distance record for turboprop-powered aircraft.

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FRI	10 - 8
SAT	10 - 6
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Sir Richard and Virgin Atlantic go Solo

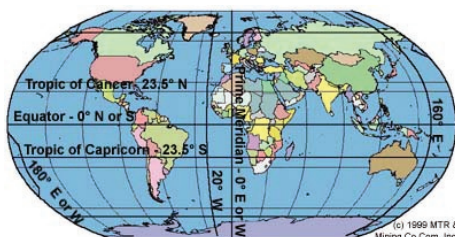
• In The News

Richard Branson is at it again. Teaming up with Australian pilot Steve Fossett and Kansas State University at Salina, the billionaire CEO of Virgin Atlantic Airways will again attempt world-record flight.

Designed by Burt Rutan, winner of the recent X-Prize competition, the Virgin Atlantic GlobalFlyer, piloted by Fossett, will attempt the 23,000 mile, solo, non-refueled flight around the world in less than 80 hours, leaving from Salina, Kansas and crossing cities such as, Montreal, London, Paris, Rome, Cairo, Bahrain, Karachi, Calcutta, Shanghai, Tokyo, Honolulu and Los Angeles.

The GlobalFlyer is a trimaran-like craft with two large external 'booms'

which contain landing gear and 5,454 pounds of fuel each. The 7ft. long centre-located cockpit and the Williams Turbofan jet are in the centre. Made of Graphite/epoxy with Carbon Fibre for the wings, it is skinned in a sandwich of Graphite/epoxy and Aramid Honey comb (Sidebar). With 83% of its total gross weight in fuel, the GlobalFlyer tips the scales at 22,000lbs gross.



The flight plan will take Fossett and the GlobalFlyer south-east from

Kansas across the Mediterranean and the Gulf before turning due east towards Pakistan, India and China. At a cruising altitude of 45,000ft and at speeds of over 250 knots, keen-eyed commercial airline passengers may be able to spot the craft as it cruises above them. With no anti-icing features, the course must be kept away from "frigid zones" as defined of having latitudes of over 66degrees33minutes. When all is said and done, the course must have a total distance of greater than the 36,787.558 kilometers, equal to the Tropic of Cancer, to qualify for the record. Rules state the flight plan does not have to follow the Tropic exactly, just that the distance flown exceeds it.

Visit www.virginatlanticglobalflyer.com for more information.

