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THE FLYPAPER

The Official Newsletter of The Radio Control Flying Club of Toronto

REMINDER: Elections To Be Held At The FEBRUARY Meeting

In This Issue

Upcoming RCFCT Club Meeting Dates

Friday, February, 4, 2005
Friday, March 4, 2005
Friday, April 8, 2005
Friday, May 6, 2005

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

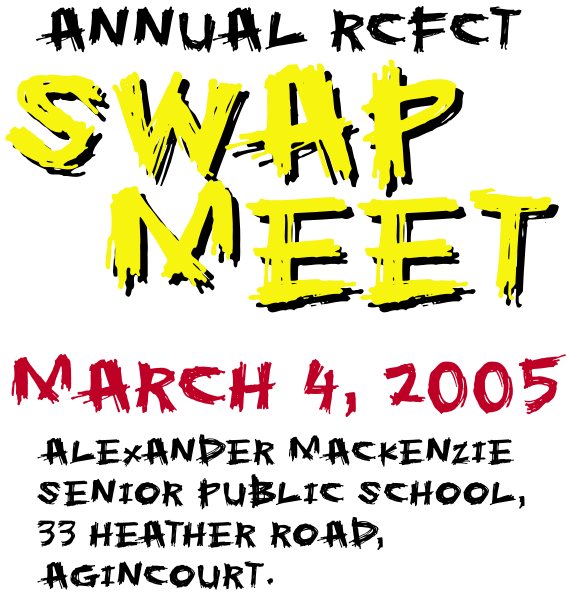
Club Notes

- Paul Battenberg

In case you missed the recent email that I sent out, our club membership list is now on our web site on a page protected by a password. Click on the button marked MEMBERS on the home page. That will take you to a page where you have to input a password. The password is available at any club meetings and has been sent out to the membership via email, and that will allow you to see 2 membership lists that I have converted into PDF format for you to view or print on your computer. The notes on the page are self-explanatory. Please jot down the password somewhere so you don't have to call me for it. I don't plan on changing it on a regular basis.I purposely did not include email addresses because some members prefer not to have that information published. I hope to update the information for the current membership on a monthly basis, or whenever there is a large change in members.

I also added a button on the main page to get the current weather for Scarborough. It happens to be the weather for Buttonville, but that's as close as it gets.

If you didn't already know, our web site is now hosted by WebServe Canada. It has been working extremely well for the last couple of months, so we decided to continue with them for the next year. On behalf of the rest of the executive, I would also like to take this opportunity to thank fellow club member Terry Wong, for hosting our web site free of charge for the last few years. All he ever asked in return was that we place a link to his business on our site.



2004 - 2005 RCFCT Club Executive

Executive Positions

President:	vacant
Secretary:	John Riley *jcmriley@sympatico.ca*
Treasurer:	Guy O'Reilly *guyoreilly@sympatico.ca*
Field Officer:	vacant
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*

Notes From The Membership Officer

• Paul Battenberg

Well guys, another winter month is just about gone. The days are slowly getting a little longer, but the cold and snow both suck. I'm getting a few memberships in the mail each week, and the numbers are growing slowly.

We now have 72 members paid for 2005. Please remember to notify me if you change your address, phone number or email.

Just a couple of reminders for those who intend to mail their forms to me:

1) **Make out only one cheque to RCFCT even if paying MAAC.**
2) **Remember to sign and date the bottom of the MAAC form.**
3) **If you don't have your wings, I need a Declaration form too.**

That's all for this month. See you at the meetings, or in the spring.

Notes From The Treasurer's Shop

• Guy O'Reilly

The holidays are over, but the weather is not nice enough to go flying, so I am building as much as time permits. The biggest piece of construction is a workbench. Look for the article elsewhere in the FlyPaper. A flat board that is more than six square inches is sure nice to work on. On another topic, with little time on my hands to build, I try to multi-task; you know trying to do many things at once. Well that got me in trouble as I melted a nearly completed foam wing using contact cement instead of white glue or epoxy. Back to square one on that wing.

Club Stuff:

I will have a report on club finances for the members at the next meeting., but there is nothing special to report. We plan on getting some great prizes for the summer Fun Fly, so stay tuned.

Have a Great Building Season!

From The Editor

• Kristopher Paule

Okay. it's February. That means we are 1/2 way into our meeting schedule and I'm itching to get out a do some flying in more favourable zweather.

This issue is a bit more manageable in terms of layout. Lots of good stuff contributed by Guy and Richard, so hats off to those guys for all their hard work.

My own construction project (a SIG FourStar) has been progressing slowly, wings are ready for servos and final sanding and the fuse is coming along nicely. Need to make a trip to the hobby shop and pick-up a few things.

A little web search came up with some great, easy to do modifications that will help the performance a bit. That combined with mynew OS .46 AX should make for a nice toy to play with.

That's all for now, happy Landings!

Building The Perfect Workbench

• Guy O'Reilly and Richard Staron

The Perfect Workbench grew out of a need for a flat surface to set and construct wings and fuselages. The criteria and construction features incorporated in the design are:

- It must be perfectly flat and resist warping over time.
- Be free standing, accessible from all sides.
- There should be shelves to hold frequently used tools such as straight edges and clamps.
- Should be high enough to work comfortably while standing.
- The surface should be large enough to hold both right and left wings and a fuselage of an average .40-size airplane.

The design features established, I enlisted the assistance of Richard Staron, who in a few clicks of the mouse, drew-up the Perfect Workbench using AutoCAD. The design is available to anyone for the asking, just drop me a note at *guyoreilly@sympatico.ca*. The list of material required is shown at the end of this article.

I assume if you read this article, you have a reasonable knowledge of building stuff and therefore do not need a blow-by-blow description. I do not own a table saw, so all pieces were cut to the specified dimensions by Home Depot (all those cuts for free!) This also ensured to the extent possible that the cuts would be straight. The table was assembled in one afternoon (approximately four hours, two guys).

We followed a strict assembly sequence to guarantee that any warp of the table top would be brought flat to the cut edges of the 6 inches by ¾ inch thick pieces of melamine (referred to as the vertical members). We placed one of the long vertical members to the table top, followed by the centre short vertical members, then the two other end pieces vertical members, and then the other 48-inch vertical member. The legs, strapping and the shelves were added in that order to finish the product.

We opted for this sequence as this allows the vertical members to pull the top board flat from the centre of one side to the outside. Holes were drilled and countersunk one at a time and at every step we verified that all remained square and tight. Screws were inserted tight every five or so inches. No screws were placed less than 1 ½ inches from an end. They were inserted alternating from side to side of the centre.

Two screws were inserted in the end to fix the 24-inch pieces to the 48-inch pieces.

The strapping serves dual purpose: first to maintain the legs square and second as a support for the shelves. You may opt to place only one shelf. The middle shelf could be omitted altogether but it's sure nice to have somewhere to put the second model you are working on. The shelves can be screwed or nailed or glued to the strapping, as you desire.

When finished, have a beer with your helper.

Materials List:

Plywood or Melamine, all ¾ inch thick:

- Top piece: 35.5 X 55 inches
- Shelves (2): 35.5 X 25.5
- Vertical Members:
  - 2 pieces 48 X 6
  - 3 pieces 24 X 6

Legs

- Pine or cedar: four pieces of 2 X 4 - 39 inches long. To measure your own ergonomically perfect height, while standing, measure the distance from the floor to your elbow held at 90 degrees. This should be a comfortable table height for you to work while standing.

Strapping

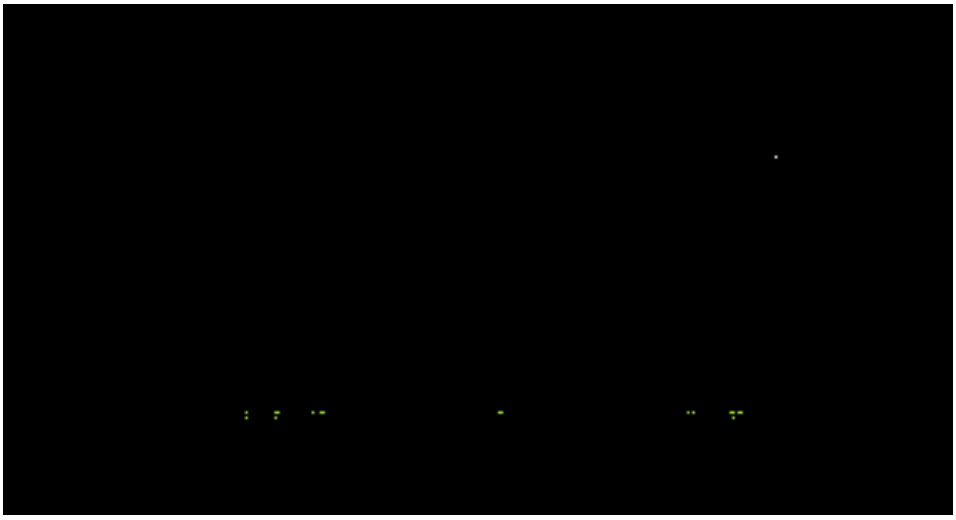
- Select pine or cedar:
- Four pieces 42.5 X 2.5, ¾ inch thick
- Four pieces 24 X 2.5, ¾ inch thick

Screws:

- One box of 100 #8 – 2-inch long particle board screws.

Miscellaneous:

- A soft surface added to the top to facilitate pinning and holding of parts (such as cork or particle board, etc.)
- One helper willing to hold heavy wood in awkward positions.
- Beer, quantity to be determined by temperature and humidity and thirst of helper.
- Plastic wood, to fill countersink holes for perfect finish.
- Sand and paint if you like.
- Start building a wing.



This Month In Aviation History…

February 1, 1930... San Francisco's first air ferry service starts to operate, cutting journey time across the Bay to 6 minutes. The ferry flies from San Francisco to Alameda, and from Oakland to Vallejo.

February 5, 1951... The United States and Canada announce the establishment of the Distant Early Warning (DEW), the air defense system that uses more than 30 radar stations located across the northern portion of the continent.

February 7, 1920... French aviator Sadi Lacointe, piloting a Nieuport-Delage 29V, becomes the first pilot to set a new Federation Aeronautique Internationale (FAI) world speed record after World War I. He reaches a measured speed of 275.862 km/h (171.141 mph) along 1 km (3,280 ft.) course.

February 10, 1923... An experimental night flight arrives to Le Bourget, France, from Croydon, England. The pilot has given his position by radio and used the aviation light beacons to make his approach.

From Rick's Basement: Slow Combat (RCFCT Style)

• Richard Staron

As most of you are probably aware, Slow Combat or Slow Survivable Combat has moved out of the grass roots movement into the main stream RC community which has now taken hold in almost every club in the country. To support this statement, take a look at any RC magazine, club newsletters and even MAAC and you will see RC combat discussed frequently and passionately. There are many website and groups totally dedicated to this fast rising sport.

Most of us have seen or were involved with control line combat at some point in time in our lives and in every instance were fascinated by the thought of doing combat. With the advent of RC and the plummeting cost of engines, hardware and electronics, it was a matter of time before RC combat would be next inline and sure enough there it was.

There are many forms of RC combat that one can take, from open class (very fast and totally nuts), WWII combat to SSC or Slow Combat. I will be discussing slow combat here. The Toronto members who do slow combat, have decided NOT to keep track of who cut who's streamer, points for hits etc because it would become too much competition than its worth and the point was taken to have fun in the just doing combat rather than keeping score. I think that we have a good compromise. However that being said…bragging rights for the best kill, best mid airs etc are always fun.

Who are the guys that do RC combat in the Toronto Club? Well I can tell you that we have about 15-20 members that have .15 size slow combat planes ready to go at any time….not bad eh? These combat guys fly from very small electric to the giant scale birds and if you watch closely or peak in their car or van you will most likely see a combat plane ready to go. Oh by the way, this has been going on for about 3 years now with the interest to slow combat increasing and more members joining in the fray. This slow combat is a really nice change from the day to day flying we all do.

We even have visitors from other clubs dropping by on Monday nights for a bit of duelling aircraft.

Serious Technical Stuff

1. Try to use Hitec servos HS-81. Their lighter, smaller and have a faster response than the standard servo. Approx $20 each
2. Used 260-330 ma batteries… again…lighter and smaller.
3. OS .15 LA is a great engine, easy to start and reasonable cost – $80
4. Ultra coat looks great, expensive and heavy…Solar film is cheaper lighter and low temp covering for foam wings. Use dope on the fuse if you can stand the smell. Don't use dope on a foam wing…duh!!!!
5. Don't use a 4 oz tank…why carry extra fuel when you don't need to? 2-3 oz tanks max. Hayes make a great 3 oz tank.
6. Best prop to use is Master Airscrew 8x4…cheap and durable.
7. Use rubber bands to hold wing to fuse. Using screws will cause more damage during a hard landing or gentle mid air.
8. Attempt to keep all hardware, batteries servos in close to the CG as possible. This improves the planes ability to do tight turns.
9. Box type construction is best for strength and fabrication.
10. Always build 2 planes at once (*hmmm…I wonder why?*)

Not so serious Slow Combat observations:

1. Noooo…mid airs are not that frequent…but when they do…ITS AWESOME!!!
2. It's not that easy to cut a streamer. NOTE: If you cut his streamer… you're good…if you're opponent cuts yours…he was lucky.
3. No Toto…the engines are not loud…did I hear 74-78 db? These engines don't whine…people do!
4. Pretty looking planes don't necessarily go fast….they just look like they do and become targets of opportunity for that very reason.
5. Really ugly planes have lots of drag are slow and become targets.
6. Younger pilots may have faster reflexes but no wisdom….ergo… in the dirt.
7. Older pilots may not be able to see but can outfox the competition ergo…better bragging rights. (that's my story and I'm sticking with it!!!!)
8. Being a good flier don't necessarily mean that you be a good combat pilot. (a lower IQ really helps here…)
9. Slow combat allows you to assign some ridiculous call sign to your name….ie Da Terminator (it's supposed to scare the competition…..I think that it makes me look like an idiot instead….oh well

OK so what are the benefits to slow combat and why should I spend my money going down this path. The only benefit that I can see do this is that it's a lot of fun, it gets the adrenalin pumping, the planes are very easy to build and it really does improve your eye hand co-ordination. All of the aircraft are simple, easy to transport and the pain of having one crash or have a mid air is minimal or non existent.

One other item that is really a lot of fun is that you can design your own combat plane with very little investment and they will fly. I found that very gratifying as well to a point where I have 4-5 different combat designs that I have either flown or still on the drafting board. Its also something that brings a club together, improves moral and gets us all out on a quiet Monday night to have some fun combating, having a few laughs with our friends and buddies and just plain having fun…that's what its all about…right?

See ya on the field