

June 2003

TOPCAP

The Newsletter of the ORCC

**This Month's Meeting: Tuesday June 3rd .. Features:
Aero Towing Planes & Techniques .. Crash Repair Techniques ..
Home Brew Fuel Miixing .. Diesel Engines and Fuels**

Your President's Message

ORCC and MAAC Membership

Now that the good weather is here and everyone is thinking about getting back into the air, it's a good time to remind you that you **MUST** renew both your MAAC membership and your membership with the ORCC **BEFORE** you fly. Perhaps our most important regulation stipulates that you must have the liability insurance coverage in order to fly. Because violation of this primary regulation jeopardizes the very foundation of the ORCC itself, the Executive has decided unanimously to deal with offenders in a consistent manner. Those who violate the regulation and fly without renewing their membership will be issued a written warning by the Club Secretary. Although every case will be dealt with on an individual basis, a second violation will most likely result in being banned from the club.

The necessity of liability insurance coverage should be ingrained in ALL modellers; the Executive has zero tolerance for violators.

As you know, we took pains to revise and update the regulations this year and it is each and every club member's responsibility to know and abide by the rules.

Even though our models sometimes appear harmless, this perception is very misleading. A 6-pound model flying at 60 miles per hour can be fatal...as an unfortunate modeller in the southern US found out last year.

Let's please have a safe flying season with everyone following the rules.

New Website Available Soon

At long last, we are close to having a com-

pletely redesigned website ready to go online within a few weeks. The site will have all of the features we've been longing to have...usable information, decent thumbnail pics, downloadable forms, video, etc. and will be maintained on an ongoing basis. The number one priority was to recreate a site that is current, easy to update, and provides a real service to club members. Todd Murray, Shahram Ghorashi, and Darcy Whyte are principally responsible for the site redevelopment. Thanks guys.

New Paint at the West-End Field

If you've been out at the West-End field lately you've probably noticed that Karel Tettelaar and Brent Norman have been very busy scraping and priming the garage doors. Watch this space for the final colour (not too funky, guys!). To me, this is just one more great example of all of the work that our West-End Field Manager Karel Tettelaar is putting into making the field a super location to fly models. Seriously, take a look around the field the next time you're out there. It's never looked so good! Karel devotes a significant amount of his time to ensure that we've have one of the premier flying fields in the country! Thank you Karel for all of your hard work!

So let's help Karel out...please make sure that the recycables go in the blue container, don't litter, and take home your garbage. I know that the birds routinely drop garbage and bits of bone from time-to-time, but we can help Karel out by being conscientious. I've seen him literally going through the garbage with his bare hands to pull out pop cans for recycle...he shouldn't have to do this.

Please be considerate.

June: A Month of ORCC Events

Just a quick reminder that the ORCC is sponsoring 3 major events during the month of June...the Float Fly, Thermal Duration, and Hand

Launch Gliders. Check with the website for date and details...and plan to attend.

John

West End Field ... by Karel Tettelaar

We had our work party on April 27th to do a general clean up for the start of the flying season and to assemble and install the new non-metallic pilot safety fencing. My thanks to the members who pitched in and made the work go so quickly. Also a special thank you to Brent Norman for the design of the new fence which has already proven that it is up to the task of stopping aircraft at full throttle on take-off.

We had an offer that we could not refuse. Brent offered to sand and paint the garage doors on our building and is already well on the way to completion as I write this. By the time you get this news letter the project should be completed.

A couple of reminders for the use of the setup tables and the start up area. Please leave the picnic tables for there intended use and keep them clear of aircraft, fuel, etc.. Once you have setup your aircraft please vacate the setup table so that it may be used by some one else. We will be building two more setup tables shortly so there should be more than enough if everyone cooperates.

On busy days please help keep the start up area as clear as possible by removing your aircraft, starters and any other equipment back to the pits when you have completed your flight.

Let me know if you have any concerns about, or suggestions for the West End Field.

THIS IS THE LAST TOPCAP
UNTIL SEPTEMBER
HAVE A GREAT
"FLYING"
SUMMER

Float Flying ... by Aurele Alain

I am pleased to announce that the retrieval boat is now at the pond. I was out flying on May 10th. The weather and the pond were excellent!

Please note that there has been a change of plans with respect to the locking of the gate and the retrieval boat. I had purchased a set of like-keyed locks so that only one key would be required for the pond. However, Murphy's Law interfered and the locks were not keyed alike after all.

As of now, the gate uses the key formerly used for the retrieval boat. I have put a new lock for the retrieval boat. If you require one or both keys, please give me a call at 738-8797 or send me an e-mail at aurele.alain@sympatico.ca. They are available on a cost recovery basis for a dollars each (\$2 for a boat key and \$3 for a gate key).

Also, just a reminder that the gate must be locked at all times. However the gate will be open for the ORCC/Doug Pinhey float fly on Saturday, June 14, 2003. So please come along for the fun and some BBQ hotdogs.

Fourth Annual Ottawa Electric Fun Fly

hosted by the Rideau RC Flyers
(visit ca.geocities.com/rrcf01/events.html)

Saturday, June 7th 2003 & Sunday June 8th 9 am to 5 pm
at the RRCF's Phelan Park.

See ca.geocities.com/rrcf01/avmap.html for directions.

Free flying with Speed 400 pylon racing (see members.rogers.com/ldionne5531/rc/e_racing.htm), warbird carrier landing, streamer combat and F5J (see www.aei.ca/~ouroboros/f5jrules.html) events are planned if we have enough participants.

Current MAAC or AMA membership is required to fly. Raffle & Awards

Contact **Mike Anderson** - mikea@magma.ca (613 258 5817)
or **Frank Reaume** - fdreaume@videotron.ca (819-684-2571)
for more info.

Weed eater Conversion - Part 2

OK you've got it home, on the bench. Now what?

Staring you on the bench is a very heavy, plastic encased assembly. The simple task now is to take away everything that looks like weed eater and leave everything that looks like model engine. Sounds easy enough! This can't be a step-by-step description since each case is unique. However, there is some hard-learned experience to pass on:

1. Don't cut a thing until you've checked it out both sides, three times.
2. Draw lines where you can cut safely
3. Don't throw anything away! Put removed bits and pieces away in a bag until the very last and the engine is running. Some of those items may be needed!

I'll cover the specifics of the "Poulin" weed eater conversion in the following descriptions. Most of this information will apply to other brands but each one poses unique challenges for conversion.

Removing the Cover

The Poulin plastic housing and gas tank comes off in short order with the use of Torx and Hex screw drivers. The last piece will be the rear part that is attached to the rear of the crankcase. This is a piece that will be trimmed down to the metal outline of the crankcase. Remove the plastic from the crankcase and use the dremel cutting burr to make this job easier.

Crankcase and Drive Shaft:

When you have removed the clutch and pull start assembly, you are now looking at something a little closer to the desired engine. The drive shaft is about 3 inches too long and we'll deal with that later. Now you will want to grind and hacksaw away some of the metal bracket material that is part of the crankcase front. Be careful to leave on enough to adequately support the Magneto Coil! It is easier to do the cutting with the muffler and coil removed. Be sure to cover up the carb and exhaust port openings with tape when cutting, to avoid metal filings getting into critical areas. Finish up the cut flanges etc with a file to make the job look professional.

Carb and Muffler.

The carb needs no work whatsoever. Remove the plastic intake filter and choke assembly. They're too bulky and not needed. You will note that on the Poulin, the throttle is properly oriented to take a control nyrod straight through the firewall. You can leave the return spring on or off as desired. I choose to silver solder on a small brass extension and ball link to the throttle arm to allow for more travel for the throttle control. Remove the plastic carb needle valve extensions. They just pop off. **DON'T CHANGE** the needle valve settings as provided. They have always proven to be properly set.

The muffler is spring clipped to the cylinder. It's tough to get these off but that's a good thing. Don't over-stretch or break them. They will do a great job of keeping on the muffler better than bolts. The only mod to the muffler is to remove the screening cover and to enlarge the exit hole to 9/16 diam. The Poulin also has a neat deflector to keep the exhaust to the rear.

The Machine Work - Driveshaft

As noted earlier, the driveshaft is way too long for our purposes. It needs to be shortened and threaded to take a 5/16-24 prop driver. (See the diagram) To do this you have to disassemble the engine to remove the crankshaft. But first mark the place to cutoff the shaft so that it only extends 3/4" past the flywheel. The Poulin comes apart very similar to a glow engine. One small detail is that the crankshaft is retained with a spring clip. You really need a set of the proper pliers to remove and later re-install this item.

Now remove the cylinder and piston conrod assembly. Be careful to mark the orientation of everything and to preserve the gaskets for reuse. Once the crank is removed mount it in a lathe and cut it off to the marked length. Then thread with a 5/16 - 24 die up to the taper part of the shaft. It just so happens that the Poulin's I've converted had the right shaft diameter for 5/16 threading but check to make sure. Carefully reassemble the whole engine. In all reassembly use Loctite or similar product on all bolts.

The Propdriver

This is the second part of the machine lathe-work. Mount 1 1/2 stock in the chuck and cut it to desired length (about 2") You can make others

longer or shorter to suit your model. You can also make them as fancy as you want. Then bore the entire length with a #1 tap drill (.272"). Tap the whole length 5/16-24. This is then mounted (Loctite) on the previously threaded drive shaft end to secure the flywheel in place and is ready to accept the prop bolt and washer.

The Mounting Plate:

A piece of 3" square 1/8th aluminum serves as the mounting plate. It is secured by metric bolts through the plastic rear crankcase cover into the metal crankcase. Use bolts 1/2" longer than the ones you removed from the original to ensure a good seating. The mounting plate is attached to the

firewall with bolts and spacers to suit your model installation.

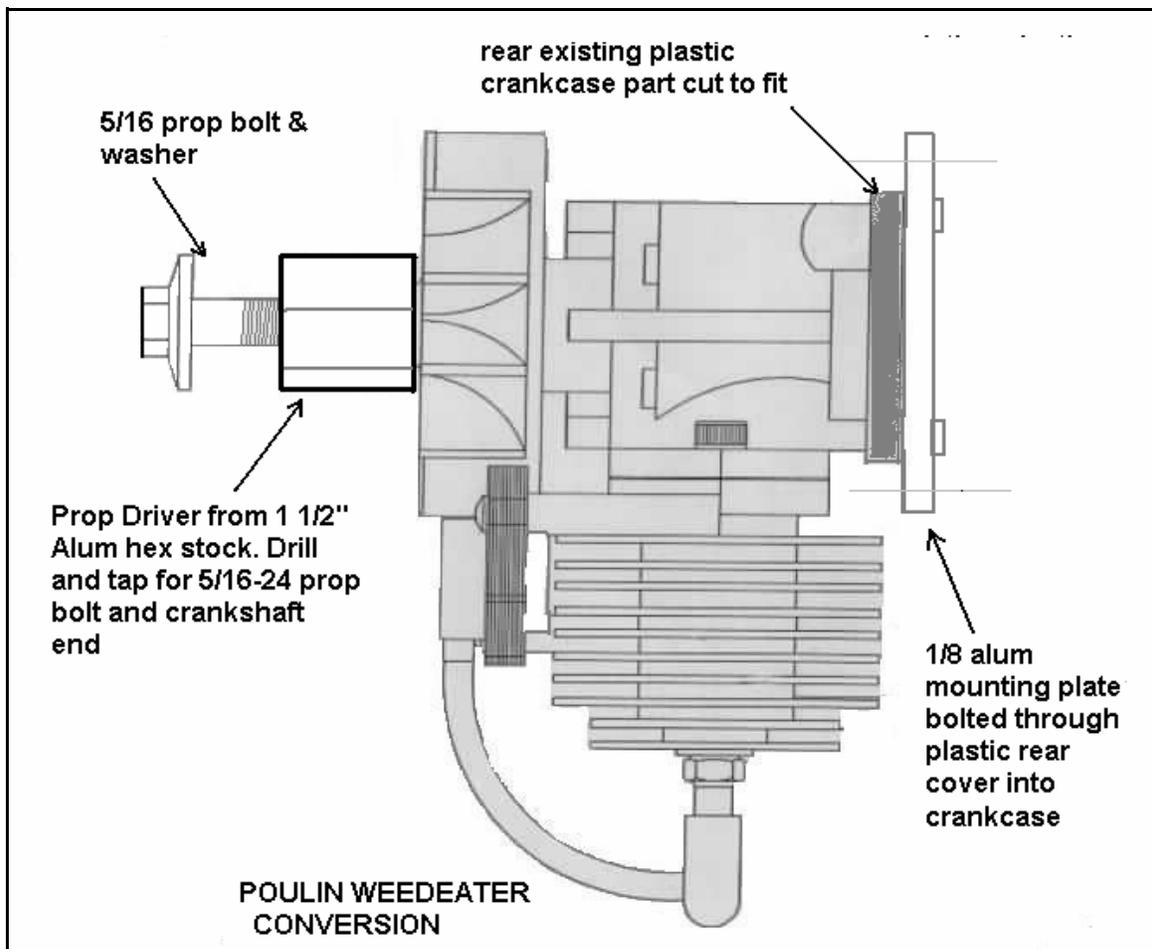
Ready to go!!!:

Use a petroleum 1:35 mix for the initial break in period of 1 hour. Then switch to the recommended mix for regular running. (I use Amsoil 100:1) I didn't have to change the mixtures at all for run in. Results were as follows:

- 15x8 Dynathrust Prop - 7200 rpm
- 16x8 Dynathrust Prop - 6500 rpm

Idle was down to a terrific 1200 rpm shortly after break-in. Starting requires an electric starter. But the priming bulb on this carb makes starting easy.

Brian Wattie



Big Bird Events for 2003

... By **Brian Wattie**

Looks like a great giant flying season for 2003.

Here's the schedule.

Your attendance is all the thanks the organizers want. So make plans now. Talk it up and bring along your flying buddies.

Print this out.....

Go to the family calendar and mark in these days that you and the family **MUST** attend!!

Saturday 31 May Arnprior

Season opener fun fly at the great ARCC field!

0800 Meet for Breakfast at the Antrim Truck Stop on Hwy 17

Features a Rhinebeck Mission Event (*Rain Date Sun 1 Jun*)

Contact: **Brian Wattie** for details

Thursday 19-22 Jun. IMAA ROG, Castle AFB California

OK it's a bit out of the way but a couple of us will be there!

Sat. & Sun. 19-20 July Chapt 617, Barrie Ont

Now a classic annual event at the best flat grass field you can find.

A great variety of big birds from Canada and the US

Free camping on site.

Contact: **Tom Russell**

Sat. & Sun. 16-17 August Chapt. 217, Kingston Ontario

The oldest annual big bird event in Ontario. Great Sat night Barbeque dinner

Free camping on site

Contact: **Mike Ingham**

Sat. & Sun 13-14 Sept. Stetson Field, Ottawa Ontario

Excellent giant field

Sat. night Pig Roast

Free Camping on site

Contact: **Gerry Nadon**

ORCC 2003 Events

Event Name	Date
2-day Thermal Duration Contest	June 7-8, 2003 (Sat./Sun.)
Doug Pinhey Float Fly	June 14, 2003 (Sat.)
SMALL Event	July 26, 2003 (Sat.)
Fall Fun Fly	October 4, 2003 (Sat)

ORCC Meeting Topics ...2003

June 3, 2003

1. Aero towing Planes & techniques
2. Crash repair techniques
3. Home brew fuel mixing
4. Diesel engines/fuels

Jul-Aug, 200 Meetings suspended for summer flying

Sep 2, 2003

1. Videos of the summer fun
2. Electronic ignition
3. Vacuum bagging

ORCC Membership

As of may 16, 2003

Junior	Open	Senior	Life	NonFlyer	Total
12	83	33	9	1	138

Dynamic Hobbies Inc.

Dynamic is proud to announce the partnership of

ORCC and Dynamic Hobbies Inc. to promote the already very popular O.R.C.C. S.M.A.L.L. Event. Together we want to make this event the "MUST ATTEND" fun fly of the summer.

Please plan to attend:

The Dynamic Hobbies S.M.A.L.L. Event Saturday July 26, 2003.

We at Dynamic believe the S.M.A.L.L. event is very close to our philosophy on our great hobby.

"It's not how big it is, but how much fun you have"

Watch for more details on this event coming soon.

Call us at **225-9634** ask for Fred

Discount Hobbies

Unit 106, 1803 St. Joseph Blvd. Orleans, K1C 6E7

(613)830-2373

Open: Mon.-Fri. 9am to 9pm

Sat. 9am to 5pm, Sun. 11am to 5pm

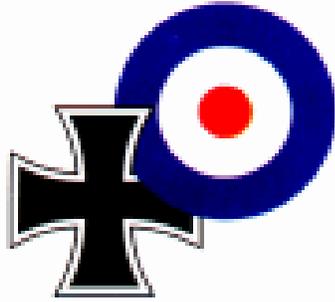
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R/C Model Products**

Recommends that When Flying

Think Safety

Thank you for your support
from all of us at
Discount Hobbies



**NOT SO QUIET
OVER THE WESTERN FRONT
SATURDAY MAY 31**

**The Arnprior RC RC Club Invites You To THE Season
Giant Scale Opener over the West Ottawa Valley!!
Rain Date 1 June**

An Invitation to gather and have fun to start off a year of giant scale flying with a few different twists. Everyone is welcome to just show up and fly their big bird.

SPORT, SCALE, GLIDERS, TUGS

(80" span; 60" Biplane; true 1/4 Scale)
*Featuring a Special Event for WW1 Birds
Featuring a Special Event for WW1 Birds*

FLIGHT PLAN:

07:30 Briefing and Breakfast at the Antrim Truck Stop Hwy 17
08:30 Depart for ARCC Field
09:00 Register
09:30 Flight Line Open
12:00 Free Canteen Lunch for Pilots (Chile & Dogs)
16:00 Flight Line Closes
Open for General Flying (all sizes)
16:30 Awards, Medals Citations

IMAA SAFETY RULES APPLY

For further information call Brian at (613) 591-1937 or <<brian.wattie@sympatico.ca>>

Directions to ARCC Field:

1. Proceed westbound on 417 from Ottawa towards Arnprior.
2. Exit right at hwy#22 towards Galetta/Fitzroy Harbour
3. Go through the town of Galetta
4. Turn left on Loggers Way (1 km past Galetta) towards Vydon Acres
5. Proceed north on paved road for 1.8 km
6. 200M past power lines look for road and sign on right
7. Turn right and drive on dirt road 800M to field

ORCC Executive Committee

President	John Weekes	727-0066
Vice President	Ken Norris	820-9097
Executive Secretary	Todd Murray	728-6383
Treasurer	Dick Mills	526-4957
Memberships	Aurele Alain	738-8797
Past President	Jean Populus	591-9738
TopCap Editor	Tom Ross	733-9470
Gliders	Dick Mills	526-4957
Scale Sailplane	Gudmund Thompson	837-0648
Helicopter	Len Gaultois	746-8526
Giant Scale/Scale		
SMALL / Air Combat	Ken Park	823-1933
Float	Aurele Alain	738-8797
Electric	Paul Penna	731-5627
Yachting & Indoor	Jim Zufelt	733-1210
Chief Flying Instructor, Power	Shahram Ghorashi	726-8709
3D Flying	John Weekes	727-0066
Winter Flying	Shahram Ghorashi	726-8709
West End Field Manager	Karel Tettelaar	226-5023
Mall Displays		
Webmaster	Andrew E. Mileski	565-1827
MAAC Zone Director	Richard Lyle Barlow	613/348-1696

ORCC Website : <http://www.ottawarcclub.ca>

June Meeting: Tuesday June 3rd, 2003

ORCC Club Meetings The first Tuesday of each month
Date & Time: from September to June at 8:00 PM.
Location: McNabb Community Centre
180 Percy (at Gladstone), Ottawa

Submissions for the TopCap Newsletter can be sent to:
Tom Ross, TopCap Editor
2971 McCarthy Rd, Ottawa ON K1V 8K7
Email: teejay@mondenet.com , Tel: 613/733-9470

Closing Date for the September TopCap: Friday, August 15th, 2003