

October, 2003

# TOPCAP

The Newsletter of the ORCC

**This Month's Meeting: Tuesday Oct 7th .. Features:  
"All you want to know about Pattern Flying" by Dave Penchuk  
"Show and Tell" ... bring your model, there are prizes!!!**

## Your President's Message

Hi everyone! The fall flying season has pretty much arrived. Please take advantage of the cool, clear days and evenings to get out and fly to make up for the less than optimal weather we seemed to have had throughout the summer.

### Pattern Flying Returns to the ORCC

I am delighted to announce that, master modeller, Dave Penchuck has offered to re-ignite pattern flying in our club. I understand that, in years gone by, there was a lot of interest and activity by pattern flyers in the ORCC, but that for whatever reason, activity waxed and waned over the years. Dave has volunteered to Chair the special interest group (SIG) for pattern flying and he seems to have quickly sparked the enthusiasm of at least a dozen of us to become involved in this aspect of the hobby/sport.

Currently, the "new" pattern group is holding practice sessions at the West-end field every Thursday evening. All interested members are encouraged to participate. Importantly, you DO NOT need an elaborate, expensive 2m pattern ship to fly pattern. Apparently, the first several levels can be flown with a trainer! My hanger is a little limited right now with various types of "specialty" models...but maybe I can go out and fly pattern with my trusty old Winstanley-Parks' Chipps!?!

If you are interested in learning more about flying pattern make sure you attend the October club meeting (8 pm, Tuesday, Oct. 7<sup>th</sup> at the McNabb Community Centre). Dave will be giving a detailed workshop on the subject.

Thanks, Dave!

### New MAAC Field, Safety, and Etiquette Regulations and Guidelines

Please see the MAAC website ([www.maac.ca](http://www.maac.ca)) and follow the links for new versions of these important documents. Karel Tettelaar, our West-end field Manager, has recently posted them on the bulletin board at the field. From my perspective, the ORCC conforms to these regulations and guidelines. Indeed, thanks to the efforts and contributions of many club members, I believe that we have one of the safest clubs in the country and our club members fly responsibly with due consideration for safety and enjoyment of others.

### Still Need Volunteers!!!

Come on, guys! I've repeatedly asked for volunteers to help out with various functions >

---

and events within the club. Despite these admonishments, not a single new volunteer has stepped forward and expressed their willingness to lend a hand. I find this hard to believe in a club with 170 members! ALL ORCC activities are being carried out by the same very small group of hard-working and devoted member -- many of whom are carrying out multiple tasks. Volunteerism is the foundation of a club like ours. We desperately need your help. You do not need to be an experienced flyer or longstanding club member to volunteer. Moreover, speaking from my own experience, as a new club member you can learn a lot about the hobby by offering to help out. It gave me the chance to rub shoulders with some really experienced and devoted modellers. I'm starting to sound like a broken record but please contact me or any other member of the Executive if you are willing to get involved.

### **Fall FunFly**

Once again, this year the ORCC will be hosting an informal funfly. Make sure you mark Saturday, October 4<sup>th</sup> on your calendar and plan to attend (no rain date). The event is intended as an end-of-season opportunity (although it never really ends), for pilots to get together, doing some flying and to talk model airplanes. There will be BBQ lunch...and of course, there will be prizes.

We do need volunteers (gee...surprise, surprise!) to help out with registration, flipping burgers, safety officer, helping to coordinate flight operations, and clean up. Please consider lending a hand.

### **Vice President Resigns**

I regret to announce that our Vice President, Ken Norris, after much deliberation, has decided to give up this position, owing to his busy activity schedule. Of course, Ken will remain an active member of the club. I'd like to take this opportunity to thank him for agreeing to take the position last year and for all of the support he has given to me and the Executive over the past 9 months. I do not have any immediately plans to re-staff the position, however, please contact me if you are interested in this position.

I encourage you to contact me directly with any questions or concerns that you may have. My e-mail address is [weekesj@rogers.com](mailto:weekesj@rogers.com). My home phone number is 727-0066 or you can call me on my cell at 797-1988.

I hope to see you at the October meeting and the Funfly. Bring a model for show and tell and maybe win a prize. As well, we'll be drawing for gift certificates! But remember: *You must be a registered ORCC member and present at the meeting to win.*

**John**

---

**October  
Show and Tell  
Will feature this  
2.4 meter  
Wilga**



---

## Thermal Thoughts

As most of you are already aware, Dick Mills, the former chairman of the sailplane group, recently took on the job of Treasurer of the ORCC. Consequently, when he asked me to take over as chairman of the sailplane group I couldn't turn him down. I want to take this opportunity to thank Dick for his hard work and dedication to the sailplane group over the past five years. Thanks Dick, for a job well done. I hope I can live up to the standard you have set.

The sailplane group has seen the number of active flyers drop slightly as former sailplane flyers move on to try out electric flight and the new activity of discus hand launch gliders. A number of new flyers have been out to enjoy our Wednesday evening training sessions with some getting quite close to receiving their wings. Well done guys! You know who you are.

Sailplane flying always results in some form of competition even if it is just who can get the longest flight during a day of sport flying. This year was the ORCC's 26<sup>th</sup> annual 2-day thermal duration competition. We had great weather and, with Geoff Ross and Aurele Alain as Contest Directors, the competition went very smoothly with a good time being had by all. Ben Tolley, a long time power flyer in the club, came out to try his hand at sailplanes and managed to go home with the first place trophy in the Sportsman Class. Congratulations Ben! In the Expert class Eric Dainty showed us all how it was done by winning day one with his giant cross country glider. I won day two flying my new Nyx sailplane and despite only finishing fourth on day one, managed to squeak into first place for the two day overall. A big thank you goes out to the contest directors for a job well done!

This was the 10<sup>th</sup> year for the ORCC / MATS challenge contest. The ORCC team made up of Gudmund Thompson, Dick Mills, John Blenkinsop and Brian Buchanan, managed to pull off the 9<sup>th</sup> win in the ten years of the competition. This year the MATS team had the misfortune of crashing a glider during the first round of flying. Their back up team member crushed the wing of his glider in his car door leaving them without a team. They were ready to concede the competition when the ORCC team, in the spirit of good sportsmanship, agreed to allow our backup team member, Jean Gravel, to finish the contest as a member of the MATS team. Jean flew very well for the MATS team. Thanks Jean, you saved the competition.

Fall, with cool days and strong lift, can be a wonderful time for sailplane flying. Let's all try to make the most of the flying time we have left before the winter building season is upon us.

**Brian Buchanan**

---

## Float Flying ... By Aurele Alain

As I had mentioned at the club meeting, I was unable to locate the boat since the owner had excavated along the east side of the pond and piled huge mountains of dirt along the edge of the pond. I contacted the owner and was advised that the boat was exactly where I had left it.

I managed to get out to the pond on September 13, 2003 to do some more tuning and trimming of my relatively new Lanier Mariner 120. The good news is that the boat is still intact and in the same location as always, you just need to look a little harder to find it since the landscape has changed. In addition, it appears the mountain of dirt is slowly being trucked away and the road has been graded. Things are looking up! >

---

I also managed to get a bunch of flights in on my Mariner. Previously, I had problems with steering in the water at low speeds. The water rudder was not effective. I have since adjusted the idle mixture allowing for a lower idle and slower speed at idle. The water rudder is now very effective for steering at low speeds. The next time out, I have a few more adjustments to make with the CG.

---

## **Scale Sailplanes ... By Gudmund Thompson**

The bad news (if you can call it that) is that my 3.75-meter scale MDM Fox sailplane didn't even emerge from its protective container during the Arnprior Aero-Tow on 6 & 7 September. The good news is that my tug was able to provide over fifty aero-tows to some really neat scale and scale-like sailplanes (and Eric Dainty's cross-country thermal duration model). Ben Tolley's tug managed a similar number of tows and Brian Buchanan's contributed as well.

Fourteen flyers, from as far away as the Niagara area and the Greater Ottawa Area Aero-Tow group, enjoyed excellent weather for the two days of scale sailplane flying. The flying models spanned the full spectrum from a pair of 1.3-meter Bergefalkes, constructed from balsa using conventional building techniques, to a scratch-built 4.25-meter Jantar that was constructed from fiberglass using more modern building techniques. The Almost-Ready-to-Fly type of model was well represented by scale ships like the ASW 27 and ASH 26 and a number scale-like ships from Multiplex (the Alpina and the Condor).

The whole event went remarkably without major mishap. Though a few pilots found the prospect of landing a big sailplane on a narrow runway – in a crosswind – a bit of a challenge, and the bailout area was pressed into service a number of times, only a few hard landings occurred. One end-of-tow incident, however, will remain in our memories for quite some time.

I, actually the Plug-n-Tug, was towing Eric's cross-country model and we had achieved a significant altitude (the Plug-n-Tug was starting to look quite small, though the cross-country ship was still easily visible) and Eric attempted to release. What happened next, as they say, will remain unclear till the investigation is complete!! Eric's attempt to separate from the towline was not immediately unsuccessful. He looked down at his transmitter – to ensure he was pushing the right switch – and when he looked back up, one wing tip panel was pointing straight up - at ninety degrees to the rest of the wing - and I had released my end of the towline. Eric, cool as a cucumber, determined that he could still maneuver the model, though it turned one way better than the other, and brought it back to the runway for a safe, if abrupt, landing. In the next few minutes he repaired the wing and, I believe on the next tow, he clocked a flight time of over an hour!!

---

## Radio control offers a hobby with no strings attached

By Nevil Hunt, *Kourier Standard*, and reprinted by permission of the publisher.

The Trail Road dump in rural Nepean is a sea of smells and squawking seagulls, but there's more than just gulls in the sky above.

Radio-controlled planes dip and dive over a field on the opposite side of Trail Road, above what was once a landfill site, and is now home to the Ottawa Remote Control Club (ORCC).

"The field is still owned by the city, and we rent it", said Kanata resident and long-time ORCC member Brian Wattie. "It was Nepean's, then the (former) region and now it's Ottawa's".

Wattie, who is also a director of the International Miniature Aircraft Association, said the former city of Nepean council helped out the club on a number of occasions, "and they referred to it as Nepean International Airport".

While the planes fly over the capped dump land, the pilots stand on clean grass and soil while planes taxi on 120 metres of paved runway paid for by club members.

Wednesdays from 5 p.m. to dusk is the club's training night when students learning to fly get free lessons from designated trainers, and it also provides a good time—along with weekends when it's not too windy—for spectators.

"People come to the Trail Road dump with their trash and they see us and come over here with their kids", Wattie said. "The members are friendly and they'll answer questions anyone has".

On any given day you might see planes with electric motors, two- and four-stroke gas powered engines, diesels, helicopters, and even gas turbines. The gasoline engines run on a mixture of methyl alcohol, oil and nitro methane. Hard-core members even outfit planes with skis in the winter.

Wattie flies a giant scale crop duster, the "giant" meaning its wingspan is greater than two metres. Some giants have an engine up to 80 cubic centimetres in size and Wattie's uses a slightly smaller converted chainsaw engine. The smallest gas engines have a displacement of just two-and-a-half cubic centimetres.

The club's newsletter—TopCap—provides a good idea of members' activities and Wattie is currently in the process of writing a series of article for the newsletter explaining how to convert a weedeater engine for model flying.

"You could spend as little as \$60 for the engine and for \$50 you can build your own plane", he said. "Or you can buy at the high end and spend \$1,000, or choose something more affordable, maybe \$300 to start with.

"What's nice about radio control is that you can have as much fun with a three-channel glider as you can with something much more expensive".

Rookies can not only take advantage of free flying lessons, but can buy computer software that allows them to test their skills at home in a simulation using their own radio-controllers. When they get to the field, students learn with a buddy-box connected to their controller. With the flick of a switch, the trainer can take over control of the plane at any time.

Students fly when (the plane) is high up", Wattie said. "What we call 'two mistakes from the ground', and the trainer can take over if they get in trouble.

---

ORCC members must also join the the Model Aeronautics Association of Canada (MAAC)

“It’s a national organization and membership provides \$3 million in liability insurance,” Wattie said. “It covers the members and the field.”

Referring to a recent incident in Glen Cairn, Wattie said all radio-control pilots need to concern themselves with insurance.

“The (planes) in parks are often electric, but no matter how small they are, there’s still liability”, he said.

A number of the members at the field on a recent Wednesday evening stressed that safety always comes first, and were aware of the plane that crashed in Glen Cairn and the possibility that people could perceive the model planes as dangerous. Along with strictly-enforced safety regulations at the ORCC field, Wattie even has a video that prospective members can study.

ORCC trainer Shahram Ghorashi said training goes beyond simply teaching a student pilot to fly their new plane.

“We also teach them how to fix things, how to handle the electronics, the engine and the regulations,” Ghorashi said. “They become another set of eyes; another inspector for us out there.”

The training checklist — mandatory before you “earn your wings” includes a test of a pilot’s ability to perform: a take off, a straight flight, a flat figure eight, a rudder turn, a rectangular approach, a “touch and go” landing, a dead stick landing.

When they have finished training they have the ability to turn a situation that could be dangerous into something safe, Ghorashi added.

The Trail Road site has a roped off area , for spectators, with two fences between the planes and the people. The pit area where pilots work on their planes is also separated from the area where planes may be started.

When a member first arrives for a day of flying, he “impounds” his radio controller by placing it on a designated shelf and waits for a frequency to become available. Only five planes may be in the air at any one time, and a pin board shows which pilot is using which frequency.

For pilots who want a little competition, there are meets where planes can be raced, or where they are judged for aerobatics, or for quality of static displays or flight. Dogfights can be fought where pilots must stay inside a designated area, and trail a ribbon that the opponent must cut.

Wattie is in his 33rd year with the club, and the hobby is closely connected with his working life, as he spent 29 years in the Air Force, and is now in the aerospace industry.

“I’ve been building model planes since I was six years old, and doing radio control since 1956,” he said. “It was before I was married, so my wife knew what she was getting into.”

While any weekend with calm winds is good for spectators, tomorrow offers an especially active day at the Trail Road site. The club will host a Small Model Airplane Lovers League (SMALL) event, which draws pilots whose planes are electric or have engines of less than four cubic centimetres displacement. The event runs from 9 a.m. to 5 p.m. but could be affected if it rains or if the wind is too strong.

To reach the ORCC site, take Moodie Drive south past Fallowfield Road. Turn left on Moodie onto Trail Road. The club is on the right, just past the landfill site.

For more information, the club’s website is [www.ottarcclub.ca](http://www.ottarcclub.ca)

---

## For Sale

### The Giant Russian Stealth Mud Duck

This huge aircraft requires a big engine - it is currently set up for a Q42 (engine NOT included). The aircraft is serviceable and complete. The engine servo is fitted, the two aileron servos are fitted - all Futaba 2002's. Includes trademark inflatable wheels. Requires 2 giant scale servo's for rudder and elevator. Flies like a . . . .duck. Capable of carrying a considerable load, such as a video camera, crop spray stuff, the family dog (parachute required) or other a whole platoon of GI Joes. Asking \$60, you pick it up (bring a Van), or \$70 delivered in the Ottawa area.

Call Martin Passfield on 831-2354, or e-mail to [ms.passfield@sympatico.ca](mailto:ms.passfield@sympatico.ca)

---

### To the Membership of the Ottawa remote Control Club

From June and Derek Willsher.

**The Romantic Weekend at the Westin Hotel which you gave to us as a thank you for our efforts over the years. We would like to thank you, it was an excellent getaway. The room overlooked the Canal , the food was superb and we had a wine which we have placed top of our list. So your thank you was greatly appreciated . Our wedding anniversary was 24<sup>th</sup> August so that was the weekend we chose.**

Thank You June & Derek

---

### Dates to Rember

Club Meeting Dates	TopCap Submission Dates
Tues. Nov. 4th	Fri. Oct. 17th (for Nov. TopCap)
Tues. Dec. 2nd	Fri. Nov. 14th (for Dec. TopCap)
Tue. Jan. 6th, 04	Fri. Dec. 19th (for Jan. TopCap)
Tue. Feb. 3rd	Fri. Jan. 16th (for Feb. TopCap)
Tues. Mar. 2	Fri. Feb. 20th (for Mar. TopCap)
Tues. Apr. 6th	Fri. Mar. 19th (for Apr. TopCap)
Tues, May 4th	Fri. Apr. 16th (for May TopCap)
Tues. June 1st	Fri. May 14th (for June TopCap)

### Membership

As of September 15th,  
2003

Junior: 16

Open: 105

Senior: 34

Life: 9

Non -Flyer: 1

Total: 165

---

# **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**

***Servicing your R/C needs since 1984***

**Specializing in a Wide Range of  
R/C Model Products**

**Recommends that When Flying**

**Think Safety**

**Thank you for your support**

**from all of us at**

**Discount Hobbies**

---

## **Dynamic Hobbies Inc.**

**21 Concourse Gate, Unit 6. Nepean  
Ontario K2E 7S4, Tel. (613) 225-9634**

**Hours: Monday- Friday 10am to 8pm**

**Saturday- 9am to 5pm, Sunday- 12pm to 5pm**

**Check us out for all your R/C Planes and Parts**

**Our Special Order system is second to none. We order  
every Saturday, you have it the next Friday**

**Proud Sponsor of the O.R.C.C.**

**Dynamic Hobbies**

**Now able to serve you even Better**



---

## ORCC Executive Committee

President	John Weekes	727-0066
Vice President	Ken Norris	820-9097
Executive Secretary		
Treasurer	Dick Mills	526-4957
Memberships	Aurele Alain	738-8797
Past President	Jean Populus	591-9738
TopCap Editor	Tom Ross	733-9470
Gliders	Brian Buchanan	824-3723
Scale Sailplane	Gudmund Thompson	837-0648
Helicopter	Len Gaultois	746-8526
Sailplane	Brian Buchanan	824-3723
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
Pattern Flying	Dave Penchuk	592-6706
Postmaster	Andrew E. Mileski	565-1827
MAAC Zone Director	Richard Lyle Barlow	613/348-1696

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

**November Meeting: Tuesday November 4th, 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 November TopCap: Friday Oct.. 17th, 2003**