

**March, 2004**

# **TOPCAP**

**The Newsletter of the ORCC**

**This Month's Meeting: Tuesday March 2nd**  
Entertainment for the January meeting will be:

**“SMALL” Demonstration**

**By Ken Park**

## **Your President's Message**

The club seems to be chugging along nicely right now. The Executive, with input from the chairs of the various special interest groups, is working on finalizing the 2004 budget. I plan on presenting the budget to the membership at the March meeting. The bottom line is that, despite quite a number of expenditures last year, the club remains on a solid financial footing.

### **Annual Auction**

Our annual auction was well-attended and there seemed to be a reasonably diverse selection of goodies to choose from. This is one of my favourite ORCC events. As usual, I had a great time; it's fun and exciting to watch the bidding wars and maybe have a try at an item or two.

Although some of the bigger items did not sell, certainly some folks didn't seem to hesitate in bidding, and many went home with more than one purchase. This year we added a \$5 charge for those who wanted to place a reserve on their items. This modification seemed to work quite well and we may wish to do it again next year. I haven't received the final tally, however, I think that we probably made a few extra dollars for the club.

### **April Meeting – Concours D'élégance**

We will be holding our annual model airplane fashion show – the Concours D'élégance – at the April meeting. You may recall that last year, we modified the procedures somewhat and did away with the use of external judges, in favour of having club members vote on the models. We did so to facilitate the involvement of members and to speed up the evening. In the past, the judging phase has taken virtually all evening; I think members found that it was a long time to wait around to find out the results. I was on a business trip last year and couldn't attend the event, but I understand that members seemed to like the changes we made to how the judging was carried out...so we will probably repeat it again this year. >

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...So get building and plan on having one or more models finished to enter into the competition. But beware! ...I will be entering something this year! ...It's a surprise!

## Show and Tell

I heartily encourage members to bring along a model to our monthly meetings. It's a great way to show off your handywork...and more importantly, you might get some great feedback from the wealth of experience and expertise we have amongst the membership, or share your experience, skills, and abilities with the keen newcomers to our hobby. I have always learned something new about some aspect of my planes when I've brought a model in for show and tell (and Lord knows I brought in quite a few!!). For instance, once Dave PENCHUK and Brian WATTIE were finished with me I had at least three important modifications to consider on my big Ultra Coro-Stik. Since it was my first gas-powered model, they pointed out some critical issues to consider regarding potential sources for radio interference and loadings on my flap servos. Their sage advice and recommendations may have averted a crash!

Remember, when you bring a model for show and tell your name goes into the hat to win a gift certificate.

## Questions...concerns...

If you have a question or concern about anything relating to the ORCC I invite you to contact me directly at [weekesj@rogers.com](mailto:weekesj@rogers.com) or call me at home 727-0066 or on my cell 889-2025. I want to ensure that your experience as a member of the ORCC is as enjoyable as possible.

**John**

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**Maintaining your "Fun factor":**

## **Have you tried S.M.A.L.L. yet?**

Sooner or later everyone in the RC world has crossed the path of S.M.A.L.L (Small Model Airplane Lovers League). Ok, simply put: SMALL is for guys who fly models with an engine displacement of .30 and below. SMALL is also open to all electric "e" models of comparable electric engine size. There are certainly a lot of these e-flyers out there these days. The huge advances being made with Poly Lithium batteries, motors and chargers, etc., has made e-models a really attractive choice for the average Joe modeler. So the question that begs to be answered is, "Why did I choose to build a SMALL model?" Simply it was the easiest way to maintain your **Fun Factor**. Yes, you heard it right the first time, your **Fun Factor**.

Nine times out of ten you don't have to take out a second mortgage to build one of these little models. In addition, you don't have to invest a ton of time getting your model built and in the air. You could really increase both these factors if you choose to build one of the popular "SPAD" designs (Special Plastic Aircraft Designs – see [www.spadtothebone.com](http://www.spadtothebone.com)). The end result when you complete one of these durable aircraft is a model that you won't fret about in any way. This is the model that always finds its way into your vehicle whenever you go to the field. The model becomes your X-plane, that one model that you will try anything with! >

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You end up saying “Wow! I didn’t know I could do that” after a day of flying your SPAD. Regardless of what you decide to build always remember the basic formula of **SMALL is your Fun Factor is directly proportionate to the flying time spent with a SMALL plane.**

Luckily for us the SMALL-minded folks of the world have banded together and have organized special SMALL events for your enjoyment. So what would you see at a SMALL event? A lot of great guys having fun! SMALL events are strictly non-competitive with only good-old open flying from dawn ‘til dusk.

If you think that this sounds like fun, plan to attend the 2004 *Dynamic Hobbies SMALL* event that will be held on Saturday July 24<sup>th</sup> at the Ottawa Radio Control Club’s (ORCC) West-end field. Flying starts at 9am and runs to 5 pm.

Just think of it, no points to be made or lost. No politics or judges to impress. The **Dynamic Hobbies SMALL** event is simply an event with little or no stress! Flying is only part of the day’s adventure as you meet a lot of excellent people who are thrilled to share with you their own RC expertise. People are always very courteous and generous and will rush to the aid of anyone having difficulty in the pits. It’s always fun to watch the *e*-guys trying to convert the fuel boys, and vice-versa. The other formula of “**Time fly’s when having fun rule**” is certainly to be observed for the duration of the day.

Before you know it, it’s lunchtime! Dig deep in your pocket for that BBQ ticket that was provided with your 5\$ registration landing fee. Now take a deep breath, Ahhh BBQ! ... Mmm! Like most of us you probably slopped some mustard on your shirt. Don’t worry so did everyone else. The organizer of the event has provided a short lunchtime air-show for your viewing enjoyment. I hoped you like it. Look at the time! Let’s get some more flying done. Well, now it’s 2pm and everyone stops to find out who won the big Raffle prize. But don’t go away yet. We still have a lot of fun prizes to give away. By late afternoon the smell of the Roast Pig dinner has got your attention. 5pm soon rolls around and what better way is there to end your SMALL day outing with the ORCC! ...Dig in Ladies and Gentlemen, bon appetite!

See [www.ottawarclub.ca](http://www.ottawarclub.ca) for details for the 2004 *Dynamic Hobbies SMALL* event or contact the event director **Ken Park** at [ken\\_park\\_99@yahoo.com](mailto:ken_park_99@yahoo.com) or (613) 823-1933.

Hope to see you there!!!

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## **Safety precautions for Lithium Polymer and NiCd cells/packs**

1. Never charge LiPo cells/packs at any rate unattended.
2. Only charge LiPo cells/packs with a charger designed specifically for lithium polymer-chemistry.
3. LiPo cells can ignite because of unmatched cell capacity or voltage, cell damage, charger failure, incorrect charger settings and other factors.
5. Always use the correct charging voltage. LiPo cells/packs may ignite if connected to a charger supplying more than 6 volts per cell. >

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6. Always assure the charger is working properly.
  7. Always charge LiPo cells/packs where no harm can result, no matter what happens.
  8. Never charge a cell/pack in a model. A hot pack may ignite wood, foam or plastic.
  9. Never charge a cell/pack inside a motor vehicle, or in a vehicle's engine compartment.
  10. Never charge a cell/pack on a wooden workbench, or on any flammable material.
  11. If a cell/pack is involved in a crash:
    - a. Remove the cell/pack from the model.
    - b. Carefully inspect the cell/pack for shorts in the wiring or connections. If in doubt, cut all wires from the cell/pack.
    - c. Disassemble the pack.
    - d. Inspect cells for dents, cracks and splits. Dispose of damaged cells (see below).
  12. Dispose of cells/packs as follows:
    - a. Discharge: with the cell/pack in a safe area, connect a moderate resistance across the terminals until the cell/pack is discharged. CAUTION: cell/pack may be hot!
    - b. Discard:
      - NiMH: place in regular trash.
      - NiCd: recycle (cadmium is toxic).
      - LiPo: puncture plastic envelope, immerse in salt water for several hours, place in regular trash.
  13. Handle all cells/packs with care, as they can deliver high currents if shorted. Shorting by a ring, for example, will remove a finger.
  14. Always store cells/packs in a secure location where they cannot be shorted or handled by children.
  15. When constructing a pack, use only cells of the same capacity (mAh). During continued use of a pack, periodically check individual cells after discharge and before charging to verify cell voltages are within 0.1V of each other. If a pack has become unbalanced (i.e., cell voltages are more than 0.1V apart), restore balance by charging the cells individually to 4.2V before re-connecting as a pack.

**Brian Wattie**

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## De-Gunking Engines – A new approach

### A 'Crock Pot' recipe for the varnished engine

In the past we've used commercial cleansers such as the favourite 'Castrol Super Clean' (the degreaser in the purple squirt bottle) to remove built up, baked on castor varnish from your engine. This is great stuff especially for the exterior but it requires rubber gloves and careful rinsing afterwards.

Last year I read about using a hot antifreeze dip technique to clean engines and have been waiting to try it. At a garage sale, my wife picked up a \$5 used 'crock pot' slow cooker for me. I stripped the engine as much as possible, removed any plastic parts as a precaution>

and put the engine parts in the cooker. You don't have to completely take it down but the anti-freeze solution has to get to the gummed up inner parts. I added enough full-strength antifreeze to really cover the parts (about two cups) then turned on the cooker. I replaced the crock pot lid and left everything to "cook" for 5 hours.

The results were fantastic! The varnish had 'boiled' off and the very few residual stains were easily wiped off with a clean rag or a tooth brush. It also really worked well on the piston and bearings. The parts are hot when you take them out of the pot so tongs are required and careful handling. The heat also makes it easy to separate the cylinder liner from the crankcase. To be safe, I rinsed parts off with alcohol or thinner before re-assembling and coated all moving parts with transmission fluid before storing the nice shiny engine ready for next season! Note that you must use full strength anti-freeze. Not the pre-mix types. Make sure you remove any plastic parts as they may be distorted by the heat or affected by the antifreeze. The anti-freeze contains rust inhibitors and cleansers designed for you cars rad and engine that are beneficial to this process. Be careful about leaving antifreeze around and wiping up any spills. The stuff is toxic to pets and especially to toddlers. Also be sure to cover the pot when it's cooking away, there are some vapours given off, but they are minimal.

### Clean Engine Recipe

- Peel and strip dirty engine into bite size pieces
  - Remove plastic pieces and set aside
  - Put dirty parts into crock pot
  - Cover generously with two cups of antifreeze
  - Cook for 5-6 hours (or until tender)
  - Remove parts with tongs
  - Repeat for stubborn stains
  - Wipe and rinse with alcohol/thinner
  - Reassemble and serve up next flying session

I just love the idea of tossing in a dirty engine for 5-6 hours and letting it get cleaned up with minimum effort.

**Brian Wattie**

<b>ORCC 2004 Events</b>		<b>Indoor Flying At the "RA"</b> (12:30-2:30) March 6th March 13th March 20th March 27th
<b>Event Name</b>	<b>Date(s)</b>	
Concours d'Elegance	April 6 (Tuesday)	
Two-Day Annual Thermal Glider Event	June 5 and 6 (Saturday and Sunday)	
Doug Pinhey Float Fly	June 26 (Saturday)	
SMALL Event and Pig Roast	July 24 (Saturday)	
ORCC - MATS Challenge	August 21 (Saturday)	
Greater Ottawa Aero Tow	September 11 and 12 (Saturday and Sunday)	
Casual Float Fly	September 23 (Saturday)	
Fall Fun Fly	October 15 (Saturday)	
<b>Dates to Rember</b>		<b>ORCC Membership</b>
<b>Club Meeting Dates</b>	<b>TopCap Submission Dates</b>	73
Tues. Apr. 6th	Fri. Mar. 19th (for Apr. TopCap)	As of Feb. 4th 2004
Tues, May 4th	Fri. Apr. 16th (for May TopCap)	
Tues. June 1st	Fri. May 14th (for June TopCap)	

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## 2004 MEMBERSHIPS ARE NOW AVAILABLE

**New for 2004:** In addition to our regular one year membership, the ORCC is pleased to offer three year ORCC memberships at a saving of \$5 per year. The ORCC requires that you have a valid MAAC membership for the same three year period in order to qualify for this membership. Your three year MAAC membership can be purchased through the club or directly through MAAC. See your membership chairman for details.

### 2004 Membership Dues

<b>1 Year Memberships</b>		ORCC Dues	MAAC Dues	Total
Junior	(under age 18 as of January 1 <sup>st</sup> )	\$30.50	\$5.00	\$35.50
Junior	(with Model Aviation Canada Magazine)	\$30.50	\$16.50	\$47.00
Open	(Over 18 as of January 1 <sup>st</sup> )	\$60.00	\$55.00	\$115.00
Senior	(Over 60 as of January 1 <sup>st</sup> )	\$50.00	\$55.00	\$105.00
Family	Open Membership (MAAC membership required for flyers)	\$80.00		
Family	Spousal Unit and Juniors (MAAC membership required for flyers)	\$00.00		
Non-Flying Member		\$50.00	N/A	\$50.00

<b>3 Year Memberships</b>		ORCC Dues	MAAC Dues	Total
<i>(Must have MAAC for the same 3 year period)</i>				
Open	(3 Years ORCC & 3 Years MAAC)	\$165.00	\$140.00	\$ 305.00
Senior	(3 Years ORCC & 3 Years MAAC)	\$135.00	\$140.00	\$ 275.00

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# **Discount Hobbies**

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## ORCC Executive Committee

President	John Weekes	727-0066
Vice President		
Executive Secretary	John Blenkinsop	526-5136
Treasurer	Dick Mills	822-7529
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>

**April Meeting: Tuesday April 6th, 2004**

**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](mailto:teejay@mondenet.com) , Tel: 613/733-9470

**Closing Date for the April TopCap: Friday Mar. 19th, 2004**