

**December, 2003**

# **TOPCAP**

**The Newsletter of the ORCC**

**This Month's Meeting: Tuesday Dec 2nd .. Features:**

**"Building with Coroplast"**

**... by John Weekes and Shahram Ghorashi**

## **Your President's Message**

Well...unbelievably, the holiday season is almost upon us...I was in a local shopping mall the other day...stores were obviously "ramping up" for the spending. The decorations and canned music is everywhere! I hope that you have finalized your "wish list"...and have started the drop "hints" strategically to the right people. Remember you need to convince them that you absolutely "need" that new engine or radio!

## **Report on the Zone Meeting**

A fairly large contingent of ORCC members attended and helped out at the annual zone meeting which took place on Sunday, October 26<sup>th</sup> at the National Aviation Museum. Thank you to all of these members for their contributions to the event.

The meeting was well attended with somewhere between 80-90 modellers from the many clubs operating in the region. The morning consisted of a number of interesting workshops and there were plenty of models from all categories on display for the viewing enjoyment of attendees and the general public.

Following a nice St. Hubert BBQ chicken lunch, the afternoon consisted of the business meeting portion of the event. There were club reports by reps from all clubs in attendance. What struck me was that the ORCC, with approximately 165 members, is the largest group in the region, and one of the more active and diverse clubs. I'd like you to know that it was truly an honour for me to represent all of you and report on our work and activities over the past year.

A number of recommendations and resolutions were passed. Perhaps the most important issue that was expressed by the ORCC as well as most other clubs in the region was concern about the new MAAC-sanctioned field requirements and the apparent lack of consultation with the MAAC membership.

Wayne Bransfield, the President of MAAC, was in attendance and spoke to the group. Overall, I felt he was made fully aware of the concerns expressed by the clubs in the region, particularly concerning the new field specifications. Importantly, also, Mr, Bransfield confir-

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med confirmed that liability insurance is in place for MAAC members and MAAC affiliated clubs for the 2004 season.

Lastly, I'd like to congratulate Richard Barlow on being elected to a second term as Zone Director. Richard has been an active participant in club events and meetings around the zone (including attending our SMALL event last July), and, over the past year, has repeatedly demonstrated his support for the ORCC. We look forward to seeing Richard at one or more events during 2004.

### **Renewal of ORCC and MAAC memberships**

Membership renewal time is here once again. I heartily encourage everyone to renew early so there is no interruption in your receipt of ORCC and MAAC privileges. In addition, it is worth repeating once again that according to ORCC regulations you MUST be a fully paid up member of MAAC in order to fly at any of the ORCC fields. If you have not renewed your membership you will not be covered by MAAC's liability insurance, thereby placing yourself... and our club, at great risk if there is an accident or incident. I can't emphasize the importance of this enough. This year we are offering a 3-year membership in the club. Please see Aurele Alain, our memberships coordinator, if you are interested in taking advantage of this option.

Also, the number of MAAC members in the zone directly affects the "clout" that our Zone Director has with MAAC. In short, the larger the membership, the more Richard has influence to shape policy and procedure with our national organization.

### **December Club Meeting**

I hope that you plan on attending our December meeting. There has been a noticeable drop in attendance at our monthly meetings this fall. Our monthly meetings are the best place to stay current with new developments in the club as well as see you buddies, and maybe learn a thing or two from the excellent workshops that are provided.

As you may know, at the December meeting we vote on any constitutional changes and we vote for club president. Regarding the former, to date, we have not received any requests, however, I am still willing to entertain "walk on" items at the meeting. Regarding the presidency of the club, the constitution states that the position is for one year, renewable for a second (max. duration is two years). I am willing to continue in this capacity for another year, however, if you would like to be president or wish to nominate a fellow club member, I would encourage you to do so. This is a democratic process.

In addition, Shahram and I will be doing a workshop on building with Coroplast. If you are planning on trying your hand at working with this unique material...or building with plastic bits and pieces, I believe that you will find this workshop helpful. Simple Plastic Airplane Designs or SPADS fly really well, are very durable (almost indestructible), and are dirt cheap to make.

Remember, bring along a model for show and tell...maybe win a prize.

Hope to see you there.

### **Season's Greetings**

As the holiday season and new year approach, I'd like to thank everyone...the club's Executive, Chairs of our many Special Interest Groups, volunteers, and all of the members for >

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for their support and interest in the ORCC. I hope that you and your family have a happy and festive holiday season

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 (new number). I want to ensure that your experience as a member of the ORCC is as enjoyable as possible.

**John**

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## Indoor Flying ... by Paul Penna

Bill Nickel of the Rideau RC Flyers has again organized a full season of indoor flying at the same two Ottawa gymnasiums as last year. The schedule is outlined in the table. "RA" stands for the gym at the RA Centre on Riverside Drive, just west of the Billings Bridge Mall. "Hunt Club" stands for the gym at the Hunt Club-Riverside Community Centre, at the corner of McCarthy Road and Paul Anka Drive.

Date	Location	Time
OCT.18	RA	12:30-2:30 PM
OCT.25	RA	12:30-2:30 PM
NOV.1	RA	12:30-2:30 PM
NOV.8	RA	12:30-2:30 PM
NOV.15	HUNT CLUB	7:00-9:00 PM
NOV.22	HUNT CLUB	7:00-9:00 PM
NOV.29	HUNT CLUB	7:00-9:00 PM
DEC.6	HUNT CLUB	7:00-9:00 PM
DEC.13	HUNT CLUB	7:00-9:00 PM
DEC.20	RA	12:30-2:30 PM
DEC.27	RA	12:30-2:30 PM
JAN.3	RA	12:30-2:30 PM
JAN.10	RA	12:30-2:30 PM
JAN.17	RA	12:30-2:30 PM
JAN.24	RA	12:30-2:30 PM
JAN.31	RA	12:30-2:30 PM
FEB.7	HUNT CLUB	7:00-9:00 PM
FEB.14	RA	12:30-2:30 PM
FEB.21	RA	12:30-2:30 PM
FEB.28	RA	12:30-2:30 PM
MAR.6	RA	12:30-2:30 PM
MAR.13	RA	12:30-2:30 PM
MAR.20	RA	12:30-2:30 PM
MAR.27	RA	12:30-2:30 PM

Last year's season was a real blast and it looks like this season will be the same. Everyone is talking about the new Lithium-Polymer batteries that store so much energy with such low weight. They're perfect for indoor models. Gerry Pronovost of ORCC built a new indoor plane in the summer called the Pogo and on a couple of calm evenings he demonstrated it to Bill Nickel and a number of the Rideau RC Flyers. Anyone with an interest in "slow-fly" models who saw the Pogo fly was impressed. It is much more stable than the Mini IFO and with the correct power train and propeller, it can hover. . (Gerry used Lithium-Polymer batteries, of course!) It is constructed in the same way as a Mini IFO, i.e., rip-stop nylon for the flying surfaces and carbon fibre rods for the structural elements. The Pogo's wing plan-form is rectangular, but with the long axis of the rectangle aligned with the wind! Control comes from elevons at the downstream end of the rectangular wing just like the Mini IFO, but Pogo also has a rectangular "fin" and rudder. So you need three

servos, not just two. Of course, Bill just *had* to build a Pogo too and in late September, he designed some "jigs" which really sped-up the assembly and rigging of the carbon fibre rod structure. Bill has completed his Pogo, but he will be placing a group order for all of the fibre rods

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and rip-stop nylon needed to build Pogos. Or, if any indoor flyers want to build a Mini IFO (a little less complicated in construction than the Pogo) then Bill will also include the appropriate Mini IFO parts in the group order. So either get in touch with Bill Nickel at home at 825-8811, or drop by any of the indoor flying sessions and see the range of models that are being flown before you decide on what to build. This year, after each flying session at the RA Centre, the indoor gang intends to re-hash the day's flying and generally "talk anything R/C" at the RA Centre Pub. ... See you there.

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## **Thermal Thoughts ... By Brian Buchanan**

There has been much discussion on the internet recently about sailplane contests being more about landing than soaring. It is true that, with good flying conditions, our high performance and sometimes not so high performance models have very little difficulty staying in the air for the required time. This then leaves the landing circle as the place where the contest winner is decided. I would argue that a contest does not necessarily become a landing contest just because more than one pilot makes the prescribed flight times. These successful pilots need to fly well, locate thermals and use them efficiently to make their times. When a number of pilots accomplish this part of the task, it is the one who lands best who wins the contest. I see the landing as just another part of the soaring contest. If you want to win consistently, then you must learn to land well.

Landing well is all about technique and practice. Simply said, at the end of the flight, one must land the aircraft on a predetermined spot at a predetermined time. In a good landing, the time and the energy in the glider will both run out just as the glider arrives at the spot. I will attempt to describe how I prefer to do a contest landing. This is not the only way to arrive at the spot on time but it is what I have found works best for me.

Firstly, it is important to have a good timer. Among his many duties, the timer should be diligent and consistent in letting you know the time for the flight. I prefer to hear the time every 30 seconds until there are 2 minutes to go. The next minute should be counted down backwards every 15 seconds and the last minute backwards every 5 seconds. This provides me with the time checkpoints I need for the landing phase of the flight.

If the lift has been good and I am "specked out" at the end of the flight, I start my decent with 2 minutes and 30 seconds to go. I would start earlier if I was flying a slower aircraft and later if I was not really high. I try to get the glider down to around 50 feet high and flying over the landing area at 90 degrees to the wind with 40 seconds to go. The glider should be flying at its normal cruise speed. The reason for doing this is to get the glider in a position where I know how much energy I have to use up to complete the flight. If it is too high or going too fast, I know that I will need to adjust my landing pattern to bleed off the extra energy.

I am now prepared to land. I continue on the cross wind leg by flying straight for another 10 seconds. This puts the sailplane off to one side. At 30 seconds to go, I turn 90 degrees and fly a down wind leg for about 5 seconds. At 25 seconds to go I turn 90 degrees and fly the crosswind base leg for 10 seconds to put the sailplane directly down wind of the spot. At 15 seconds to go I turn back up wind and use a little flap to slow the sailplane down while it floats in and settles gently onto the spot.

Obviously if it were this easy, we would all make all our landings. To make consistently good landings, we need a consistent approach adjusted for the current conditions. During the >

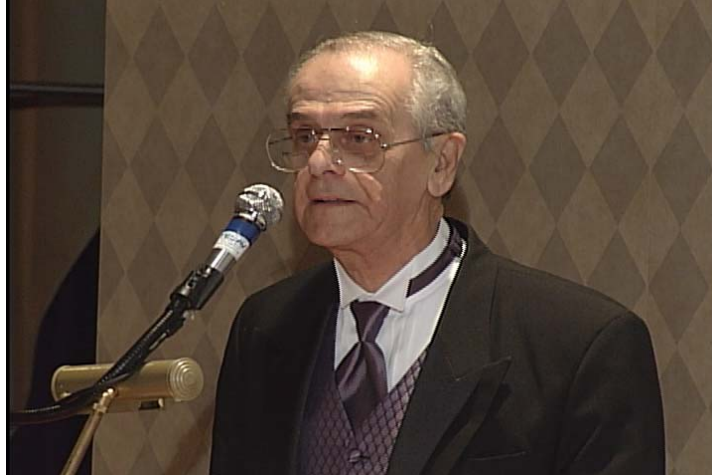
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final 15 seconds of the flight, it is best to try to use a consistent flap or spoiler setting and to use the rudder rather than ailerons to steer the nose of the glider to the spot.

The most important ingredient in a good contest landing is practice. Every flight requires a landing; why not make it a spot landing.

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## **Donald Paquette** ... by Rickey and Steve Paquette



Donald Paquette a lifetime member and instructor of ORCC suffered a massive stroke at home on August 25, 2003 around 2:00 am. He was taken to the Ottawa Civic Hospital where he in turn took a heart attack and remains there still to this day. Resulting from the stroke was some bleeding on the brain leaving him paralyzed in his left arm and leg. After just over two long months in and out of Intensive Care, Acute Medical Alert and having trach tubes he is currently medically stable and waiting to be moved into a long term care facility.

Don started flying airplanes at the age of 15 where he would participate in half time shows at Lansdowne Park during the Ottawa Rough Rider games. Lying on his back flying 2 planes, one from his hand and one with a mouthpiece, he was quite the showman. From this type of flying he moved into Free Flight and then Radio Control where he continued to fly until last summer, he even tried his hand at a small electric plane owned by his son Ricky.

Don also designed the original logo for the ORCC and MRCC (Montreal Radio Control Club) as well as a cartoonist and editor for Top Cap for numerous years. His editorials were under the heading of “ On Thinking It Over” and provide a wide range of topics from humorous to instructional. Don’s artistic ability won him the Art Schultz Award from The Ottawa Citizen in 1977.

Donnie was the fourth person to belong to the original MAAC, but due to illness (TB) that led him to be hospitalised for five years, his name and address got misplaced for years. Which resulted in his current MAAC number to be 2125 L. His wife Ruth accompanied him twice when he represented Canada in the World Championships. In 1978, Don placed fifth in Woodvale, England with his Sea Fury in the Standoff Scale Division. In 1982, he placed fourth in Reno

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Nevada in the Scale Division with his Liberty B plane. Overall in his lifetime he has won over thirteen trophies in the Stand Off Scale category, and over fifty-one trophies in all.

His list of accomplishments is vast, but he received his first trophy, a first place in 1954 at the age of 25 in Syracuse, New York. In 1977 his most noted trophy was when Sig awarded him the Testers Award for Best finish and Flown Model Plane. He continued being awarded trophies at least 1 a year up to the year 1993, where he placed second at the Canadian Nationals in the Sport Scale Division. Some of you may not know all these facts about Don, or even recognize his face, but we are sure you have seen him out at the ORCC field, and in Kingston where he has videoed many of your flights. He loved to video flights of airplanes, no matter what kind of plane you flew. He was often setting up the camera to capture your flights, whether they were good or not so good.

Please keep Don and Ruth and their family in your thoughts and prayers for his continued improved health.

Sincerely,

**Ruth, Donna, Stephan, Ricky and Cindy Paquette.**

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## Dates to Remember

<b>Club Meeting Dates</b>	<b>TopCap Submission Dates</b>
Tues. Nov. 4th	Fri. Oct. 17th (for Nov. TopCap)
Tues. Dec. 2nd	Fri. Nov. 14th (for Dec. TopCap)
Tue. Jan. 7th, 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)

## ORCC Membership

As of September 15th,  
2003

Junior: 16

Open: 105

Senior: 34

Life: 9

Non -Flyer: 1

Total: 165

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## ORCC 2004 Events

Event Name	Date(s)
Club Auction	February 3 (Tuesday)
Winter Fun Fly	February 21 (Saturday)
Concours d'Elegance	April 6 (Tuesday)
Two-Day Annual Thermal Glider Event	June 5 and 6 (Saturday and Sunday)
Ottawa Electric Fun Fly	June 12 and 13 (Saturday and Sunday)
Doug Pinhey Float Fly	June 26 (Saturday)
SMALL Event and Pig Roast (Tentative)	July 24 (Saturday)
ORCC - MATS Challenge	August 21 (Wednesday)
Greater Ottawa Aero Tow	September 11 and 12 (Saturday and Sunday)
Casual Float Fly	September 23 (Saturday)
Fall Fun Fly	October 15 (Saturday)

**Fifth Annual Ottawa Electric Fun Fly ..** From Frank Reaume hosted by the Rideau RC Flyers in Kars/Ottawa, Ontario on Saturday, June 12th, 2004 (9am 'til dark) & Sunday June 13th (9am to 1pm). No fees or charges. The club field is located at 1675 Phelan Road East, just south of Manotick. Contact CDPierre Audette (819-595-1211) pfaudet@videotron.ca for more information.



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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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## ORCC Executive Committee

President	John Weekes	727-0066
Vice President	Ken Norris	820-9097
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>**

### **January Meeting: Tuesday January 6th, 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](mailto:teejay@mondenet.com) , Tel: 613/733-9470

**Closing Date for the January TopCap: Friday Dec. 19th, 2003**