



# SEPTEMBER 2005 TOPCAP



## THE OTTAWA REMOTE CONTROL CLUB NEWSLETTER

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**This Month's Meeting: Tuesday, September 6, 2005**

Entertainment for this meeting will be:

**Decided at the Last Minute!**

### **President's Message by John Weekes**

I sincerely hope that everyone has had an enjoyable and pleasant summer of model airplane fun. For me, I finally got past what seemed to be an extended period of crunching airplanes (fingers crossed!). Rationalizing, I figured that I must be taking my flying to a new level of difficulty – hence the increased likelihood of crashes...yah, right! Presently, I am having a lot of fun flying a newly completed Sig Super Kougou (OS.50). The "Super" Kougou variant means that it has dual aileron servos, wider ailerons, and a rudder servo in the tail. It's a lot of fun and can do reasonable pattern-like maneuvers. However, it is the first trike gear plane I've flown for years and I found it difficult to get used to.

### **West-end field – Runway Repairs**

We have a busy fall planned. Our West-end field manager, Karel Tettelaar, has just sent out a request for someone to coordinate a project to fix the cracks in the pavement. This is an important preventative measure that will save the club thousands of dollars in repair costs down the road. Please consider getting involved.

### **Club Snowblower**

Recently, a neighbour who was moving gave me an Ariens 8HP snowblower – an older machine, but in reasonably good condition. The machine is in good working condition (even has an electric starter!) but sounds like it needs some carb work (probably needle adjustments). This is a great addition to our inventory of assets and will help to clear the snow from the front of the building and to make a decent pathway to the parking lot and go-huts. Please let Karel or me know if you are willing to take a look at the snowblower to make it run a little more smoothly.

### **Fall Events**

Please refer to the Club's website for a complete listing of upcoming flying events in the club and in the region. These include the Brown Bag Float Fly, Aero-tow (Arnprior), and the Fall Fun Fly, to name a few.

### **Workshop Coordinator Needed**

We still need someone to coordinate the entertainment at our monthly club meetings. There is much involved to do this but we really need a dedicated individual to arrange various presentations and workshops. If you are an enthusiastic individual with lots of ideas for interesting presentations please contact me.

### **Safety – Rules and Regulations**

I would like to remind all club members to fly safely and responsibly at all times and to abide by the Club's Rules and Regulations. As far as I am aware we have had a good summer, however, it has come to my attention that things have become a little "lax" at the west-end field as far as following the established Rules and Regulations are concerned.

Here are a few of the things I've noticed and commented to members on recently:

- Starting engines with prop facing towards building and other people or with the propeller arc in line with bystanders
- Pilots not calling their intentions and maneuvers
- Models flying against an obvious traffic pattern
- Models taxiing into the start up area
- MAAC and ORCC membership cards not visible on person or field box
- Airplanes flying over the helicopter hover area – this "airspace" is reserved exclusively for hover practice. Foamies and other electrics MUST fly in front of the pilot stations.
- Pilots standing outside the pilot stations when flying

The onus is on every member of the club to read, understand, and abide by these simple rules that are intended to enhance safety at each of the Club's flying sites. Please take a few moments to re-read the Rules and Regulations on the website. Further, it is incumbent upon ALL club members to point out unsafe practices and violations of the Rules and Regulations – don't leave it to the Exec. Further, it is important for members to listen and accept the feedback of fellow members. Let's prevent accidents. Thanks for your ongoing support.

### **Questions, concerns...**

As always, I invite you to contact me directly with any questions, concerns, or suggestions you might have about the ORCC. This is your club. I am committed to making the ORCC as fun and enjoyable for you as I can. You can contact me at [jweekes@ccsa.ca](mailto:jweekes@ccsa.ca) at home 727-0066 or on my cellphone 889-2025.

John

## **Dynamic Hobbies SMALL Event 2005 by Ken Park**

Yes, that's another year done! Again, I can state with great pride, that this was by far one of, if not, the top events in our zone this summer. First off, before the event even got started, we got some press in the new Canadian national RC magazine "FRCC/DRCC". The magazine published a 4-page article of mine with many pictures taken from the 2004 season. Considering how hot this summer has been our even on the 23 July was blessed with sunshine/blue skies and a stiff breeze that luckily blew right down the runway. That breeze kept things cool enough to be comfortable; the noonday temperature was 27 degrees Celsius.

The best events are the ones that run like a well-oiled clock. This year was the best for its ease of operation. Dave Rees came up with a great sound-system that kept everyone well informed at all times. This was most appreciated in getting the information out about our 11AM lunch deadline. Dave also organized the "Swiss Chalet" ¼ chicken meal deal for 8 bucks. He simply called-in the 66 orders and within an hour and half we had all of our steaming hot meals delivered. Too easy! We got high praise from everyone about the nice change in the lunch menu.



For those who judge things by the numbers, here are some that really count: We had 49 registered pilots and Fred Zufelt of Dynamic Hobbies paid the extra 3 dollars needed per pilot to pay for that tasty 8 dollar lunch. Fred also contributed too-many-to-count prizes for the raffle, which was again extremely generous. A couple big-ticket items were a brand new Futaba 9 type radio and a GP 1/12<sup>th</sup> scale Corsair ARF. Next time you see Fred, tell him how much his support means to the ORCC. I myself spent the better part of 6 months beating the bushes getting people to donate items to our raffle draw. The response was wonderful this year and those lucky guys who walked away with any of the donated items sure had big smiles. It almost looked like Christmas in July.

What's up for Saturday 22 July 2006? More of the same, because everyone was really happy with how it went this year. The Executive and I are already looking for new ideas and a budget. Another build project? Gerry Pronovost's excellent flyer "Orville" is a fantastic ready to go candidate for club level mass production. A few of the Stetson's members have already built them in various sizes. This is a fun everyday flyer that's not beyond anybody's skills. The great thing about a club level project is that it's done at cost because no one is trying to make a profit.

The ORCC has proven yet again that it's the participation of the members and the hard work of all the volunteers that has made this event what it is today. The Dynamic Hobbies SMALL event is big enough to put Ottawa on the RC map. We are still considered fresh news, and word is getting out to the rest of the country. The flip side working against us is the price of gas & distance traveled. Realistically, I hope to improve the event's participation by concentrating on getting more pilots from our own Montreal-Trenton backyard.

As per normal, the executive and I are available for your comments, etc – but we do listen harder if you've participated in our events this past summer.

## **Thermal Thoughts by Brian Buchanan**



*Brian Buchanan and his 5m Ventux 2AX glider, at the Fergus Aero-Tow*

September is here already and another flying season is winding down. The wet spring caused us to have a slow start to the season with the first flying being held up until the end of May. Even with the slow start, the ORCC sailplane group has had a great summer with lots of fun flying, active training nights, contests and events. Wednesday training nights remain active with many new glider pilots testing their new-found skills. The normal inexperienced beginner flyers are rather scarce this year, but happily, they have been replaced by experienced power flyers who have decided to test their more sensitive side with gliders. The glider group is pleased to welcome experienced power flyers Karel Tettelaar, Mark Josefowich, Corey Groves and Ken Park. We are also pleased to welcome a new flyer from Kingston, Jody McInnis and returning beginner Jianguo (Jay) Zhao, armed with the Foxy Lady and an aged Sagitta. Anyone who is interested in joining in on the fun should

show up at Petersons Sod farm on any flyable Wednesday evening from about 5:00 until dusk or on Saturday or Sunday mornings. Winches will normally be available during these times. No fuel powered planes are allowed at the sod farm. Electric planes are welcome.

Another facet of sailplane flying is aero towing. This activity involves using a radio controlled power plane to tow a scale glider to about 1000 feet or more, where the glider releases to look for thermals, and the tow plane returns to the field for the next tow. The scale gliders are normally larger and heavier than the ones we fly at the sod farm. One third scale gliders with wing spans of four to six meters are quite common with

weights in excess ten kilograms. Anyone interested in this type of activity should contact me and I can let you know when and where we will be flying next.

In addition to local flying, there are always a number of out-of-town events to attend. This year local flyers attended the Canadian Model Aero-Tow Society Season Opener Aero-Tow in Fergus, Ontario, the JR Aero-Tow in Monticello, Illinois, the Can-Am Aero-Tow in Hagersville, Ontario, The Montreal 2 Day Thermal Duration Contest, and the Oakville Aero-Tow. Some of us are making plans to attend the Triple Tree Aero-Tow in South Carolina in October. These aero-tow events are all low key fun-fly type events with lots of flying. The organizers normally provide the tow planes and the attendees fly the gliders.

The JR aero-tow in Monticello is heralded as the main event for aero-tow in North America. Participants attended from all over the US with lots of flyers coming in from California, Florida, and Texas etc. There were even attendees from Europe and Japan. This year there were over 70 pilots attending and well in excess of 100 gliders. This was a four-day event, held at a full scale glider port. A nice touch was being invited to store our assembled gliders inside the hangar so it was not necessary to disassemble them each evening. The JR team provided four powerful tow planes with excellent tow pilots. Towing was available from early morning until evening. It was an event to be remembered.

Anyone interested in seeing aero-towing should plan to attend the Ottawa Area Aero-Tow event planned for September 10 and 11 at the Arnprior Radio Control Club Field. Contact me for more information if you wish to attend.

## **Sailplane Adventures by Mark Josefowich**

The field finally dried out, and I was able to bring my Bird out into the sunshine one Sunday in early June. While doing a final check with some of our resident experts, we found that I was getting some radio interference, which caused the control surfaces to bounce around quite a bit. The solution to the problem was to remove the receiver antenna from plastic tube on the inside of the fuselage, and attach it along the outside of the fuselage with some tape. There is a long servo extension in the fuselage as well, and maybe it was too close to the antenna. We then put everything back together, checked the balance, which was OK, and tried a test flight. The first launch is done by hand – a nice level throw to check the servo trims. Everything seemed OK, so it was on to the winch. Our club has a few electric winches, which are basically a small electric motor connected to a big spool of line, powered from a car battery. On the end of the string, there is a small metal loop, to attach to the plane, and a parachute, which lowers the ring back to earth in a controlled fashion after a launch. The line goes from the winch out about 200 yards, through a pulley which is spiked into the ground, and then back to the plane. There is a foot switch beside the winch, and the pilot starts pulsing the switch to take up the slack in the line, and at just the right time, tosses the plane straight ahead. As the plane goes up, the pilot keeps pulsing the switch, and steers plane to keep it straight. If all goes well, it will go up in a nice arc, and when it is at the top, the winch line will slide off the hook on the bottom of the plane, and you're flying. For the first few launches, I was working the radio while someone else handled the winch duties, which was good, because it seemed like I was going to need about 4 hands to get everything going at the right time. I also tried the winch a few times, to get used to the pulse action. If too much power is applied, the plane will go up way too fast, and there is a high probability for damage. If not enough power is applied, the plane will either stall, or it just won't get up very high. Most of my flights were quite short, only a few minutes long, as I was getting used to controlling the plane, and there wasn't much thermal activity anyway. When landing, the plane floats along much further than any of my powered planes would on a dead stick landing, so there were some long walks to go pick up the plane from the other side of the field.

I have been flying the glider several times over the summer, and I even entered the two-day thermal contest, which was very interesting. I have managed to pick up a couple of good thermals, and it is quite amazing to see the plane go up so high. The whole sailplane flying atmosphere is very relaxed, and quiet. I urge you to come out to the sod farm one weekend, and check out the action.

## **Membership Counts as of August 15**

Member Type	Count
Junior	14
Life	9
Non-Flyer	2
Open	83
Senior	30
Total	138

## **ORCC Executive Committee**

President	John Weekes	727-0066
Vice President	Dave Rees	825-1530
Executive Secretary	John Blenkinsop	526-5136
Treasurer	Dick Mills	822-7529
Memberships	Aurele Alain	738-8797
Past President	Jean Populus	591-9738
TopCap Editor	Mark Josefowich	248-0514
Gliders	Brian Buchanan	824-3723
Scale Sailplane		
Helicopter	Len Gaultois	746-8526
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

## **Upcoming Dates to Remember**

Date	Event
Tuesday, Sept 6	Club Meeting
Sat/Sun, Sept 10-11	Arnprior AeroTow
Saturday, Sept 24	Brown Bag Float Fun Fly
Sunday, Sept 25	Glider Fun Fly – Sod Farm
Tuesday, Oct 4	Club Meeting
Saturday, Oct 15	Fall Fun Fly – West End Field
Tuesday, Nov 8	Club Meeting
Tuesday, Dec 6	Club Meeting
Sunday, Dec 25	Start building your new Christmas presents

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

# **Discount Hobbies**

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

**(613)830-2373**

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## **Dynamic Hobbies Inc.**

21 Concourse Gate, unit 6, Nepean  
Ontario, K2E 7S4 tel (613)225-9634

Hours: Monday to Friday 10am - 8pm

Saturday 9am - 5pm

Sunday CLOSED

(Gone to church then Fly'n or Rac'n)

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## **Dynamic Hobbies**

**Proud sponsor of the ORCC**

**September Meeting: Tuesday Sept 6, 2005**

**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:

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**Closing Date for the October TopCap: Tuesday, September 27, 2005**