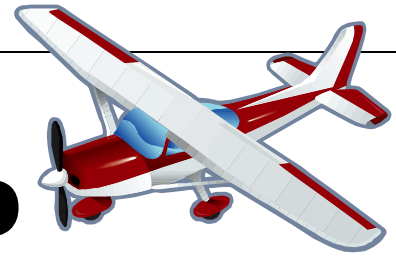




JANUARY 2010

TOPCAP



The Ottawa Remote Control Club Newsletter

THIS MONTH'S MEETING: TUESDAY, JANUARY 5, 2010

President's Message by Mike Toner

Here's wishing all of you the very best in 2010.

I hope everyone had a good Christmas. I had a good Christmas. Someone even surprised me with an unexpected present. I was touched by that person's generosity. It was a small helicopter. So now I've become a helicopter pilot with maybe 40 minutes of flying time.

The coming year will be interesting times for the club. We will be making our move to a new field, so when the time comes, we'll be looking for people to volunteer with help getting the new runway ready, and the rest of the field up and running. There will be much work to do and the results will be well worth it.

Drummond field is open for winter flying. So wear your warm boots and enjoy.

Unless, of course, you prefer a nice warm workshop with balsa shavings everywhere. We look forward to seeing your creation when you unveil it.

See you at the flying field!

Mike Toner
ORCC President

Last Meeting – Silent Auction

At the December club meeting, we had our first silent auction, with a good turnout for the inaugural event. Several aircraft in various states of repair, some radios, parts, and field equipment were put up for sale, at quite reasonable prices. Hopefully, we can continue this event next year, and build it into a regular club event.

RENEW YOUR MEMBERSHIP NOW! YOU CANNOT FLY WITHOUT IT!

Winter Skis – Mike Toner

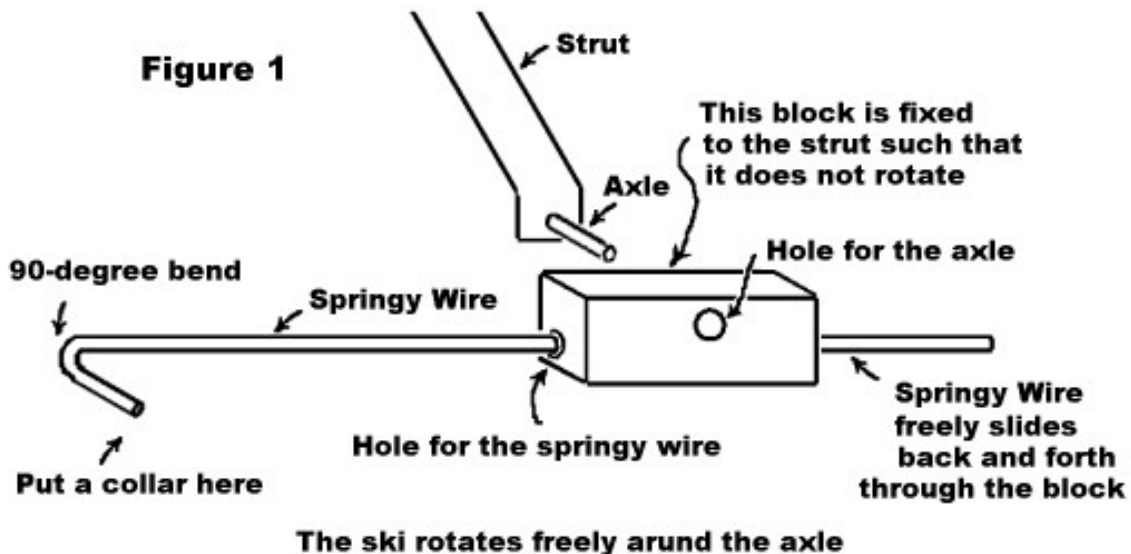
Some of our new members have expressed interest in how to build a set of skis for RC winter flying. This article describes one way of how to do it.

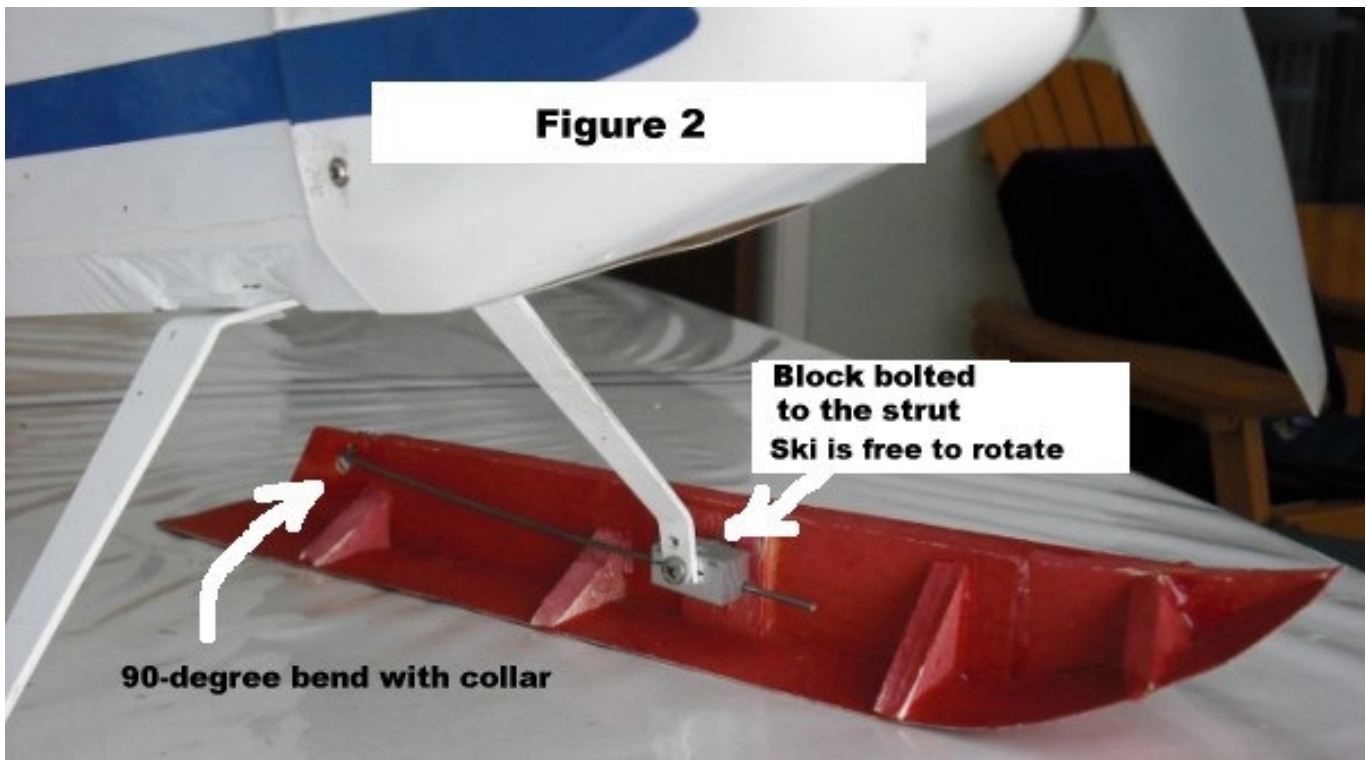
First of all, your skis need to have enough surface area to prevent your airplane from sinking into the snow. The heavier the airplane, the larger the ski needs to be. A good rule of thumb is that your skis should be more than 14 square inches in area per pound of airplane. You can make them larger if you wish, as long as they do not add too much weight. Larger skis work nicely in soft fresh snow.

If you have an airplane with tricycle landing gear (sometimes called a nose-dragger as opposed to a tail-dragger) then you can mount three skis in a tricycle configuration if you wish. That will work fine. The cost of doing it that way is the weight of an extra ski plus the extra strain on your nosewheel steering servo, due to the leverage of the ski against the snow. My personal preference is to change the gear mounts to make it into a tail-dragger.

Here is one way to mount the ski to your landing gear strut such that the ski can rotate and still have a spring to control the angle of the ski. When I first joined the club a few years ago, the guys were already using this method and I thought it was really cool. Refer to figure 1. See that there is a long piece of springy music wire acting as the spring. This springy wire can slide freely back and forth through a little block of aluminium that is firmly attached to the strut. This block does not rotate; therefore the springy wire is forced to remain at its fixed angle. The ski can rotate with the springy wire always bringing it back to the fixed angle. Figure 2 shows the ski mounted on my airplane. You can see the block that is fixed to the strut. You can also see the springy wire which slides through the block. You have to make the wire long enough such that it never pulls out of the block. At the rear of the ski, the wire has a 90-degree bend with a collar that goes through a hole in the centre rib of the ski. I made the skis themselves out of 1/32 inch plywood that was bent over a centre rib with a hole for the axle. I didn't worry about the centre of gravity of the ski. I just made the axle hole roughly in the middle. The tip of my ski is about an inch behind the propeller. The springiness nearly holds the tail off the ground when the airplane is sitting, so I just leave the tailwheel on, and do not bother with a ski for the tail.

This arrangement works very nicely. Hope you enjoy your winter flying!





UPCOMING EVENT! – WINTER FUN FLY – SATURDAY, FEBRUARY 20, 2010

Membership Renewal Time – Aurele Alain

It's time to renew your ORCC membership. Current members have received their renewal form by email. Bring the form with you to the meeting, or return it by email. Regular mail is also an option. You must renew your membership before flying in 2010.

2010 Membership Dues

Membership Type	ORCC Dues	MAAC Dues	Total
1 Year Memberships			
Junior (under age 18 as of January 1 st)	\$37.50	\$10.00	\$47.50
Junior (with Model Aviation Canada Magazine)	\$37.50	\$21.00	\$58.50
Open (18 or over as of January 1 st)	\$75.00	\$75.00	\$150.00
Senior (60 or over as of January 1 st)	\$65.00	\$75.00	\$140.00
Family Open Membership	\$95.00	\$75.00	\$170.00
Family Spousal Unit and Juniors (MAAC membership required for flyers)	\$0.00		
Non-Flying Member	\$65.00	N/A	\$65.00
3 Year Memberships (Must have MAAC for the same 3 year period)			
Open (3 Years ORCC & 3 Years MAAC)	\$210.00	\$203.00	\$ 413.00
Senior (3 Years ORCC & 3 Years MAAC)	\$180.00	\$203.00	\$ 383.00

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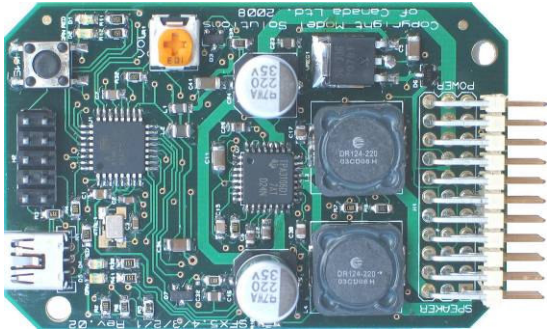
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ORCC Website : <http://www.ottawarcclub.ca>

Just a friendly reminder to support our local hobby shops.
They're always ready to help the club to support all of our events.
Your business is appreciated!

February Meeting: Tuesday, Feb 2, 2010

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:

Mark Josefowich, TopCap Editor

276 Parkin Circle, Ottawa, K1T 4G8

E-Mail: editor@ottawarcclub.ca Phone: 613-248-0514

Closing Date for the February TopCap: Tuesday, January 26, 2010