



ORCC

TOPCAP

The Ottawa Remote Control Club Newsletter

CANADIAN AVRO ARROW

Saturday, January 1, 2011

General Inquiries To ORCC
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ORCC Board of Directors

Executive Positions

President
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Greenway Field Manager
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**ORCC meetings are held at the McNabb Community Centre
(180 Percy Street) 8pm on the first Tuesday of every month.**

Message from the President

Hello Everyone,

Welcome to the January 2011 issue of TOPCAP. I hope you have all had a Merry Christmas. Here's wishing you all the best for 2011.

It is shaping up to be a good season. Your executive committee has already been busy planning the events for the upcoming year. Of course we will be calling on people to volunteer and help out with the events. Many hands make light work, so please get involved and help to make things better for everyone.

Everyone is always welcome to bring in their work-in-progress to show us at the monthly meetings in the McNabb community center. It is always interesting to see what people are working on in their workshops.

Remember that before you can fly in 2011, you must renew your MAAC membership. This also applies if you are flying indoors.

As always, please fly safely and obey all the rules for the site you are using. Ensure to keep your airplanes away from the no-fly zones.

See you at the flying field,

Mike Toner
President



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Indoor Flight

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Sailplanes

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Giant Scale

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Web Administrator

Corey Groves

Hello Fellow Aviators,

Firstly, I would like to congratulate Mike Toner on his re-election as ORCC President and thank the members who took the time to participate in the election. I would also like to thank those who nominated me as well as thank those who elected me Vice President.

My mandate as your Vice President will be to continue to work with our President, and fellow executive and regular members in keeping ORCC a safe, enjoyable place for fellow members to enjoy our hobby.

As the power fields' Manager, I would like to thank those members who have contributed their time in helping to maintain and improve Drummond Field and get Greenway Field up and running. I plan to maintain my Field Manager position and am looking forward to continue to make enhancements that will benefit our club. I hope to find a couple of members willing to step forward as Assistant Field Managers. If anyone feels they have the time to fulfill one of these positions, please let me know.

We had a great time at our Christmas get together and had some fun with our gift exchange and 50/50 draw which was won by Dick Mills. Thank you Ramona for all your help putting this together.

Dynamic Hobby graciously donated a very generous door prize which was won by Lucette Toner, now I suppose Mike will either get her out to the flight line or else we'll than likely see him with a new Corsair to fly!! What do you think Mike....? . I would like to encourage members to support Dynamic for their generosity over the past year's events. Don't forget they also give ORCC members a 5% discount on purchases.





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Classifieds

Looking for something?

Have something to sell?

Have a special announcement?

Want to write a Product Review or submit an article Or have pictures published?

Contact the editor

We are supporting winter flying at both Drummond and Greenway as long as there is a demand and so far the conditions have been great. Hope to see you at the fields.

Happy Flying,

**Your VP
Paul Bradbeer**

WINTER FLYING AT GREENWAY

Paul's new Pulse 120



Kevin Denton's Edge



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Product Review

Snow Skis by CJ Model Manufacturing



If you have ever gone to the flying field in the Winter, you have probably seen people flying with these types of skis on their airplanes. They are manufactured right here in Ontario by CJ Model Manufacturing which is based in Ottawa. I was given the opportunity to write a review article on these skis. Being an enthusiastic winter flier, how could I refuse?

There are different combinations of skis available for tricycle gear or tail-dragger. So I received a package containing a set of skis for a tail-dragger. I couldn't help but admire the attention that the designer paid to the small tail-ski.

I have flown several models, both tricycle and tail-dragger equipped with these skis and I have found that they work very well. They are very quick to install. You simply remove the wheels and then mount the ski on the axle. Be sure you read and follow the instructions. There is one size of ski for a 40-to-60 size airplane and a larger size for the 6-to-120 size so you have to select the correct one. If the airplane is too heavy for the size of ski, it will sink into the snow.

Make sure you mount the skis with the spring facing the front. You do need to tighten the clamp properly so the ski does not turn over in the air. I always check the clamps to make sure they are good and tight before my first flight. If you find that your airplane has trouble taxiing straight, it is simply because one of your skis has become misaligned and is skewed to one side or the other. It is easy enough to fix, all you need to do is to look closely at your model and identify which ski is out of line. Then, correct the alignment and you are good to go. If you are trying to take off and your airplane keeps digging into the snow, then it is simply because you need to have your skis arranged so your airplane sits slightly nose-up (perhaps 10 degrees up) while taxiing on the ground.



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Everything will work very well as long as you set them up properly. If you are still having problems, you can contact me personally and I'll be willing to meet you at the field and we'll get you sorted out for flying.

The skis are available at your local Hobby Shop.

Mike Toner

Tip of the Month

Q: What's up with 5 cell packs..? Why would I need one?

A: Both NiCad and NiMH have similar load performance... when a load is applied the voltage drops. The bigger the load, the bigger the voltage drop. If you are flying an average 40-60 sized trainer or sport aerobatic plane, voltage drops are fairly low because the control surface loading isn't significantly loading up the servos. As soon as the planes get a little bigger, folks need bigger servo's to deal with the bigger control surface loads... before long we reach a 'critical load point' where the loaded voltage drop on a half discharged 4 cell pack could force the systems voltage down to less than 4.4v.. The voltage point where no sane man wants' to fly because some brands of receivers tend to stop receiving around there. This leads to the famous 'I ain't got it!!!' demise of another nice plane because the Rx stopped working due to a servo load Rx lockout.



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Note from the Editor

Hello Everyone,

Well....a FEMALE Editor, am I the first?

I have been asked to take on this task and decided that I am up for a challenge so here I am. I was introduced to your Club in July 2008 after purchasing a long overdue airplane for my Husband, Paul. Most of you know him as your Power Fields' Manager and new Vice President.

Paul had been out of the flying scene for too many years as a result of our busy life and I decided that it might be a good idea to buy him a Mustang to help get him back into swing of things. I am very happy to say that doing so has brought a lot of good times back into both of our lives.

Your Association is very inviting and I want to thank you all for welcoming me into your Flying Zone. No pun intended of course!

I hope that I can live up to your expectations and I also hope to encourage other females to attend the upcoming events in 2011.

Here's to a prosperous and enjoyable New Year for the Club!

Ramona Bradbeer

Our Sponsors

Dynamic Hobbies Inc.

21 Concourse Gate, unit 6, Nepean
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Saturday 9am - 5pm
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**We are proud to sponsor the ORCC!
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**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!**



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Upcoming Events

Jan. 4, 2011	Club Meeting	Darcy Whyte production update
Feb 1, 2011	Club Meeting	Auction
Feb. 19, 2011	Fun Fly	Winter Fun Fly
Mar 1, 2011	Club Meeting	Engines By Paul Bradbeer

It's time to renew your membership now if you haven't. Remember, there's no flying permitted after Dec 31, 2010 if you haven't renewed, Don't delay...do it today!