

FLITELINE

APRIL 1999

EDITORIAL By the Editor-in-Chief, Dan Gregory. Written in Quebec City, where the snow is still up to here. Went skiing a number of times, but always looking for Slope Sites (an excuse). When I get a Foamie, with an old radio inside, walk South for 100 metres from this house and throw it off the cliff of Cap Rouge, which is 100 metres in height. There are an unlimited number of sites over-looking the St Lawrence here which put the C2VM Leclercville site to shame. But as Mark and Manny found out on their first visit to a slope under the Jacques Cartier Bridge, you have to really pucker up the old A.M. before you chuck your beauty over the edge towards those cold waters way down there. But once you do it the first time, it doesn't get any easier the second time. However, nothing ventured..... try it you'll like it. Mark G. and I will venture up to Rigaud Mountain to check it out. There is a potential site opposite Hudson on Indian land facing SW which looks good if we can get permission to fly there. More on this later. Do you know of a site? Call Mark or me if you do. And last, are you on the Net yet? Alan is.

A REVIEW OF THE FIRST WORKSHOP. When the workshop was first proposed at the A.G.M., we were worried about Subjects, Content, Location, Participation by presenters, listeners and, refreshments. Well, we worried for naught because everything went smoothly, in fact there were too many things to talk about. The meeting was held at Mark G's warehouse (oops), that should be workshop), with 18 people attending, from Juniors, one with his mother and others with their fathers, to the old timers. Subjects presented (as per the notices sent to ad members) ranged from building, covering, ballasting, gluing, foam | cutting, to selecting airfoils, for wood and foam models. The donated foam cutting mechanism was also demoed cutting the club foamies' wings and fuselages. At lunch time, six extra large pizzas were served with soft drinks, the Best Waters and wine and they disappeared in very short order. The presentations then resumed until 3:30 PM after which the Club Web site was shown on Mark's computer. All present thought that the site was well conceived, even though it was not I completed at that time. Ernie Roberts has done a marvelous job of it. I I'm sure that it has taken up a lot of his time, but he's a computer nerd and loves that stuff. He should be congratulated, and Ruth also. The final stragglers (left just before supertime.

There is now talk of a workshop for Electric Models with some of the possible subjects Being; the selection of a) models for beginners and more advanced fliers b) motors, gear boxes, props and batteries, c) the testing of these various combinations and d) building techniques for Scale, Gliders, Speed and Acrobatic models. Some of us have seen, and have been impressed by, the models of Scott Black, Alex Wenzl and Louis Dionne with their impressive looks and performance, in that order. While still in the planning stages, the interested people have volunteered to take part if an Electric Workshop is held. Carl Baum will talk about and demonstrate the testing of motors, props and batteries; Louis Dionne on selecting performance motors; Nelson Fall on proper battery selection and care; David Temple on electric free flight and

Charles Clement on the frustrations of beginning model flying with an electric. A date has yet to be set by the Executive, but the site will probably be Mark's ^Workshop. Have a look at the latest contest calendar which has a new listing for a St. Lawrence Zone Electric FUN-FLY to be held on a Saturday, Aug. 21st. The MATS-ORCC Duel will be held the following day, Sunday, Aug. 22 and I urge all club members to come out and support the MATS Team. We need physical and moral support to beat the ORCC. MATS has never won against these guys and I feel this is our year to beat them as a team.

THE SEASON'S FIRST CONTEST. The eighth Frost Fly was held on the ice of the Baie de Vaudreuil sur le Lac on March 14th under ideal conditions. It was sunny, very calm and warm at plus four degrees. This was the first contest held under the Expert-Sportsman format proposed at the AGM. (it meant a little more work for the contest director (me) and I am not sure that more people showed up because of the split but eleven contestants showed up, an impressive number, to compete. There were no Fun Fliers although three other club members showed up, these were Alex, Giorgio and Carlo. Again, as last year, due to the nice day, many cars stopped in the parking and curious people ventured out onto the ice to see the excitement, I don't remember who the member was that suggested that we should have business cards printed with the Club name and the Executives' names on it to give out to the interested people. I thought it was a smashing idea and should be followed up by the Executive. We may have had an opportunity to promote the hobby that day by recruiting some new members. As an aside, I think that it's the responsibility of all club members to go and talk to any strangers who come to see what we are doing. I noticed, for many years, that we are reluctant to go and greet these people to welcome them and to explain our hobby. Don't be shy, do it. Now back to the contest report. Six Experts (E) and five Sportsmen (S) competed in five rounds of 5 & 6 minutes duration, with an In/Out landing of 50 points. There were an extraordinary number of landings made, especially by the S's. When you look at the results, you will be pleased to see that there are some new faces in the winner's column with non hi-tech models. There was only one of these, a Mistral, flown by Alan, all the others were; 2 Oly-II's, 1 Oly-I (which did another 45% wing dihedral), 4 Gentle Lady's, a 2X6, 2 Spirit 100's, and a Kestrel. Well, you say, Alan's plane would beat all of these hands down. Incorrect. Overall, Alan made 5/5 landings, the runner-up made 4/5 landings. The points difference between first and second was 116 or 66 seconds more flying time when you deduct the 50 landing points, not bad for a Sportsman flying his OLY II. Third place was another OLY I! with 5/5 landings and 217 less flying seconds. Third was a Sportsman flying his 2X6 with 3/5 landing and 200 less flying seconds. Fourth place overall was the venerable OLY I with 4/5 landings and 377 less flying seconds. All of these sportsmen will soon become Experts, as per the rules laid out at the AGM. Then they will have to compete against their equals, as if that seems to be a problem. But we will soon see as the next event,

the Spring Tune-Up, will take place April 18th if the weather holds up, and if not, the rain date is the following weekend. Check out the results on K3 next page and notice that they are split into sections, the upper is the Expert's placing and the lower the Sportsman's. The LSF points show combined overall placing.

WORKSHOP SYMPOSIUM NOTES. All of the discussions held during the last workshop can be made available in a volume if there is any interest. All you have to do is call Dan at 450-458-3180 and leave a message saying you want to buy a copy for \$4.00. This money will go to pay for the printing and mailing of the volume. There will be about 30 pages of powerful information, including pictures and drawings. So if you are interested, I will produce the proceedings of the workshop for you.

BITCH. BITCH. BITCH. Last issue I begged for input from you guys and as a result I received an infinite number of zero letters. So the following articles are dedicated to you, our faithful readers. But, as dumb luck would have it, I mentioned the above to David of Temple whereupon he did smite me heavily with the following Psalm; What the hell happened to the article I gave you early this year? I had to look for it as I did not remember having it nor where I put it. Well, after looking for it for two days, I won't be able to print it as I can't find it. However, in the meantime, some other material turned up. The Spring Tune-Up took place and I'm delaying sending out the Newsletter for a week.

PRESIDENTS INPUT. The builders' workshop was a great success. Over 30 people showed up, learned a lot and had a great time. Thanks again to all the contributors, the organisers and Mark Gervais for letting us use his great facilities. From a flying view point, I can't begin to tell you how encouraged I am by what I have seen this year. It is April 21st as I write this and we have just signed up an experienced flier, Bob Nelson an Air Canada pilot, who was instructed in R/C by Dan way back on Ile Perrot. It also looks like we will be getting a Junior, named Marc, who has already built a Spirit 2Metre. Contest participation has been incredible for the first two events held, the Frost Fly with 11 fliers and the Spring Tune-Up with 12 fliers. These are record numbers and may reflect an interest in the Contest/Fun-Fly, Sportsman/Expert format Congratulations to Don MacCandlish and to Mark Gervais for each taking first place in the Sports-man Class in these contests. Remember guys, one more win each and you become an Expert. You fly like you already are. The MATS 25th Anniversary decals are now ready. They are 3" in dia. and cost \$1 each. Stick them on your planes, dogs & cats, kids, wife, field box and car windows. Anyhow, you get the idea. Call or see any executive to place your orders. The decals are silk screened & die cut. As well, MATS wind breaker jackets are being made of a blue, water-proof material, with the MATS logo on the front and a glider with our club name on the back. The price will be \$35 for an unlined and \$40 for a lined jacket. We require a minimum commitment for 30 jackets to obtain this price. Please call Alan as soon as possible so that we can get our jackets for early May.

As Chief Flying Instructor, it is my pleasure to remind those without Wings to read their Wings Instructions & show up on May 15,16 for testing. It is essential, for MAAC Insurance purposes that all club members have their Wings. Those of you that already have your Wings, come on out both days and we will also have LSF and CSS Tasks going but if you have not joined these Organisations, we will have forms and task sheets for you. It has also been suggested that a course on Thermalling should be

given to improve your flying by knowing what and where to look for lift, thermal or ridge. If there is sufficient interest is shown for a course we will run it at the same time. But the best thing to do would be to ask any of the hot shots any time you are at the field to help you by telling you what to do and why you are doing it.

The Triathlon, Greedy Egos, which is a fun event, is on May 23rd. Come out and see if you are the greedy type. Until then, HAPPY HOT AIR.

ANOTHER CONTEST REPORT, by Dan Gregory This should be written by the CD, Cliff Morris, but since I was his assistant, he is letting me finish the job. In the days prior to April 18th the weather forecasters were predicting doom and gloom for the weekend and we thought that the Spring Tune-Up would have to be called off unfit the following weekend. Saturday night they were announcing rain, but no wind. I wake up Sunday at 5:30 and the sun is out, what a pleasant surprise! If these guys at the weather shops put their heads out the window they might be able to confirm what we see through our windows, but it's better to be told it's going to be bad and it turns out nice than the opposite.

Alan left for the field at 8:00 am to test out his new Joustier in the presence of no witnesses, it's easier on the nerves I guess. I wouldn't know as I haven't finished a new model in a long time. When I arrived, Cliff was setting up control, Roger had come and gone, David was doing his thing and the wind was very calm, switching occasionally from North, the winch direction, to West. Hot coffee and doughnuts were served up by the CD thus forcing me to assist in the registration of eight Experts and four Sportsmen. By this time, 10:00, the wind started to blow about 5 mph with gusts to 10 mph. Our newest member (to that time), Jacques Blain, arrived with an SP1 and Mark G. with his Cumic while everybody else had the same gliders as the contest before. The wind was picking up speed again. The out-of-bounds was set as the village, the asphalt road, the trees and the far east, more on this later. Rounds were set at 5 MINS. and in/out landing at 50 pts. We finally started at 10:45 into a 10 mph gusting to 15 mph wind. As the day progressed the wind did as well as you can see from the amount of landings made (or not made) that things were rough out there. So bad in fact that David landed on the edge of the village and a lot of flier landed in the ploughed fields, what would have been the result if OOB was declared, as usually done, these fields? However, the times were good but the cyclical effect of the wind affected various flights. As an example, I usually flew after Nicholas Makarov, on this sequence, he launches into very calm winds and gets right up almost OOB. By the time Walter retrieves the chute from the ploughed field, I launch into a 20 mph gale and I too get up high but blown back to the village's edge. What to do? Full down trim only slows down the retreat so I fly it back with 50% down elevator, close to the Spot but not on it, ending up with a 2:00 MINS flight while Nick gets 5:23 but ends up in the ploughed field anyway, in spite of running overtime by 23 SECS trying to get back. There were five models badly damaged enough to knock out four fliers but the fifth model, a spare, was demolished on tow, folding the wings on the way up. Cliff, by the way, decided to devote his time to Officiating, did not fly his SP2. The huge results board provide an excellent wind break, after the Club's direction sign's post was planted behind it and with a tent rope holding the post from the front, but the sign was going to take off in that wind otherwise. It's too big or it needs three support posts to hold it in place. Given that, it was very useful for showing instant results but it

either encouraged or discouraged the individual pilots. Once again Alan took first in Expert, just beating out Jacques but trying to give it away by running 25 SECS overtime (Nick, tell him to bring it home, down elevator.) and this time, Mark G. took Sportsman and fourth overall. Results show complete details with LSF points.

THE WINGSTHING

•MAY 15th & 16th at the dub field, Bone-up on the procedures. Come prepared.
PHONE the CHIEF FLYING INSTRUCTOR Alan Gregorv 450-458-3180

TRIATHLON

DURATION. PRECISION, ACCURACY MAY 23rd. (rain date 9th at the club Field.
Pilots Meeting 9.30am-Contest Starts 10:00 am CALL CD ALAN GREGORY 450-
458-3180
