

Flightlines

Newsletter of the Aurora Model Aircraft Club

July, 2006

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CLUB LOCKS – LOCK THEM!

I just got off of the telephone with Jim Tree.

Two items were discussed -- obviously the fire was one. Cleanup is on hold until we can get the all-clear from the Fire Department.

The second and the one which WILL IMPACT OUR TENANCY ON THE FIELD is that the gates at Leslie Street are being left open. Town staff are arriving in the morning to find the front gates wide open and our lock open. There has been illegal dumping going on and that's what has Jim getting hot under the collar. This is continuously happening, not just once or twice.

That's right. If Jim decides that having us on the property is too much of a hassle, we WILL BE GONE! JUST LIKE THAT!

I am going to have all of our locks changed to a random combination, which will be sent to you by mail. In addition, signs will be posted in visible locations to remind members to lock the gates. This means that the policy of the club from this point out is that the front gates are to be unlocked only long enough for you to drive through. If you are leaving and the gates are open, you close and lock them. THIS IS THE MAIN GATE AT LESLIE STREET! The normal rules for the field gate still apply.

Yes, this sounds like the majority are getting punished for the sins of a few. However, if you want to keep flying this year, it's something that you have to do.

Important Notices

- Fire at field destroys sheds and contents
- Sale of portion of property to York Region for new police station
- Canada Day Display is off!
- Update On Field and Safety
- Dog Days Of Summer, August 12th
- SE AZM Meeting Proposal

Website: <http://www.auroramodelaircraft.com>. Visit for all the information on the club!

Arrow Rollout/50th Anniversary <http://www.torontoaerospacemuseum.com/>



Fire at field destroys sheds

On June 23rd between 1PM and 1:30PM, fire broke out and consumed both sheds and their contents. Central York Fire Services attended the fire and doused it within minutes. Unfortunately, the materials of the sheds meant that they burned quickly and hot. Long-time member Bernard Tong saw the smoke and immediately contacted the Board and went on out to the field, where he met with the Battalion Chief and gave him some details.

I found out about the fire with phone messages from Al Downey and Jim Tree, and immediately headed out. I arrived to find Jim Judges talking with two firemen who were investigating the fire and taking details. I also have to have a chat with the Battalion Chief.

I did ask them the obvious question: where did it start and why? We walked over to the south-east corner of the tractor shed beside the door. This was pointed as the location that had had the fire burning longest – nothing remained of the walls, right down to the concrete. I said that this corner was where the gasoline for the tractor was stored. The firemen could not give an explanation as to why the fire started since the tractor had not been recently put away hot or something like that. Peter Maxwell said that he had cut the field on Father's Day morning, over five days previous.

Those who received Friday's email are cautioned against speculation and exploring the burn site as the insurance company has been contacted and will need to look at everything. In addition, the Fire Department has not cleared the site for clean-up.

York Region buys portion of property for new police station

Like many in the club, I found out about the start of construction on the new business estate when the field to the north was scraped bare and heavy equipment was all over the place. I then read in the newspaper that a couple acres of the 100-plus acre property had been sold to York Region for a new police station.

Clair Murray and I chatted with Al Downey on the development and the sale. The town has no plans at present to develop their portion of the field, and the development plan currently looks as though actual building construction on the northern property will not start until sometime next year.

We should be on the field for probably this summer and next, but even that cannot be absolutely guaranteed. UNFORTUNATELY, the police station is directly north of the end of our main runway. Clair and I spent some time watching students and advanced fliers making their final turns and EVERYONE was going over the property line. **Keep those turns tight and close in!**

Safety at the Field

In reviewing the 2006 MAAC Safety Code and how our field is set up, the Board of Directors have set up the field as you see it today: an enclosed pits area, the traffic loop around the sheds, parking closer to the field, and the north-south runway.

The east-west runway has had safety questions raised about it, notably the fact that the runway is about 200 feet from the edge of the property, and the garden plot is essentially uncontrolled public access. When Bob Hudson paid us a visit in June, this was discussed and his official position is that the risks of the runway (not being able to turn the plane or have it at height before crossing the fence) far outweigh and benefits.

Also, the driveway in to the field was looked at, and the simplest solution to any potential problems is to post a warning sign ("low-flying aircraft") at the corner by the barn.

Two other items that have recently come up for discussion was the need for helicopter students to learn to hover and for advanced pilots to adjust their equipment, and the parkflyers/3d-foamies needing areas to fly.

The decision made by the board, with the concurrence of the CFI, is as follows:

- 1) **There will be no flying on the pilot side of the runway. This comes from the MAAC Safety Code Section 4.2, paragraph 5.**
- 2) **All flying will be done from the pilot stations. No more than four pilots in the air at any time.**
- 3) **Student pilots (not given your wings – helicopter OR fixed-wing) must be accompanied by an instructor when flying.**

The "kindergarden sand-box rule" applies: everyone shares and everyone takes their turn.

If you need the runway for hovering or close-in 3d/foamy flying, you wait your turn in the rotation along with everyone else, and keep your flight time to a reasonable length. Also, if you're a "regular" fixed-wing pilot, be courteous to your fellow club members when they request the entire runway. A short break is not

going to waste your entire day's flying. Finally, if there is a mixture of aircraft in the air, such as helicopters, regular fixed winged and small electrics, keep to the circuit and clearly announce your intentions (low pass, landing, take off, aerobatics, etc.) to others, waiting for everyone else to confirm that you can go ahead before you do.

Sounds like an awful lot of new rules? Actually, they're not. Every one of these is supported through the MAAC Safety Code or the club's existing rules.

Common sense and courtesy should not have to be legislated, but sometimes we all have to be reminded that the club covers ALL aviation modeling activities. What is not at the field today will probably show up tomorrow.

Canada Day Display

This event is a big crowd-drawer for the town. Unfortunately, it also means that we get shuffled off to odd corners because of our needs for larger spaces. This year, we got assigned to ball diamond #4, which is way the heck off in the north-eastern corner of the Rec Center complex. A perfect flying location, but a very lonely one. No one really knows we're there unless we can find a Dynajet or turbine engine to fire up.....

The Board decided that we could not put on an effective display this year due to the isolated location and the short time remaining.

Dog Days of Summer Fun Fly

August 12th is the schedule date for the event. Please give your President a phone call or e-mail saying if you will be out at the field that day. Refreshments will be provided but some planning needs to be done so that there is ample food but not too much. Sausages, pop, water, chips, sun, flying!

MAAC SE ZONE Annual Meeting

When Bob Hudson, our new Zone Director, paid us a visit to check out the field design, there was a conversation on whether or not AMAC could act as official host for the event. It's doable and would be paid for out of the AZM budget. The old standby technique of holding an auction was discussed as well as alternates. Currently, the plan is to hold an event that will be a draw and then giving a reduced admission for every proxy handed in.

Details to follow when things get firmed up.

Items from the ashes.....

This is what is left of one JR transmitter. The instructors shed was the last to be involved but nothing survived. The radio is literally a blob of plastic with the circuit board visible, and we were amazed that the antenna extended easily. The club's trainers did not survive. There was talk of a fire sale, but that was definitely what is called Gallows Humour, as was the crack that "nothing burns like a Deere."

