

Flightlines

Newsletter of the Aurora Model Aircraft Club

May, 2006



2005 Executive

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Important Notices

- Driving up to the pits to unload – MAAC Safety Rules say “NO”
- Calling all Students!!!! We need to know who you are
- Guidelines on use of club trainers
- Suggestion Box and Opinion Poll on club website
- Electric Demonstration Display at Kortright Center
- Field Work Day, May 13th

AMAC FIELD IS A NON-SMOKING FACILITY!

Our lease agreement with the Town of Aurora stipulates that our facility will have a No Smoking policy. In plain simple terms, NO SMOKING ANYWHERE ON TOWN PROPERTY - THAT MEANS OUR AND ANY OTHER PART.

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

Last Meeting of the Season: May 9th @ 7:30PM, Teacher's Lounge, G.W. Williams High School

Just a few quick comments from your President before the news starts....This is the last issue of "Flightlines" before the summer flying season starts. There have been a number of items that have come up that the Board has had to deal with. Some of them are very important like the parking situation at the field, others are less so but have been urgent and important enough to take up quite a bit of the Board's time.

I was recently out at the field, measuring from the tent (spectator area) to determine where the flight line should be. Those who were out at the field that evening were quite surprised how far out from the current pilot stations this is. They were also surprised that it really wasn't that far, and that there's a big flat spot right in the middle of the field and the sight lines over the fence to the south are better than from the area right in front of the pits. I'm going to work with Peter to make sure that my measurements were correct and that any revisions are workable.

Anyway, I'd better get on to the important stuff that was highlighted on the front page....

Bruce

NEWS:

Driving up to the pits to unload is not allowed.

A number of members have been driving their trucks up to the flight line and unloading, sometimes driving around the sheds and tent in order to avoid backing out. The question was put to the MAAC Safety Committee chairman Jim Pepperdine and here is his response: *"Basically you are asking if cars are permitted to park closer than 30 meters from the Flight Line while they unload in the pit area. I would interpret the rules not to allow this as they are not parking in the parking area.*

They should unload no closer than 30 meters from the flight line.

If the car was parked closer than 30 meters, only for a moment and it was struck by an errant aircraft it is possible insurance could be denied."

The short answer is that taking your car beyond the parking area is not allowed.

Calling all Students! We need to know who you are!!!!

The club's membership list is not quite complete, and we don't know if you are a student or not. If you do not have your Wings from the club, please contact the President Bruce Dealhoy at 905-841-1035 or bdealhoy@sympatico.ca and let him know you need instruction.

Suggestion Box and Opinion Poll on club website!

In an effort to make sure that the Board of Directors gets the opinion of as many of the members as possible, a suggestion box as well as on-line poll will be set up on the club's website. Details to follow.

Proposed Club Trainer Guidelines

The Board has proposed the following guidelines on the use of the club trainer. The original intent of the trainer was to provide introductory flights to potential members as well as to provide a temporary bridge until such time as the student could provide their own equipment. The absence of clear guidelines resulted in varying interpretations from the instructors. The Board proposes the following:

- 1) All flights are to be approximately 10 minutes in length (yes, planes run for about 15 minutes but do not want the students going into deadstick mode)
- 2) Introductory flight does not require club membership, but all instructional flights MUST have a valid AMAC and MAAC membership cards on hand before the lesson begins.
- 3) Only one introductory flight per student allowed.
- 4) All flights must be recorded in the student's log or on the instructor log to ensure that we have a record of flights made.
- 5) No more than THREE training flights are allowed on the club trainers before the student is required to obtain their own trainer.
- 6) No personal use of the club trainers.

Electric Demonstration at the Kortright Center, May 6-7

We have been invited to put on a demonstration of electric flying during the lunch period. For more information and to volunteer, contact Clair Murray at 905-939-2328.

Field Work Day, Saturday May 13 at 9AM

There is a small amount of work that needs to be done at the field. Items include finalizing the layout of the pits area, shifting logs to define the parking area and driveway access, plus whatever else Peter Maxwell has planned. Work is not hard. No flying at the field until the work is completed. Please contact Peter at 905-727-6637.

List of Active Instructors

The following is the current list of active instructors:

Max Perez

Dave Gambell

Murray Berman

Clair Murray

Don Waller (Mode 1 only)

A list of instructors has been posted at the field (along with copies to take away). Even though we are setting up a list of instructors who will be at the field on Wednesday evenings from mid-June through mid-September, it is the responsibility of students to make arrangements with an instructor, even on Wednesday nights.

Minutes Of March 7, 2006 AMAC

Meeting called to order at 7:37 pm

There is a new zone director of MAAC. His name is Bob Hudson. At the meeting, there was a guest speaker, Charlie Fox, who was a Spit Fire pilot in WW2.

SHOW AND TELL

Roy Burke showed his finished model of 122 inch wing span in the limited F3J class. It is a Sparrow. This glider is mostly composite construction and the model weighs 56 ounces and has full control surfaces. Controls: Climb, glide, reflex. This model flies for 10 minutes and lands on a spot. Roy flies at Beaton. The transmitter has a lot of programming to get the proportionate throws of each control surface.

Dave Henry gave a extensive talk on electric flight. His talk included technology of batteries, motors, and electronic speed controls then and now.

There was an announcement of flying Friday at the dome in Aurora for indoor models from 9pm to 11pm. Admission is \$10 or \$15.

The mall show requires fee to use their space for display. It was asked to find out the cost.

82 members signed to AMAC as of March 7.

50 /50 draw was won by Frank Richter.

Meeting adjourned by consensus

Minutes Of April 12, 2006 AMAC

Meeting called to order 7:39pm. 15 members present.

Bruce Dealhoy reported on the Toledo exposition.

Peter Maxwell has requested a work party to spruce up the flying field. Trainer aircraft are being slightly overhauled. Jim Tree will move some big logs to the north end of the field to prevent access by vehicles onto runway.

Instructors to be notified about flight instruction Wednesday nights for the upcoming season. Some active instructors are Murray Berman, Max Perez and Clair Murray.

New windsock and frequency board are coming.

Swap meet: March past swap meet financial report was given. Motion by Peter Maxwell and seconded by Murray Berman to have November 19 swap meet at G W Williams S S 2006.

Club type jackets were offered with new logo by Matt Stikeman and Murray Berman.

Roy Bourke gave a talk, part 1, on the history of radio control from 1936 to present day. It related radio frequency from then and how it changed to the present day.

Meeting adjourned at 9:35 pm by consensus