

March 2008



President: Tom Savage

Treasurer: Elaine Schenk

Newsletter Editor: Brian Cheadle

Chief Flying Instructor: Pat Bindner

Field Operations: Tom Savage

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Minutes of the meeting May 7th ,2008

1.0 Attendees

Pat Bindner, Brian Cheadle, Gert de Ruyter, Bob Graham, Irvyn Groehl, Darren Godsell, Ross MacEwan, Roy Martin, Paul Petrie, Tom Savage, Todd Vanderklooster, and Richard Whorley.

2.0 Previous Minutes

The minutes were approved as written. Moved Roy Martin, Seconded Brian Cheadle.

3.0 Treasurer's Report

Removed prior to posting to the website (Request a copy from a member of the executive)

4.0 Field Report

The field has been rolled with a roller from H & H Paving. The ground was soft enough to give a good result. Like last year H & H waived the rental charge, but indicated there would be a delivery charge. No invoice was ever received. If this occurs this year, the membership was in favor of giving them a gift voucher to ensure continued access to the roller. A next task is to obtain new posts to put up our new field sign. Then lawn mowers will be serviced and brought to the field.

5.0 Flight Training

Pat Bindner plans to start training on Tuesday May 4 at 4pm. Other members should note students have flying priority in the 4 to 6 pm period. Tom intends to leave a printout of the MAAC wings Program at frequency board. Pat will inform new members of the schedule.

6.0 Fun Fly June 1, 2008

Tom Savage has prepared a registration form for flight registration and barbecue attendance.

There will not be a raffle unless the club receives a suitable gift for a prize; we don't have enough

participants to recover the cost of a kit with a reasonable ticket price.

We are still looking for firms to donate prizes. Prospects are not good.

Pat Bindner has write-ups to send to Pembroke Observer and North Renfrew Times to publicize the event. It was suggested he try the Pembroke Advertiser and Rogers Cable as well. Tom Savage will have a notice posted at Perkins.

A swap shop is planned: Tables will be provided. Individuals with merchandise will need to provide cards showing their name and the asking price.

Our Contest Director, Bob Howard, was not present, so it is not known if any special events are planned.

No one offered to be responsible for the transmitter impound. Irvyn Groehl offered to help. Every flyer should be prepared to spend some time looking after the impound.

Elaine Schenk will be running a snack bar. She uses the club Coleman stoves to cook on: Unfortunately these are missing. Gert de Ruiter and Darren Godsell offered to loan theirs.

Tom will post our 911 address at the shack in case we have an emergency. Andrew Schenk will be bringing a first aid kit.

A general clean-up is scheduled for 0900 hours on May 24 to prepare the field for the fun fly.

7.0 Web Page

Bob Graham did a super job of researching this topic: estimated time input of 80 hours. A very professional looking page was passed around for comment.

Various permutations of Algonquin Aeromodellers were available as a domain name. Since the club does not have an acronym, and the address would have to be typed in each visit, Algonquin R/C seemed a suitable choice. Bob recommended we go with Algonquin R/C.com. For \$9.95/month we would get many E-Mail accounts, 1gB of memory to store data, newsletters, club history etc. At this low price support to overcome problems would be by e-mail, not voice.

Moved by Brian Cheadle that we proceed with a web page. Seconded by Pat Bindner. All in favor.

8.0 By-Laws

The By-Laws were discussed. Changes were requested to:

- 7e: Temporary member should be restricted to members from other clubs on an extended visit to our area.
- 13b: Tags now only have room for name and frequency.
- 14: MAAC rules will apply.

They will be brought to next meeting for approval.

Members were reminded that only visitors with AMA or MAAC memberships are insured to fly at our field. Visitors from other countries must apply to MAAC for a special certificate which costs \$10.

9.0 Other Business

The club was not interested in a MAAC proposal to obtain a group policy for fire, windstorm and lightning protection at our field.

10.0 Adjournment

Thanks to Irvyn Groehl for coffee time.

11.0

Tom Savage is away from May 28 to May31, but will be back sometime the morning of June 1.

Coming Events

June 1st The Club's Annual Fun Fly, 10.00 am to 4.00 pm. More details on events later.

June 21st – 22nd The Amidair Club's Warbird Funfly. Gala dinner on the 21st. More information on the website, amidair.qc.ca

June 26th – 29th IMAA Rally of the Giants, Arnprior Airport.

July 26th Ottawa Valley Zone Fun Fly, Smiths Falls Airport

Flying in April

Yes, I did a lot of flying in April and got through a gallon of fuel! You just have to go further South.

We first spent a week in Raleigh, North Carolina. Since we have been there many times, this year I was very well prepared and took a 39 inch span electric plane plus a 63 inch span 0.46 glow powered plane. The weather wasn't the best but I flew twice at the RDRC club field where I have got to know some of the members who fly mornings during the week starting at 9.00am. Typically there were 8 to 10 people out flying. We then spent two and a half weeks in Florida and I flew seven mornings at the Propbusters Club in Lakeland. Again they start early at 8.30am and are finished by 11.30am and typically there were more than 15 people out flying including 5 Canadians. Both clubs made me very welcome. I offered to join Propbusters but they told me to join next year if I came. Both clubs have over 200 members and Propbusters even put on a free lunch of BBQ'd spare ribs one Saturday.

On my last day at Lakeland I attended the first day of the Top Gun event held each year in a corner of the Lakeland Regional Airport. The first day was for Pro-Am, which is the "junior" version of Top Gun but is also for planes that have had 3 years in Top Gun and can't enter again. There were many very impressive panes (all scale) with big jets and several turbo props, which like the jets sound and look just, like the full size planes. The level of details in the planes was staggering. One of the Canadian entries in

Top Gun was Peter Conquergood with his ~10 ft span Piper Cub powered by an O.S. horizontal twin. Peter checked his plane out at the Propbusters field – after first flying a sport plane to get his thumbs working again after the winter.

Brian Cheadle