



Hello, my name is Bob Byrnes. I am a new member of the club and upon hearing that Don Cavanaugh was interested in having someone take over the Newsletter editing I decided it might be a way for me to make a contribution to the club. I have been in the hobby quite a while, but, not very active for the last 3 or 4 years. I look forward to being much more involved this year and hope to meet all the club members this season. I have some trepidation as I take on this job but know that if I can do it half as well as Don has done we will still have a decent Newsletter and a viable communications medium. We

certainly owe Don a vote of Thanks for all his efforts over the last number of years.

President's Message

John Alford spoke on the topic of safety, specifically the issue of aerobatics. He advised that in a similar discussion amongst members of the Port Perry Float Flyers there was an acute awareness that "mid-air" most often occurred when one or both of the aircraft involved were performing aerobatics. It was conceded that there generally was little difficulty with mild aerobatics outside the pattern area, but in the case of aerobatics that are described as 3D in nature there perhaps ought to be one plane only at a time engaged and the pilot or a spotter ought to call the maneuvers. Reference was made to the MAAC safety code for a definition of 3D and it clearly states pilots will announce their intention. The discussion concluded with a statement that all members be reminded to be extra vigilant when performing aerobatics.

John brought up the subject of Heydenshore, advising that the hall had not yet been rented for next year. There was a call for someone to step up to chair a committee to take on the organization of this annual event. A member suggested the placing of a deposit to retain the hall until arrangements become firmed up. There was some thought that the reduced attendance might indicate March is not the best time. Any member with thoughts on the

subject or an interest in chairing the organizing committee should make his wishes known to the executive.

John spoke briefly on the subject of Public Relations as regards "getting the club name out there", most specifically the introduction of youth into our hobby. There was a call for ideas from members in general and especially any who might have contacts which may be fruitful as regards making our club better known.

John spoke at some length on the issue of correct disposal of NiCad's and in fact all the batteries we use. Due to their toxic nature we can't just "throw them in the garbage". There was a discussion about where to get rid of batteries that have come to the end of their useful life. It was reported that Radio Shack and Home Depot can assist with disposal. It was unclear whether or not the Durham transfer station makes a charge when persons attend only to get rid of toxic waste. John offered to be a "toxic taxi" should the need arise, but, surely if we go to either of the retail stores mentioned we can get rid of these things properly and conveniently.

Treasurers Report

Howard reports that we have 44 members at present, that number includes 3 junior members and 4 associate members.

He further advised that as at March 16th we had a bank balance of \$ 5,157.09, and that a further \$410.00 had been received since then and an additional \$625.00 in memberships at this meeting.

Petty cash was in the order of \$300.00.

Meeting Fallout

The meeting was convened at about the appointed time of 7:00 PM. There were 20 members in attendance.

The first order of business was a small "Trash and Treasures" raffle with some stacks of vintage modeling magazines donated by Don Cavanaugh and some aircraft plans donated by Eric Dizenbach on offer for those interested.

Next a draw was held for some very nice items that had been donated for volunteers who had helped at Heydenshore.

Howard Smith received a couple of servos.

Martin Welby got a nice spinner.

Doug (sorry I don't know his last name) got a pair of nice wheel pants.

CONGRATULATIONS

The club secretary not being in attendance required that the approval of the previous meeting's minutes had to be held in abeyance.

The Chief Flight Instructor was not in attendance and there was therefore no wings report, however, it seemed to be a matter of common knowledge that there were at least two known students at present.

There was a call for New and/or Old business and this engendered a discussion amongst those present about the issue of "associate memberships". One member, to use his words, advised that he "had a beef", about having faithfully paid his full membership for years and now finds that others are sharing our field at a discount membership fee. He stated plainly that he had always felt his dues were good value but was unsure about the rationale behind associate members. John responded by advising that we have reciprocal agreements with the Ajax and Toronto clubs, whereby we can also become associate members at those clubs. There was a discussion about the pros and cons of the issue. John advised that one concern raised had been that there would be a flood of people joining when the Toronto field locations were lost. This had not become a reality. The other concern was that a full member might potentially lose air time to an associate member who was flying at a discounted membership fee. There was agreement that it was a "fine line" that would have to be watched. One member wanted "to be on record" as being opposed to associate memberships.

The above was followed by a discussion about a field clean up day. Members who had flown already this year advised there didn't seem to be a whole lot that needed to be done. There are some bare spots and some potholes in the driveway however. The outhouse requires servicing and John will see to that as well as calling C.L.O.C.A. to determine if they might assist with the driveway. Don Mitchell suggested that the same contractor from last year be contacted about rolling the field and perhaps to spray for Dandelions. John will send a general E-mail if a day is selected for members to gather for a work party, although, it appears no major workforce needs to be mounted this year.

Wayne Challis (I think) spoke about the upcoming pylon racing season. The schedule is on the club website. There is a "shakedown" event slated for mid-May and racing will take place every second Tuesday and every second Sunday. There will be no racers built this year so, if you have one you don't intend to use please return it so other potential flyers can get involved. There was a brief mention of a .25 powered class based on the same airframe. This would require 5 or 6 people to put one together to make a meaningful test of concept. Speak to Wayne if you would like to give it a try. The intention is not

to deplete the ranks of our growing group of pylon devotees, but, rather to explore the addition of a second class.

Don Mitchell spoke at some length about his new club the Kawartha Fliers, who are again hosting a MAAC Scale Nationals event this summer. Don clarified the issue of the various classes and spoke in particular about the "Fun Scale" class. It requires only a generic photo of the plane being modeled. It is a recognition that the face of the hobby has changed. People are using ARF's etc. to enter and the focus is on fun. Most of the points gained in the competition are for flying and even this is basic stuff according to Jim Moss, who certainly knows of what he speaks. It sounds like it might be fun and only slightly more intense than a traditional "FunFly".

There is then the "Sport Scale" class which requires a photo of the "actual Plane" being modeled and that the builder must be the pilot.

Next comes "Stand off Scale" where the plane is judged from a 25 foot distance.

Expert Scale and Team Scale are of course for those much more dedicated types who we all admire.

This event is a qualifier for the Scale Masters and other prestigious events. I went as a spectator last year and had a lot of fun watching and wind bagging with the participants.

Don also advised against the use of the AZ2600 receiver in the 2.4 radios for Pylon racing. There seemed to be a lot more knowledge in the room than I possess as regards this issue.

Don also spoke about the viability of using the high rate Duracell rechargeable cells to make up our own battery packs as a cost savings measure. Those interested can certainly speak to Don. Ken Currell also advises he has sub "C" available to buy at \$4.00 each and can assist with members who may want help with soldering their own packs. Ken cautions about the importance of ventilation when soldering.

Canadian Aviation History

I would like to continue with Mr. Cavanaugh's tradition of including a short story at the close of each Newsletter. They will, of course, have some connection with aviation in Canada and will, I hope, be informative and interesting. I intend to borrow from my own library of aviation books and will plagiarize without mercy.

WESTLAND WAPITI – WHAT A PITY

The early 1930's were characterized by two trends worldwide: the Depression and disarmament. The first meant that there was little money to buy new aircraft for the RCAF, and the second gave a reason not to spend what money there was. As a result, even with the rise of Fascism in Europe, in 1935 the Canadian government could afford only second hand, inferior fighter aircraft like the Westland Wapiti.

The return to power of Prime Minister Mackenzie King in 1935 allowed for the reorganization of the air force to provide for some token coastal defence. The RCAF, like the other two services, was tied to its British counterpart (the RAF) for organization and equipment. Accordingly, although the purchase of American aircraft would have been cheaper, Canada continued to look to Britain for its equipment. In 1935, Ottawa ordered six Westland Wapiti bombers and four Blackburn Shark torpedo bombers. Neither aircraft was adequate for Canadian purposes; both were second hand from the RAF. The Westland Wapiti had been named after the North American Elk, appropriately, for like that creature it was defenceless. The aircraft itself was little more than a copy of the DeHavilland 9A of Great War vintage. It was underpowered, poorly designed, "glided like a brick", and had little to recommend itself. The RAF found it wanting even for use at its stations in the middle east and was pleased to unload it on the penniless Canadians.

The biplanes, having braved the desert and tribesmen's bullets, arrived in Canada in deplorable condition. The contract to clean their cockpits of scorpions and Camel dung (if the hapless RCAF pilots are to be believed) was given to an Ottawa street car company that was owned by the Ahearn family, which, by coincidence, had been generous supporters of the Liberal party's re-election.

But the Wapitis (nicknamed "What a pities") were Canada's only bomber in the 1930's and were assigned to RCAF number 3 Squadron. Based at Ottawa, they took part in military exercises at Camp Borden until 1938, when No.3 was moved to Calgary to better train on bombing runs. With the war, the RCAF gratefully demoted the Wapiti's to training and observation roles.



Westland Wapiti.

It would seem then, from this short historical perspective, that under funding the military and political patronage are not new concepts to government in Canada.



The Whitby Flyer is written by Bob Byrnes