



# MATS FLITELINE

CELEBRATING 30 YEARS OF SILENT RC FLIGHT!!!

Volume 04 Issue 2

March 2004

# MATS TURNS 30!!

## 1974-2004

**W**hen the original founding members of the Montreal Area Thermal Soarers formed the club and applied for a MAAC charter back in 1974, I doubt that many of them would think that the club would still be going strong today, thirty years later!

Lots of things have changed in model aviation over the last 30 years. For instance, the revolution in electronics that has allowed for the development of many of the things we have come to take for granted, computer radios with their multi-model memories and channel mixing capabilities, smaller receivers and mini servos that are half the size they were not even 10 years ago yet producing the same torque!

Other recent developments include the use of composites in the construction of even the most basic of models and the wonderful advancements in battery technology, electric flight and the proliferation and incredible variety of Almost-Ready-To-Fly models in every price range.

By the same token, there are the many things in model aviation that have not changed. And these are the essential elements that have allowed the club to endure and flourish over the years.

These are things that tend to be more on the spiritual, karma side if you will. Like the feeling you get when you are

finally able to harness the thermal forces of nature to lift your model to speck-out altitude in the heavens. Or flying your brand-new just-off-the-building-board model for the first time and having it fly perfectly! There is the pure joy of making your time

*and* landing points for the first time in one of the club's thermal duration contests. Then there's making that twenty minute soaring or electric flight on an absolutely perfect day when the sky is that incredible colour of blue and there is not a cloud in sight! These experiences are, as the commercial says, 'Priceless!'

In the end, what it's about is personal satisfaction and camaraderie, and as MATS members know, model aviation provides this in abundance!

You know, MATS may not have have a fancy-dancy clubhouse, pretty, finely manicured fences and cutesy pik-nik tables but that is not what makes a club great. What really makes a club, any club special is the people in it and the passion they share for a common activity. Oh sure there are differences of opinion now and then about which direction we should head off in, but this is the kind of diversity that adds to the strength of any organisation.

So remember, it's your club and we all have a role to play in making and keeping it great. So speak up, be heard, pitch in and do your part!

Happy Birthday MATS! And Best Wishes for your next 30 years!!!

MG



Still active! Original MATS member Stanley Sarskas. See Part 1 of Stan's feature article on p.4

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## UPCOMING CLUB EVENTS

- SPRING TUNEUP TD CONTEST** Sun. April 11th
- INTERCLUB HLG SERIES Rd 1** Sat. May 2nd
- GREEDY EGOS Triathlon** Sun. May 9th

**Don't forget to consult the complete 2004 Events Calendar on p. 9**

## A Word From the Editor...

On February 25th., Manny, with daughter Alexa, and I attended an indoor session conducted by WIMAC. Don MacCandlish also attended. This was held at St. Thomas High School. 120 Ch Ambassador, Point Claire, Once again our host was WIMAC's Dwight MacDonald, who welcomed us, and collected a fee of 10 dollars for non-members. I had invited Steve Bragiretz, Scout Master of 1st Beaconsfield Heights to attend with members of his troupe. He arrived with his assistant and four Boy Scouts, new to RC flying. They had a great time, and were very enthused. We hope to hold classes in the near future.

I brought my Bleriot, but found the gym too small for my skills, so Manny flew it several times, to the delight of those present. He also landed a basket, but no points!!

The point I wish to make is, lets bring young people into RC flying. We will all enjoy it more! Also, if we have parts and equipment surplus to our needs, lets sell, swap, or donate to those who could use them. RC flying isn't cheap.

The best to all in this new season.

*Karl.*

## LOST AND FOUND

Is it just me or has anyone else noticed that we have LOST a lot of members over the last year or two. I bring this up because there is strength in numbers (not to mention that it helps out the club coffers too!)

A quick look down the list I have here shows the following members having not renewed their memberships: Charles Clement and Troy, Harry Ford and Nick 'all grown up now' Makarow, David Frater, Ray Middleman, Olivier Habay, Mathieu Jonesy-Ouellette, Phil Pasquini, Mike and Jonathan Smith, Ed van der Wee, Bobby Engarhos. If you see any of these delinquents, SIGN THEM UP!!!!

MG

## QUOTE OF THE MONTH...

"The most important thing about tips is the distance between them."

American TD flyer Phil "Bozo" Lontz

## Talespin...

☺ **DAVID TEMPLE HAS LANDED...in the hospital!!!!** Yes indeed, David had a nasty spill about two weeks ago and has broken his hip. Looks like he will be out of commission for a while. See his TRAILING EDGE contribution on page 8 of this issue of Fliteline. Get well soon David from all of us! Oh and by the way Dave, can Dan borrow your Bird of Time for a couple of weeks?

☺ Well it's now official, due to a career realignment, **David and Marie Wright** are off on their way down the 401 to Toronto. Unfortunately Ben will not be joining them as he had some major health problems early in the new year and is no longer with us. Dave tells us that there are some primo sloping sites around where they will be residing and that a boys' sloping weekend may be in the cards, stay tuned for more info! Best wishes and good luck with your new job and home in 'God's country!'

☺ Although the Frost Fly didn't happen on March 14th as planned, that didn't stop **Don MacCandlish** from having some fun anyway. Those who were there saw him chatting up the guys who were on the ice getting ready to para-ski but what we didn't know is that Don raced home, grabbed his skis and went back to the ice. He then proceeded to negotiate the rental of a para-ski outfit. Half an hour later was racing across the ice at 40 kms/hr. Not bad for a 78 year-old right?

## 2004 INTERCLUB HLG SERIES UPDATE

The 2004 HLG Season is ready to go! No new flyers from MATS in the series so far and we're not even sure of who will return from last year! It

appears that both ORCC and C2VM will both be fielding more flyers with the ORCC boys' motivation being scoring maximum LSF points when the participant count gets up into the teens as will no doubt be the case this year.

On the home front, Jacques Girard has volunteered to be the CD for the first of the MATS hosted rounds scheduled for SATURDAY May 2nd. Thank you Jacques!!! As recommended by the organizers of the series, series rounds will be scheduled on Saturdays whenever possible to allow for rain/wind rescheduling on the Sunday of the same weekend. You may recall that the 2003 series was only 5 rounds due to a rain cancellation at one of the C2VM-hosted rounds.

See you all at the field!!!

MG



# The Latest From the Executive by Tim Smith

## Flying Field Safety

In the last Fliteline there was a short article regarding a proposal for improving safety at the field. The basis of the field layout was to separate the landing zones from the winches. No feedback was received from any of the membership but the subject has been further discussed by your executive.

One of the main objections to the proposed layout was the distance to the landing zones. This point was raised by Dan on behalf of all the more senior members of the club who would have to walk further. This point was well taken and the executive has decided to continue to use the existing layout where the landing zones are placed between the winches. The only change being that the landing zones should also be about 25 meters downwind of the winches. This was felt to be the best compromise and we will see how it works out during the early events of the season.

## MAAC Insurance

This has been a hot topic of discussion by the executive because it is believed that most members are not fully aware of the coverage or restrictions.



The following is offered in the spirit of ensuring that all the members are aware of the insurance conditions. The executive wants all members to enjoy the hobby in a safe and responsible way.

There are two basic requirements for the insurance to be effective, both must be satisfied if the member is to be covered under the insurance:

1. MAAC safety guidelines must be strictly followed
2. The member must have the permission of the landowner to fly at that location.

The MATS field at Coteau Station is used with the continued permission of the landowner and further to that, the club pays an additional premium to ensure that any damage to the landowner's land, equipment or buildings is covered.

All other places where members fly are outside of this specific site arrangement, so be careful and aware of



your insurance cover. Download the various MAAC documents concerning the safety guidelines and insurance information here:

<http://www.maac.ca/documents/index.html>

## League of Silent Flight

The executive has been discussing ways in which members can get a little more out of the hobby. As all members are aware, there are numerous competition events throughout the year, some are restricted to 2 channel, 2 metre or favour older polyhedral designs, others are for hand launch gliders, the rest are unrestricted. There is therefore something for everyone. However, there are many members that do not seem to be interested in the competitions and we do not see enough of these friends.



The executive has therefore decided to encourage more participation by running a number of LSF sessions throughout the year. The idea behind LSF is an achievement ladder where members can progress against a defined schedule of achievements. The club does have several members that have achieved LSF Level 3 in the past but there are many more members that have never even tried.

As a special one time offer, any member wishing to start the LSF program this year (2004) will have his initial LSF fees paid by the club.

For more information check out:

<http://www.silentflight.org>

## MAAC Zone Affiliation

Some time ago, the club decided to align itself with the Ottawa Valley zone instead of the St. Lawrence zone. The executive believes that the original reasons for this decision are still valid today. The problem comes when members renew their MAAC memberships, unless the MAAC is aware of a members desire to belong to a zone which is different from where his/her home address would indicate, that member will be registered for his/her home zone. The executive is in the process of contacting the MAAC to see if a group change can be arranged to register all MATS members with the Ottawa Zone. Any member wishing not to be included in this change should notify a member of the executive.





# HOW I GOT STARTED IN MODEL FLYING....

By Stan Sarskas



My arm has been severely twisted (ouch, ouch) by certain individuals, I will not mention any names, to write an article with photos, about MATS' beginning. I have been permitted to include a few words as to how I got started in model flying.

My first introduction to model airplanes was at the very early age of about seven,

circa 1939. It was a model constructed from a wire frame, covered with a very thin silk fabric and powered by a rubber band and propeller; I was thrilled to own this masterpiece. I would go to the second floor balcony of our house and launch it into the wild blue yonder. After several attempts at trying to reach the moon, I would wind the rubber band tighter after each attempt. With the over winding of the motor and the gravitational pull of the earth, my model soon ended up as a small lump of twisted wire, silk covering and the rubber motor with propeller still attached, thus ending my modeling career. Some ten years later as a young lad, yes I was young at one time; I was once again introduced to model planes. This time, in the form of plans and articles published in the Popular Mechanics Magazine. Yes, in those days the Magazine had articles relating to model boats, planes, and other hobby related subjects. Drooling over some of the hand launch glider and airplane plans, I would scrimp and scrape every penny I earned working for my dad in his grocery store. I would then rush off to buy my supplies at the late Ben Tarnofsky's hobby shop; the store was located on the corner of Ste-Denis and Craig, since renamed as St-Antoine. The first models I built were a hand launch glider and a cabin type free flight model, powered by a Cox .09 en-

gine. (See photo at left, circa 1950)

During those years, Ben Tarnofsky would host model contests at a field located on the North West corner of the Decarie/Metropolitaine circle, in those days the circle didn't exist. I would get there by street car, from the east end of Montreal with model under arm, to this day I still wonder how I managed without damaging the model. It was at one of Ben's model meets, August 1951 that I won my first silver medal for coming second in the hand launch glider contest category. It was during this period, at one of Ben's contests, that I was introduced to radio controlled models. Ben Tarnofsky had this huge model, not huge by today's standards, which had a tube operated receiver installed in the aircraft. The receiver operated some kind of device that would operate the rudder. At that time I wasn't sufficiently knowledgeable to understand the workings of the system so I cannot go into detail as to how the system operated. The transmitter, also a tube type, no transistors in those days, was a large box placed on the ground and connected to a long antenna strung from several trees. Unfortunately, or fortunately for the model, Ben encountered problems with the set-up, preventing the flight of the model. So much for radio control.

When time permitted, I would fly the free flight model in a vacant field almost in front of my dad's store. The field was located on the South East corner of Beaubien Street and 30<sup>th</sup> Ave. in Rosemont, today it's called Park de Louisiane. One evening, I launched the model into some light lift, the model drifted slowly over the farmer's fields which were located on the east side of 31<sup>st</sup> Ave., and headed towards Belanger Street. Since dusk was setting in, I did not get a good line on where the model landed. I searched to no avail and just about to give up because of darkness setting in, when a fellow about my age showed up on the scene. Fortunately for me, he saw the model circling and had a good idea as to where it landed. Within a few minutes the two of us located the model. We introduced ourselves, he as Dan Gregory, yes folks the Dan that we all know.



(See photo at left of Dan with model, circa 1950).

As it turned out, Dan was a model flyer as well, so we hit it off from the start. From that point on there were more free flight models, more contests, then onto control line models (See photo at right, circa 1952).

In 1954 I attended an electronics course in radio and television at the Radio College of Canada; got a job at Canadair in 1956; discovered girls were more interesting than model building/flying; got married in 1957 and in December of 1963, I was sent to Yuma Arizona for flight test trials on the reconnaissance Drone for Canadair.

While working in Arizona, I got my interest back in model flying. Starting out with several control line models, I would fly them in the local baseball fields with other model enthusiasts. It didn't take long before I heard about radio controlled models and radio control systems, not the tube type. I was curious to find out more; so, off to San Diego California to see some of their radio control contests and what this form of flying was all about. Talk about big, these meets would attract up to a hundred contestants, if not more. After seeing these radio controlled models fly, I was like a kid discovering a new toy. So, I built myself the Carl Goldberg Sr. Falcon with a .45 Merco engine for power. Then I purchased a used Kraft proportional radio, installed the system in the model and now was ready for some lessons; however, there wasn't anyone in the Yuma area that knew how to fly radio control. Now what? Fortunately, a fellow that I met while flying my control line models, knew of a person that flew radio control, unfortunately he lived in Page Arizona; only some 180 km down the road. Did I have a choice? Not unless I was prepared to demolish the model on the very first flight. So, on Saturday morning for the

next three weeks, off to Page for lessons. The three lessons gave me enough courage to try it on my own. Fortunately, the Yuma desert is vast with a lot of open areas, also, just a few kilometres from where we lived, was an abandoned air strip that was used during the Second World War for training pilots. Well, as often as time would permit, I was off to the air strip to fly the Falcon. With close to a kilometre long air strip and knocking knees, I managed to learn how to fly without destroying the model.

In 1967 the Drone project ended and we were sent back to Montreal. Inquiring at the local hobby shops, I found several clubs, all of which only flew power. I joined the MARS club where we flew in Lachenaie near Terrebonne. Later I joined the Lafayette club where we flew near Chambly on the south shore. When Marcel Boulanger, also a model flyer, purchased a piece of farm land out in St. Clet and had a paved runway installed, the Montreal R/C Club (MRCC) relocated to this field. I quit the MARS and Lafayette clubs and joined MRCC (Circa early 1970's).

During the early years at Canadair, and prior to working in Arizona, I met up with Ted Adamowicz

(photo top of page 6) who also worked for Canadair. After moving to Arizona, Ted and I lost contact with each other. When I returned to Montreal in 1967 he was no longer with Canadair as he had quit and now was working for Air Canada. Somehow we reunited and I learned that Ted was also flying models, however, gliders.

It was in the early 1970's that Ted started flying gliders and whenever we got together we would talk about, what else, flying. Being close friends from way back, we would go on camping trips and often





ended up camping in the St. Clet area, where on occasion we would meet up with Rick Reuland (photo below). The two of them would bring their gliders; I was still flying power, and fly in a farmer's field. I would watch their gliders floating lazily in the sky and often thought that flying gliders was boring and not as exciting as power. One should never judge without first trying, so I decided to build the Aquila



from plans published in a 1975 issue of the RC Modeler magazine. The three of us, Ted, Rick and I would head out to the St. Clet field to fly.

Lo and behold, I would be the last one to launch but the first one to come down. Hmm, there must be something to this glider flying that I didn't understand, first up, first down? I must find out what I'm doing wrong. That was the turning point in the type of models I would fly. Since then I have not flown power and never regretted my decision. I find glider flying much more challenging, relaxing and a lot quieter than power!

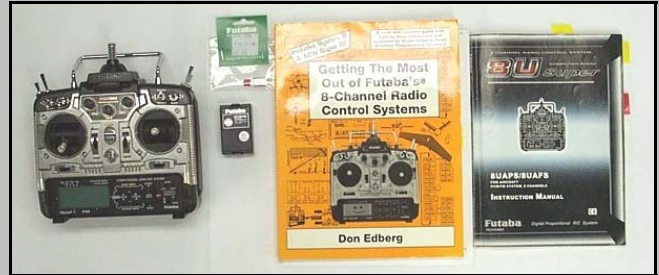
### Next month...

Stan takes a well-researched look into the origins of the club, the original members, where the early flying fields were and where those flyers are today. Don't miss it!

**ALL IN THE NEXT ISSUE OF FLITELINE!!!**

## CLASSIFIEDS

**For sale:** Futaba 8U Super computer transmitter on ch 51 c/w 16 model expanded memory. Compatible with any Hitec or Futaba FM receiver. One (1) Ch 51 receiver crystal included.



Also included: wall charger, factory manual + CD-ROM copy of Edberg's 'How to get the most out of your FUTABA 8U'. Excellent condition; 225\$ Offers? Contact Mark G at mark.gervais@sympatico.ca or 450-424-6569.

**For Sale:** - Parting out Futaba 9C Tx kit - 4 Futaba 3001 servos BRAND NEW- NEVER USED c/w unopened hardware kits. Normally 34\$ ea from Great Hobbies + shipping + taxes. 20\$ea or 60\$ for all four! Also NIB-never used OEM Futaba Cam-pac module, 25\$ OBO. Contact Mark G at mark.gervais@sympatico.ca or 450-424-6569.



**For Sale:** All equipment is brand new except for the TG-3 - Absolute mint condition for everything else:  
 1 TG-3 Foamie Sailplane - 72 Inch Wingspan  
 1 Baby Albatoss HLG/Slope Plane  
 1 GForce Launch Elastic Hi Start  
 1 Skysport 4 Futaba Transmitter Radio + Receiver (ch 47) including batteries + recharger  
 Radio used only twice.

Inside the Baby Albatoss is:

(Great Hobbies Part numbers)

GWSR4PF 4P FM Receiver for Futaba

GWSPIC0J Servos (2 of them) Sub Micro BB Fut

GWSXFRM47 FM Micro Rx CRystal ch 47

Sanyo 110 mAh 4.8V Flat batteries, EXTRA050 Switch Harness

Inside the TG-3 is:

the receiver for the Futaba Transmitter, two servos

Price for all the above: \$350 Cash (sold as entire package only)

Contact Larry Fagen

Phone (514) 684-1076

(please no calls after 9:00 pm - thank you)



# 36th Annual WRAM SHOW

Feb. 20-22, 2004

For any of you who have read about the big model shows and have a itch to attend, the WRAM show is the closest of these to our neck of the woods. It's only half a day's drive away and well worth the effort!!

Held every year in mid February, the **Westchester Radio Aero Modelers Show** is a three day affair showcasing what's new in RC, be it for aircraft, cars or ships. The show is also renown for its swap shop, static model competition, demos and technical seminars on a variety of subjects. It is held at the Westchester County Center in White Plains N.Y. about 50 miles north of N.Y.C. on the east side of the Hudson River.

I had an opportunity to go to this year's show with Scott Black and needless to say I jumped at the chance, I mean what else is there to do in the deepest depths of a cold Montreal winter? Having taken the day off on Friday, we headed down to White Plains and got a real morale booster when we arrived in the southern NY area to find the sun out and temperatures hovering in the low 50's F (BONUS!) and just about no snow on the ground!

Once in the area, our first order of business was to visit a couple of the many hobby machine tool dealers in upper New Jersey and New York to see what lathe, mill and God help us, shaper goodies could be had. Great fun!

Later in the day Friday and for the better part of Saturday we roamed the aisles of the show drooling over the newest wares in the booths of well known RC manufacturers and retailers, everyone from Hitec, Northeast Sailplanes, Batteries America, FMA, and GWS to Hobby Lobby, Zagi, and Ikarus. And this is not just a look and don't touch show, just about all of the exhibitors had specially show-priced goodies for sale! Thank God for plastic!!

By 3 pm Saturday we were on the interstate on our way back north, Scott had pulled off the almost impossible feat of coming home with more money than he had when he left, quite a neat trick. Ask him about it when you see him!

MG



Many booths provided demonstrations on the use of their products, here George Sparr of Aerospace Composites doing one of many vacuum bagging demo's.



Model Airplane News columnist and electric expert Tom Hunt giving a lecture on gearbox selection in one of the many WRAM workshops that covered LiPo cells, scale flight characteristics etc.etc.



Like 'em small? Hitec debuted the HS-56HB, it's a variation on the popular HS55 servo. Differences? Karbonite gears and side tabs for easy mounting on the side of a depron/fanfold foam indoor-parkflyer model.



Held in the Westchester County Center in White Plains NY, the show covers two floors of the center showcasing the latest products available to the plane, car and ship modeler.

## ***The Trailing Edge... Samplings from the Editor Emeritus***

I'm glad to see that "Fliteline" is in good hands'. Even if my 'phone number was ascribed to Karl Puttfarcken! I expect that the Production Department has been well and truly disciplined for this slip up.

Thank you Karl and Alan for your kind remarks! As I've said before, I will put in my ten cents worth from time to time.

So I will ramble on, any rumours of my retirement from the model scene are greatly exaggerated! I've been busy repairing, making up battery packs and almost enjoying the building of a foam WWI Pfaltz biplane for Speed 500 motor.

Those kits are not so simple! You have to use several types of adhesive (the wrong ones eat the foam) and the use of acrylic paint is also required for the same reason. BUT! The big problem is getting your big fists into a small space to fit all the bits and pieces. I solved this in the end by training a couple of hamsters in the technique of fitting servos. Even they moaned about the confined space. Another hazard is that painted edges bleed under the masking tape which does not stick well to the foam. In addition, the rather splendid decals were so thin, and possibly old, that they disintegrated when I tried to apply them. I've used waterslide decals for years on model railroad items, but these were horrendous! Anyway, the 'plane is complete now and it had better fly.



I'm amazed and intrigued by the picture of Walter's new flying miniature. It looks as if it is about 1/48th scale. Details please, Walter; Size? Prototype? It looks like a Topsy Nipper or similar. Great stuff, anyway.

### **Field Safety**

I note Tim's drawing, and know that it is only a schematic. But, I would like to know if there are any suggested distances between the winches and also between the winches and the landing zones, I hope that we can settle all this before the season starts!

### **Sagr al-Jazira Air Museum**



I learn that the Saudi Air Force Museum has opened in Riyadh. One of the exhibits is a full size replica of the Westland Wapiti, and, according to the "Aeroplane" magazine, it is "less than scrupulously accurate". Also a mockup of a DH.9. As you may know, Ibn Saud bought four Wapitis from England in 1931 to deal with unruly tribesmen. Operated and serviced of course by British personnel. As you all remember, my Uncle Buzz and his fellow fliers, were busy in this area, North to Syria and West to Afghanistan up to this time doing the same thing. And as you also remember, Uncle Buzz founded a museum under his Chari-

table Trust to honour these R.A. F. airmen. The difference in the museums is of course, that Buzz built an accurate airworthy aircraft which is still greatly admired, I'm sorry to record that Cousin Felicity passed away in December. I went over for the funeral and to see what is happening to the Trust. Neddy and Teddy are managing very well but neither wish to be Guardian. So, Cousin Fiona has assumed this position and handles things very efficiently, her business acumen being sharp as a razor. I am now Custodian in absentia in case of any problem. A new project for the Museum is an Anima-

tron replica of Uncle Buzz to be installed in the Wapiti. He could be programmed to move and answer visitor's questions. Funding for this is being donated by a well known Hollywood film maker whose name I may not reveal at this stage.

Well guys, the weather is getting better. Spring is around the corner, and it's nearly time to cycle all those battery packs. See you at the field in the not too distant future!

David Temple



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VISIT US ON THE 'NET!

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