



THE HUB CITY RADIO CONTROL CLUB FLIGHTLINE



[HTTP://HCRCC.ORG](http://HCRCC.ORG)

NOVEMBER 2015

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Repairing the Harvard

-By Duncan Campbell

I bought a 101" Ziroli Harvard from the club in 2011. The aircraft was built by Larry Taylor for Roger Cote, who in turn donated it to HCRCC. The aircraft was about 90% finished when I bought it. Below is a nice example of an A6 Harvard (or Texan) model.



The first public appearance that my model made was the Gunnery and Bombing reunion at Dafoe in 2012. The model was photographed with another Harvard that was at the reunion. During the event a problem reared its ugly head. When I removed the plane from the trailer, I noticed that the top sheeting on the center section had cracked on both sides of the wing as shown below:



When I arrived home I used CA to fix the cracks and repainted the center section.

My first flight took place in 2013 despite finding that the cracks had reappeared upon removal from the trailer. The aircraft flew well but I was determined to get a decent fix on the cracked sheeting problem.

The landing gear was removed for a more careful inspection of the problem. I found that the wing ribs had been compromised to accept the retract units. There was at most a 1/4" of the wing rib remaining. I reinforced both sides of the wing ribs with 1/8" plywood.

I took the model to Joe Nall this spring. The model was placed on foam blocks that were 12" thick and the landing gear legs were clamped in place to avoid shifting in the trailer. Upon arrival at Joe Nall, however, the cracking was worse than ever. When I returned I did a minor repair, put in 2 flights and decided to get to the bottom of the problem. The following pictures show the broken landing gear mounts, the doubled but weak rib structure and the extremely compromised wing ribs.



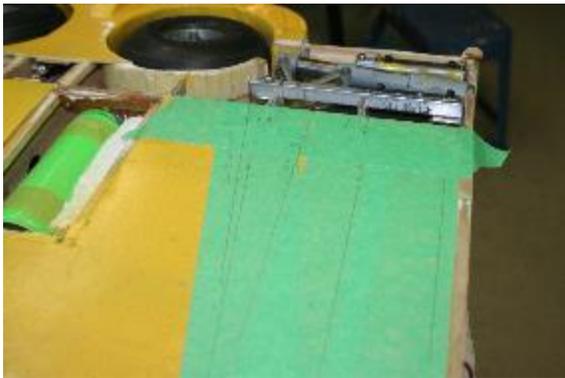
After the sheeting had been removed another problem raised its ugly head. The leading edge was a simple butt joint made to the soft balsa of the wheel wells. I ended up fixing this with a 5/16" dowel I ran from the outer edge of the center section into the wheel well (shown below). Tightening of the structure could be felt immediately.



After my lack of success repairing the ribs with wood I decided to sandwich 1/8" plywood with 3/32" aluminum. Gorilla glue was used to fasten the aluminum to the plywood. The joint was very strong. The next two pictures show the cut aluminum and repaired ribs ready to install.



I then redesigned the landing gear mounting to use with my aluminum repairs. The next pictures show aluminum gear mounts fastened to the ribs with 4-40 bolts and angle aluminum and the landing gear units mounted to the rails with 6-32 machine screws. You can also see the use of masking tape to draw lines and dimensions on the model.



After all my hard work, this last picture shows the center section ready to rejoin the aircraft. The gear works well and I am hoping this fix will solve the problem.



The Move

-By Duncan Campbell

The field we have been flying at for 38 years is in the process of becoming a memory. To those of us who spent the best years of our lives flying there it will be missed. Our multiple thanks to the Richardt family for enabling our hobby to exist and prosper on their land. Bob Richardt's incredible gift has guaranteed the future of the Hub City Radio Control Club for our future generations. The pictures of the old field will I hope trigger a host of memories. 1 to 4 show the drive in via the north route. 5 is the clubhouse that was built in 1992. 6 is the location of the well and of the power transformer. The generation of power at the field was done with a Honda generator before we had power. 7 and 8 are taken from the north east corner of the runway. 9, 10 and 11 are taken from the southeast corner of the runway. Picture 12 is taken looking south from the south edge of the runway. 13 is a shot of the trees at the east end of the field. No memories there...



1



2



3



4



5



6



7



8



9



10



11



12



13

Thanks to all club members who helped with the move. The number of helpers and the specialized equipment that was provided made what could have been a huge task into an enjoyable 3-hour job. Special thanks go to Aaron Reynolds for the use of his very heavy-duty trailer, and to him being so kind about my destruction of his safety chains. He did not want compensation for the chains. Russell Lepage receives gratitude of all thanks to his generous donation of a skid loader and a heavy-duty trailer. This

made moving the concrete blocks an easy task. Russell would not accept payment for the fuel he used on the move. A third thank you goes to my dad, Duncan Campbell Sr. for the use of his ¾ ton. This truck made 5 trips from the old field to the new one hauling heavy trailers.

The pictures of the new field follow. 1 and 2 are the earth scraper and ancillary equipment that is being used to contour the new field. 3 and 4 show our equipment from the old field tarped and stored well to the east of the building site. Pictures 5 and 6 show the runway. The ridge at the east end has been lowered by nearly 6 feet and the clay was used to produce a mild incline to the east of the runway. 7 looks west and shows the region where the buildings will be located. The stubble shown in 8 is the pit area. Runway is to the right.



1



2



3



4



5



6



7



8

Awards Night and Banquet (Nov 14, 2015)

-By Brian Korchinski

On a warm November evening the HCRCC gathered at Mulberry's Cafe to share camaraderie and a few light hearted jokes. Award winners were Jim Smith Jr. for the "Ouch" award, Lyle Baker for Lead Thumb, Terry Jones for the Scale Award, and Bob Richardt for the George Merkel Sportsman Award. A big thank you goes out to Duncan Campbell for once again organizing the event and for serving as MC.



Terry and Duncan flank Bob Richardt, winner of the George Merkel Sportsman Award



Art Cey tried to award Terry Pepler the Lead Thumb Award



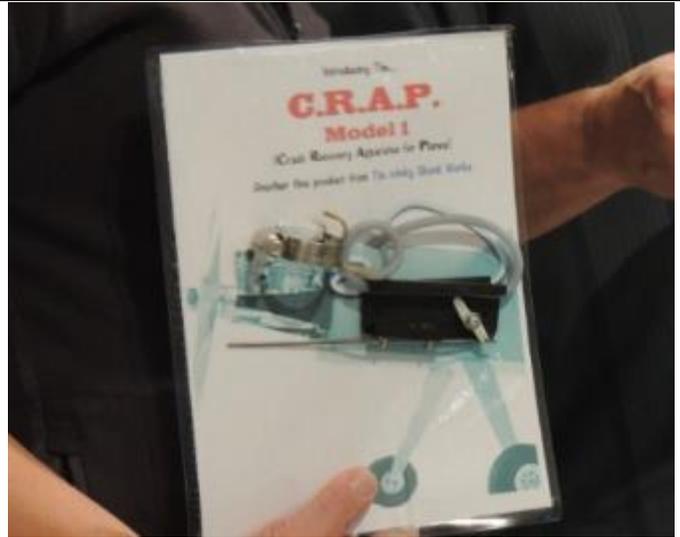
Cam bestows on Rick the *Fast and Sea Furious III*



Close up of the *Fast and Sea Furious III*



Rick gave Greg a new product that will aid him in lost plane recovery (see photo right...)



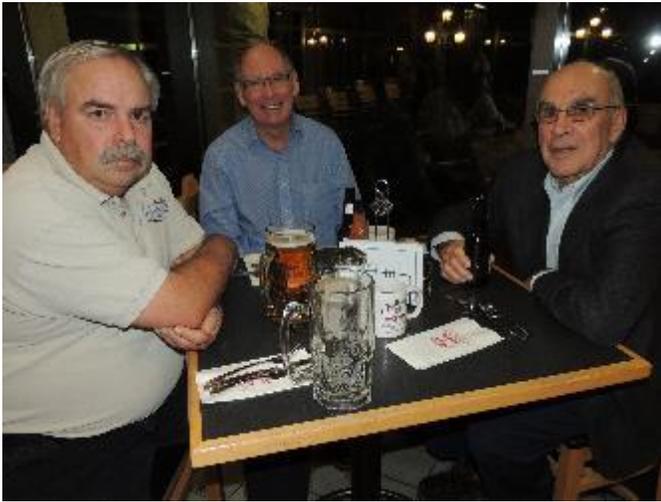
Close up of Greg's new *Crash Recovery Apparatus for Planes*



Helen McKay displays her door prize. She plans to use it on her next melted wax art project (!?)



I had the privilege of winning this beautiful control line model. It was donated by Jean Glombowski.



Finding Old Flightlines

-By Bryan Dyck

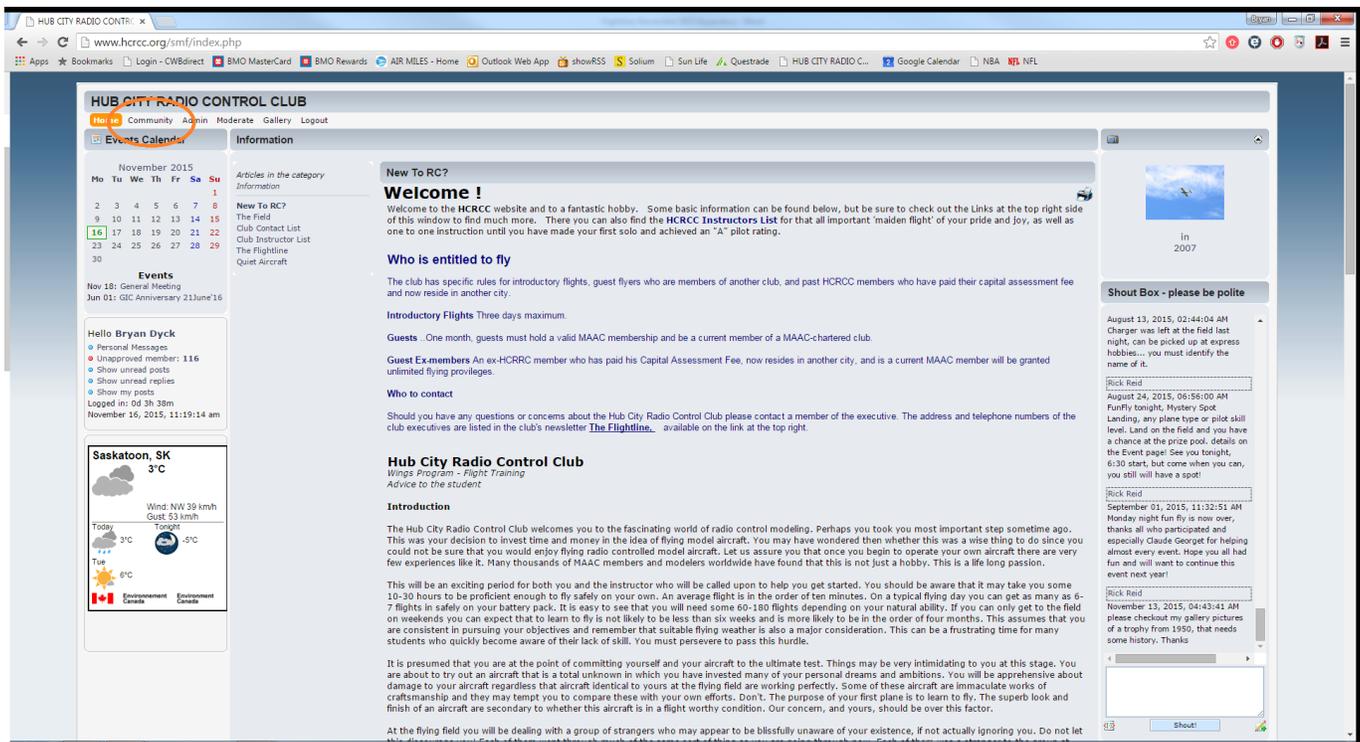
Many of you may be interested in catching up with past Flightline newsletters for news in the club or just to take a walk down memory lane. Luck for you, Howard McKay (one of our website editors) has done a really great job of putting all the old archives in one spot for you to find!

First, log on to the club website www.hcrcc.org. If you can't remember your log in details, please contact website editors Howard or Greg:

Howard Mckay: mckhw@sasktel.net

Greg Lock: glock57@shaw.ca

At the top of the page, click on the "Community" button shown circled below:



Click on the "Flightline Archives – Previous Years" forum as shown circled below:

The screenshot shows the HCRCC forum homepage. At the top, there's a navigation bar with links like Home, Community, Help, Search, Admin, etc. Below that is a search bar and a 'simplemachines forum' logo. The main content area is divided into several sections:

- Events Calendar:** Shows a calendar for November 2015 with dates 1 through 30. There are also 'Events' listed for Nov 18 and Jun 01.
- Classifieds:** A section for 'For Sale', 'Wanted', and 'Lost and Found' items.
- Documents Archive:** A section containing links to 'Flightline Archives - Previous Years' (highlighted with a red circle), 'Meeting Minutes', and 'The Field'.
- The Field:** A section for 'Discussion - Field' and 'Quiet Aircraft'.

Inside this forum you will find all the old archives of Flightline newsletters dating all the way back to 1976!

This screenshot shows a forum thread titled 'Flightline Archives - Previous Years'. The thread contains a list of posts, each representing a year's worth of Flightline newsletters. The posts are:

- 2015 Flightlines (Started by Howard McKay)
- 2014 Flightlines (Started by Howard McKay)
- 2013 Flightlines (Started by Howard McKay)
- 2012 Flightlines (Started by Howard McKay)
- 2011 Flightlines (Started by Howard McKay)
- 2010 Flightlines (Started by Howard McKay)
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- 1998 Flightlines (Started by Howard McKay)
- 1997 Flightlines (Started by Howard McKay)
- 1996 Flightlines (Started by Howard McKay)

Be sure to check out last month's Flightline again for more tips on navigating around the HCRCC website: http://hcrcc.site.nfoservers.com/xQ1_FlightLine/F2015.10.pdf

Enjoy!

Links

- Check out the [HCRCC Facebook page](#). Be sure to “Like” us!
- Check out this excellent [slow indoor 3D flying](#)

Classifieds

- Send your items to buy or sell to bryan.m.dyck@gmail.com

Upcoming Events

HCRCC General Meeting

November 18th 7:00 PM

Water Murray Collegiate (corner of Preston Ave and Taylor St), Room 114

September 16, 2015 General Meeting Minutes

	Date / Time	14 Oct 2015 - 7:05 pm	
	Location	WMCI Rm #114	
	Present: 19		
	Written by: Greg Lock		
	ITEM	ACTION	DATE
1	Call to order – 7:05		
2	Approval of agenda – agenda approved with one addition.		
3	Acceptance of last minutes - Motion by Kevin Bates, 2 nd by Greg Lock. Move to accept the minutes of the last general meeting as posted on our website. Voted, passed.		
-	Introduction of new members and visitors - none.		
4	REPORTS		
4.1	President (Brian K.) <ul style="list-style-type: none"> • No Report. 		
4.2	Vice-President (Greg L.) <ul style="list-style-type: none"> • No Report. 		

<p>4.3</p>	<p>Financial (Rick R.)</p> <ul style="list-style-type: none"> • Rick gave us the financial report for this year. The report is attached at the end of this document. • Motion by Duncan Campbell, 2nd by Howard McKay. Move to accept the financial report as presented by Rick Reid. Voted, passed. • The financial statement must be accompanied by an auditor's report unless 2/3 majority waive the audit requirement. • Motion by Richard Moldenhauer, 2nd by Gabe Miller. Move to waive the audit requirement. Voted, passed unanimously. • If members by a 2/3 majority resolve not to appoint a person to review the financial statement, neither an auditor's nor reviewer's report is required. • Motion by Brian Korchinski, 2nd by Richard Moldenhauer. Move to waive the review of the financial report. Voted, passed unanimously. • Based on club policy, operating expenses are to be reviewed annually and are to be adjusted as necessary to cover the anticipated operating expenses for the upcoming year. Rick Reid recommends keeping our dues at the current level for this year. • Motion by Duncan Campbell, 2nd by Greg Lock. Move to hire an accountant or a lawyer to ensure we account for this gift of a new flying field properly. Discussion followed. Voted, passed. • Richard mentioned that insurance also needs to be considered depending on who owns the assets, and when. • GIC – The club took out a 3 year GIC. It was to be fluid on the 15th of every month, but in fact that was only for year one. After the 1st years anniversary date, and unbeknown to us, it is only fluid on the 2nd anniversary date (June-21-2016) and at maturity. We can not access it now without penalty. One option is to sell the GIC at a loss, the loss being around \$1,600.00 and after many discussions with the Bank of Montreal, the bank agreed to split this with us. (This is a limited time offer.) Another option is to take out a loan against the GIC. Cost of the loan would be around 5% (about \$1,600.00) and then we would have to make monthly payments. Richard M. made a generous offer to loan the club money if needed at a reasonable rate. • After much discussion of our options, and reviewing our current funds and anticipated expenses, Rick Reid recommended that we leave the GIC be and we will access it on June-21-2016. Note – sale of tractor for \$5,500 will help club meet financial obligations in the short term. 		
<p>4.4</p>	<p>Secretary (Greg L.)</p> <ul style="list-style-type: none"> • No progress on getting meeting fees waived. We were fortunate in that we were able to use the room at no charge for the last few years. This year, we have to pay for the room. The cost is \$23.10/night, which is very reasonable, and we have it booked monthly till June 2016. 		
<p>4.5</p>	<p>Field (Duncan C.)</p> <ul style="list-style-type: none"> • Field Report 2015 • 2015 brings an end to our current flying field. Bob Richardt has given us a new field, buildings and equipment to ensure the long-term survival of radio controlled modeling in the Saskatoon area. • The new field is on Valley View Road 800 meters north of Highway 5. The club has received permission to build an approach at the south end of the quarter. Janzen Steel Buildings are building this approach. The quarter section was combined on October 2nd, the runway was surveyed and marked on October 9th. The runway is the feature that will determine the position of the buildings, parking areas, and the roadway in. Janzen is hoping the contouring of the area we plan to use will be finished by October 15th. Once the contouring has been completed the 		

	<p>runway will be prepared and the remainder of the site will be surveyed. Hopefully the concrete floors for the garage and sunshade will be completed by October 24th. Janzen assures me the buildings will be completed before Christmas if the concrete floors are done in the foreseeable future. Bob Richardt hopes that the clubhouse and services can be done next spring.</p> <ul style="list-style-type: none"> • The old field has been completely dismantled and we are ready to move all the equipment to the new location. This move is scheduled for October 24' • Our White tractor needed and received some serious work this February. The tractor was sold on October 13, 2015. This tractor was a good piece of equipment and it went to a good home. • Bob bought us a brand new John Deere 5075 tractor. The new tractor is a 4 wheel drive 3 cylinder 75 horse diesel. He also bought a front end loader, rough cut mower, and rear mounted snow blower. This equipment will cut our maintenance costs to almost nothing for years. The reason Bob wanted us to go with John Deere is the parts availability for older machines. I strongly suspect that by the time this equipment needs any repairs it will be 25 years old. • The Cub Cadet was used continuously this summer. This machine should be kept until we can accurately determine our mowing needs at the new field. It required some minor repairs and a change of blades and belts this summer. We now have two sets of blades, one set of which are always sharp and ready to replace the dull ones. • The Snapper will need a battery next spring. The executive should discuss selling this machine. The cut quality, ease of operation and reliability are far below that of the Cub Cadet. • 2016 will be a busy year at the new field. It is a dream come true to own land where we can fulfill our long term goals. • Duncan Campbell - Field Chairman - 11516L <p>Decommissioning the old field:</p> <ul style="list-style-type: none"> • We need a large work crew for Moving on Oct 24th ! • 2 crews – one crew of 10? people loading at the old field & one crew of 10? people unloading at the new field, and about 3 vehicles with trailers running back and forth. • We are ok to fly at the old field till Dec-31. • Greg L. managed to sell the old tractor and accessories for \$5,500 on Kijijji. New owner was VERY happy with purchase. 		
4.6	<p>Flightline (Bryan D.)</p> <ul style="list-style-type: none"> • Put together some new articles. Facebook page is online. Would like to get some training for our website. May be able to add Facebook link to 1st page of website. 		
4.7	<p>Website (Howard M./ Greg L.)</p> <ul style="list-style-type: none"> • This was an interesting year for our Website. Late in 2014 the hard drive failed and the website went down. Another hard drive was installed, but the back-ups failed. The nearly obsolete software was hard to find. It was time for a change. The old server box was discarded and an on-line server was rented. Current software was purchased and we moved to a forum style website. We are still learning the new website as it is very different. It comes with a great many capabilities, and we are only using some at the moment. It works well for those interested in posting photos. • We will do a walk through at December's general meeting. 		

4.8	PR (Mile D.) <ul style="list-style-type: none">No Report.		
4.9	Wings & Safety (Howard M.) <ul style="list-style-type: none">Updated wings report sent to Greg.		
4.10	New Pilot Instruction (B. Korchinski) <ul style="list-style-type: none">Very successful year. Well attended and a time for club members to gather. 4 A wings and 4 B wings this year.		
5	OLD BUSINESS		

<p>5.1</p>	<p>Pylon Report (Richard M.)</p> <ul style="list-style-type: none"> This was the 38th Annual Pylon Race and there were 26 registrations. <p>2015 PYLON RACE MEET & CONCESSION</p> <p>PYLON RACES:</p> <p>Revenues:</p> <table border="0"> <tr> <td>Registration Fees (26 x \$50)</td> <td>\$1,300.00</td> <td></td> </tr> <tr> <td>Race Fuel Donation (Express Hobby - Warren Collins)</td> <td></td> <td><u>\$263.92</u></td> </tr> <tr> <td>Total Race Revenues</td> <td>\$1,563.92</td> <td></td> </tr> </table> <p>Expenses:</p> <table border="0"> <tr> <td>Trophies (Purchased by Jeff Martin)</td> <td>\$233.76</td> <td></td> </tr> <tr> <td>Pancake Breakfast Supplies (for volunteers & Pilots)</td> <td></td> <td>\$105.10</td> </tr> <tr> <td>CPPRA Fees (\$2.00 x 26 pilots - to be paid to Jeff Martin)</td> <td></td> <td>\$52.00</td> </tr> <tr> <td>Meal Costs (for Pilots & Volunteers - 39 x \$5.00)</td> <td></td> <td>\$195.00</td> </tr> <tr> <td>Race Fuel</td> <td><u>\$263.92</u></td> <td></td> </tr> <tr> <td>Total Race Expenses</td> <td>\$849.78</td> <td></td> </tr> <tr> <td>Net Pylon Race Contest Profit</td> <td>\$714.14</td> <td></td> </tr> </table> <p>PYLON CONCESSION: Revenues:</p> <table border="0"> <tr> <td>Sales & Sell-Off of Left-Overs</td> <td>\$177.35</td> <td></td> </tr> <tr> <td>Pop Can Returns</td> <td>\$11.60</td> <td></td> </tr> <tr> <td>Pilot & Volunteer meals (39 x \$5.00 - paid from race revenues)</td> <td></td> <td><u>\$195.00</u></td> </tr> <tr> <td>Total Concession Revenues</td> <td>\$383.95</td> <td></td> </tr> </table> <p>Expenses:</p> <table border="0"> <tr> <td>Concession Supplies Purchased</td> <td>\$283.06</td> <td></td> </tr> <tr> <td>Net Concession Profits</td> <td>\$100.89</td> <td></td> </tr> </table> <table border="1"> <tr> <td colspan="3">TOTAL PROFIT FROM 2015 PYLON RACE MEET \$815.03</td> </tr> </table>	Registration Fees (26 x \$50)	\$1,300.00		Race Fuel Donation (Express Hobby - Warren Collins)		<u>\$263.92</u>	Total Race Revenues	\$1,563.92		Trophies (Purchased by Jeff Martin)	\$233.76		Pancake Breakfast Supplies (for volunteers & Pilots)		\$105.10	CPPRA Fees (\$2.00 x 26 pilots - to be paid to Jeff Martin)		\$52.00	Meal Costs (for Pilots & Volunteers - 39 x \$5.00)		\$195.00	Race Fuel	<u>\$263.92</u>		Total Race Expenses	\$849.78		Net Pylon Race Contest Profit	\$714.14		Sales & Sell-Off of Left-Overs	\$177.35		Pop Can Returns	\$11.60		Pilot & Volunteer meals (39 x \$5.00 - paid from race revenues)		<u>\$195.00</u>	Total Concession Revenues	\$383.95		Concession Supplies Purchased	\$283.06		Net Concession Profits	\$100.89		TOTAL PROFIT FROM 2015 PYLON RACE MEET \$815.03				
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<p>6</p>	<p>NEW BUSINESS</p>																																																					

6.1	<p>Awards Night (Nov 14th – Mulberry’s)</p> <ul style="list-style-type: none"> • Will set tickets at \$25 each • Speeches <ul style="list-style-type: none"> ○ Stefan Trischchuk wants to be invited to speak (per Fernando G.). Cost? - just cover his meal ticket! Vote to accept? <p>Motion by Brian Korchinski, 2nd by Cam Tetrault. Move to cover Stefan Trischchuk’s meal ticket. Voted, passed.</p> <ul style="list-style-type: none"> • Awards – official / unofficial • Theme Monday – prize pool • Other prizes • We should look at other venues next year 		
6.2	<p>AZM report</p> <ul style="list-style-type: none"> • AZM was held 04Oct’15 in Regina • Derek Shultz is new Deputy Zone Director 		
6.3	<p>Winter flying</p> <ul style="list-style-type: none"> • It looks like we will not be renting the golf dome this year. • Outdoor: ? Maybe at the new field? • Note to members: We can continue to fly at old field until Dec 31st. There is now no longer a tractor to clear snow or remove a fallen tree on main road. To access field use the trail north of the bush. 		
	<p>Adjourn - Motion by John Barnsley, 2nd by Kevin Bates, Move to adjourn. Voted, passed.</p>		
7	<p>Secondary Meeting – The Election of Officers</p>		

The meeting came to order at: 8:30pm

The club called for nominations for the elected positions.

- Nominations for President
Greg Lock nominates Brian Korchinski, 2nd by Art Cey. Brian Korchinski accepts. No other nominations are made. Brian Korchinski is our President by acclimation.
- Nominations for Vice President
Brian Korchinski nominates Greg Lock, 2nd by Richard Moldenhauer. Greg Lock accepts. No other nominations are made. Greg Lock is our Vice President by acclimation.
- Nominations for Treasurer
Howard McKay nominates Rick Reid, 2nd by John Barnsley. Rick Reid accepts. No other nominations are made. Rick Reid is our Treasurer by acclimation.
- Motion by Duncan Campbell, 2nd by Richard Moldenhauer. Move to authorize Brian Korchinski (President) and Greg Lock (Vice president) and Rick Reid (Treasurer) to have signing authority for the Hub City Radio Control Club Inc. Voted, passed.

Appointments to fill club positions:

Field Chairman: Duncan Campbell

Publicity: To be advised. we need someone who can pump up the new field

Flightline Editor: Bryan Dyck

Webmaster: Howard McKay

Wings & Safety: Howard McKay

New Pilot Instruction: Brian Korchinski

Secretary: ~~Greg Lock~~ Kevin Bates

*POST MEETING UPDATE: Kevin Bates volunteered to take over Secretary role. This was well received by Brian K. and Greg L. and this new appointment was made.

Adjourn - Motion by Terry Peppler, 2nd by Howard McKay, Move to adjourn. Voted, passed. **8:40pm**

9 **SHOW & TELL** – none.