




# **Meeting Report - December 13, 2017**

## **Minutes of the BBMFC December 13, 2017 Meeting**

<u>Item</u>	<u>Discussion</u>	<u>Action</u>
Meeting called to order	<ul style="list-style-type: none"> <li>• by President Chris Brownhill at 7:35 pm</li> </ul>	
Attendance	<ul style="list-style-type: none"> <li>• 11 members and guests were present.</li> </ul>	
Minutes	<ul style="list-style-type: none"> <li>• Acceptance of the minutes of the November 2017 meeting as published on the BBMFC web-site was moved by Chris Hubbard and seconded by John McFayden - carried</li> </ul>	
Financial report	<ul style="list-style-type: none"> <li>• Treasurer Paul Emmerson reported that the Club's coffers stand at \$1,737.30.</li> <li>• Acceptance of the Treasurer's report was moved by John McFayden and seconded by Chris Hubbard - carried.</li> </ul>	
<b>Club Business</b>		
Balsa Beaver Cup rehabilitation	<ul style="list-style-type: none"> <li>• Jack Nagao added a new layer to the Cup trophy to accommodate nameplates for future winners. The members present applauded Jack for his excellent workmanship.</li> </ul>	
Field permit	<ul style="list-style-type: none"> <li>• Chris Brownhill reported that the field permit has been extended to April 30, 2018.</li> </ul>	
Club Constitution	<ul style="list-style-type: none"> <li>• Chris located the "current" Club Constitution and updated it to modern norms and circumstances. A current Constitution is required to deal with financial institutions. Key modifications included:               <ul style="list-style-type: none"> <li>○ Gender-neutral language;</li> <li>○ Dues for Junior members fixed at \$5 but dues for Open members left up to the discretion of the Club;</li> <li>○ Deletion of attendance requirements for Members to remain in good standing;</li> <li>○ A discrimination, bullying, and harassment policy is included as a Club by-law in accordance with the requirements of the City field permit;</li> </ul> </li> </ul>	

	<ul style="list-style-type: none"> <li>○ Termination of the Club will now result in any outstanding financial resources being transferred to MAAC or an aviation-oriented charitable organization.</li> <li>• Chris had requested the Club members to review his proposed changes - all members present indicated they had no comments.</li> <li>• Stephen Szikora reviewed the Constitution from a legal perspective and found no fatal flaws.</li> <li>• Approval of the revised Constitution was moved by John Easton and seconded by Doug Blackmore - carried.</li> <li>• The revised Constitution was duly signed by the Secretary to meet financial and other requirements.</li> </ul>	
2018 contest schedule	<ul style="list-style-type: none"> <li>• Chris confirmed the contest schedule as reported in the minutes of the November meeting. This schedule will be placed on the website.</li> </ul>	
Other business	<ul style="list-style-type: none"> <li>• Stephen Szikora brought back some FAI swag for the participants in the successful 2017 control-line endurance record attempt (Doug and Daniel Blackmore and Len Bourel).</li> <li>• Stephen Szikora, a Club member, but also president of the Aero Club of Canada, provided some interesting background on the relationships between the various aviation organizations in Canada, MAAC and the Aero Club of Canada, and the international FAI.</li> </ul>	
<b>Adjournment</b>		
	<ul style="list-style-type: none"> <li>• Meeting adjournment was moved at 8:35 pm by John Easton and seconded by Ted Smietana - carried.</li> </ul>	
<b>Special feature - Christmas Treats</b>		
	<ul style="list-style-type: none"> <li>• Chris Brownhill provided Christmas treats for the Club members.</li> </ul>	

### Special feature - Show'n'Tell

- Jack Nagao presented the almost-completed wing for his control-line Avro Lancaster. This ambitious multi-engine project features a 49" wingspan, four OS LA .10 motors, throttle control, and formed plastic engine nacelles.



### Special feature - Annual Christmas Swap Shop

- The traditional Annual Christmas Swap Shop was held, providing opportunities for self-directed Christmas presents. Chris provided some donated rubber-powered kits and miscellaneous tools and hardware with proceeds from their sale going to the Club. Jack Nagao was selling some OS engines and miscellaneous hardware. Many of the items offered found new homes. John McFayden was wondering aloud how his wife might react to receiving an OS engine for Christmas (perhaps hoping she would benevolently return it to him). One quip heard in response was that perhaps she would have her jeweller convert the piston into a pendant, thus thwarting his seemingly-nefarious scheme.



## Special feature - Jim Walker event

I found the notes below in my files - just in case there are members who have not seen them.

### Observations on Scoring Jim Walker

#### Concours:

- Realism - this should be judged the same way as MAAC Stunt ie. a realistic model can resemble a full-size aircraft without being a scale model. (National insignia, canopy and rudder, colour and markings ie: military or civil, all contribute to realism.)
- Scale Appearance - maximum points go to models that resemble a full-size prototype ie. A model of a Spitfire should beat a Nobler for Scale Appearance points.
- Finish/Construction - this should be judged similarly to MAAC stunt, where a kit model is judged lower than a scratch built effort (given equal complexity ie. Profile vs. built-up), and where the finish should match the type of aircraft flown: ie. A scale model that should have a "flat" finish, should not have a shiny one!
- Originality - Points can be awarded to unconventional designs like canards, jets, or other unusual configurations. But, also to models employing unusual construction techniques, or to Scale designs where the entrant has designed the entire project from scratch without using published plans, or kits.

#### Stunt:

- Maneuvres are judged more on the ability of the airplane to perform them, rather than the pilot's ability to fly them. ie. A model that obviously has difficulty doing any manoeuvre without mushing or wobbling due to insufficient wing area etc. should be marked harder than if the pilot cannot simply get the "bottoms" of the manoeuvre down to 4 - 6 ft.!
- Maneuvres should not be given extra points just because they are flown slower. It is the shape and the smoothness that matter more!

#### Speed:

- This is very straight forward - models powered by small engines generally beat airplanes powered by larger engines! (If you read the factors given on the score sheet, you will see why!)
- To calculate the speed in miles per hour, divide the number 1800 by the stop watch time for 1/8 mile, as per the line length chart as shown on the Jim Walker score sheet.
- As the Speed section accounts for 30% of the available score, this is a "no-brainer" to work on if you want to win!

#### Optional Manoeuvre:

- This is a much neglected 10 points! An additional manoeuvre from the stunt pattern is not worth nearly as much as a more original feat, such as an inverted ribbon cut, or flying through a flaming barrier!

Also found a few pictures of Jim Walker (I believe) models from a previous Club contest event, showing the variety of model types and design approaches.



Len Bourel (Rossi .15)



Keith Morgan (I think)



Paul Smith (Nelson .15)



Tom Morgan (OS LA .46)



Mike Allen (I think) (OS FP .40)