

# **Meeting Report - January 10, 2018**

## **Minutes of the BBMFC January 10, 2018 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 7:45 pm</li> </ul>	
Attendance	<ul style="list-style-type: none"> <li>12 members and guests were present.</li> </ul>	
Minutes	<ul style="list-style-type: none"> <li>Acceptance of the minutes of the December 2017 meeting as amended (the minutes stated that the October 2017 minutes, rather than the November 2017 minutes, were approved) - to be published as amended on the BBMFC web-site - was moved by Keith Morgan and seconded by Chris Hubbard - carried</li> </ul>	December 2017 minutes to be published on the BBMFC website
Financial report	<ul style="list-style-type: none"> <li>Treasurer Paul Emmerson reported that the Club's coffers stand at \$2,178.15.</li> <li>Acceptance of the Treasurer's report was moved by Keith Morgan and seconded by Chris Hubbard - carried.</li> </ul>	
<b>Club Business</b>		
Club membership	<ul style="list-style-type: none"> <li>Chris Brownhill noted that an increased effort would be made to ensure those using the field, particularly those using it consistently and not as an occasional guest, were club members. It is essential, to be covered under MAAC's individual and club insurance (which covers the City as the field owner) for all fliers to be paid-up and registered members of both MAAC and BBMFC.</li> </ul>	
New Club bank account	<ul style="list-style-type: none"> <li>Paul Emmerson indicated that the Club's account had been moved to the Toronto Dominion bank to obtain reduced bank fees and avoid having to go to Barrie to provide signatures required in connection with the account.</li> </ul>	
Balsa Beavers' Cup	<ul style="list-style-type: none"> <li>In connection with the BBC trophy as upgraded by Jack Nagao, Chris Brownhill advised that he will be obtaining a new name plate.</li> </ul>	
City of Toronto field (event) permits	<ul style="list-style-type: none"> <li>Chris Brownhill indicated that the field permits for two outstanding summer contests were "in the works".</li> </ul>	

Great Glider Gala	<ul style="list-style-type: none"> <li>Chris Brownhill mentioned that the annual Great Glider Gala would be held, as is our practice, during the February meeting</li> </ul>	
<b>Adjournment</b>		
	<ul style="list-style-type: none"> <li>Meeting adjournment was moved at 8:05 pm by Keith Morgan and seconded by Ted Smietana - carried.</li> </ul>	
<b>Special feature - Show'n'Tell</b>		
<ul style="list-style-type: none"> <li>Jack Nagao provided an update on his scale Avro Lancaster. He showed the fuselage and tail assembly. He demonstrated his custom-built hinges consisting of aluminum hinge tabs and a wire connecting these. He also showed his formed blisters and turrets, made using a heat gun, masters, and plastic from salad trays and similar.</li> </ul>		
<b>Special feature - Auction</b>		
<ul style="list-style-type: none"> <li>Several "vintage/classic" aircraft requiring TLC (engines, where included, and covering in most cases) were donated to the Club by Scott Carroll, a former member. These were put up for auction: <ul style="list-style-type: none"> <li>A Goldberg Buster with a .24 Hurricane sold for \$32 to Chris Brownhill on behalf of Bill Bowmer</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>A note thanking Scott Carroll for the donated models and advising him that \$149 was raised for the club to be sent.</li> </ul>	

- A Goldberg Skat Rat with a .35 Super Tigre sold for \$20 to Paul Emmerson
- A Fokker Triplane rubber/static scale sold for \$7 to Ted Smietana
- A Goldberg Shoestring without motor sold for \$35 to Stephen Sikora
- A Sig Twister with an OS .35S sold for \$50 to Chris Hubbard
- A Sopwith Camel scale model (no provision for a motor but equipped with leadouts) and a Cirrus glider sold for \$5 to Adrian Piekos
- Chris suggested a note be sent to Scott Carroll indicating that \$149 was raised for the Club.



**Special feature - Heli Hula**

- 8 members and guests tried their hand at negotiating the helicopter "obstacle" course. These were mostly various types of coaxial helicopters but a few quads were entered as well. The quads did not appear to have any noticeable advantage. Air currents did not seem to be as much of a factor as in 2017 (the course was laid out in a different location) but those using infrared control systems had to be aware of the possible interference from the bright arena lights. Chris Brownhill's "body English" was in evidence as usual although it did not help him to the winners' circle.

The winners were as follows:

- Junior category:
  - 1<sup>st</sup> place - Adrian Piekos (57.59 sec)
- Open category:
  - 1<sup>st</sup> place - Keith Morgan (22.61 sec)
  - 2<sup>nd</sup> place - Doug Blackmore (26.03 sec)
  - 3<sup>rd</sup> place - Paul Emmerson (33.16 sec)
- Certificates were awarded by Chris Brownhill to the placing pilots.



Adrian Piekos (1<sup>st</sup> Junior Category)



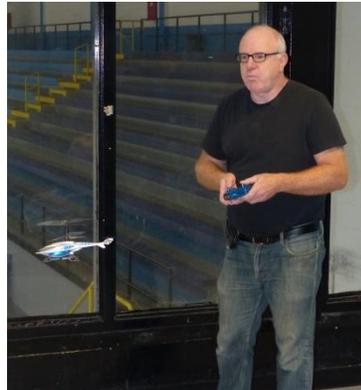
Keith Morgan (1<sup>st</sup> Open Category)



Doug Blackmore (2<sup>nd</sup> Open Category)

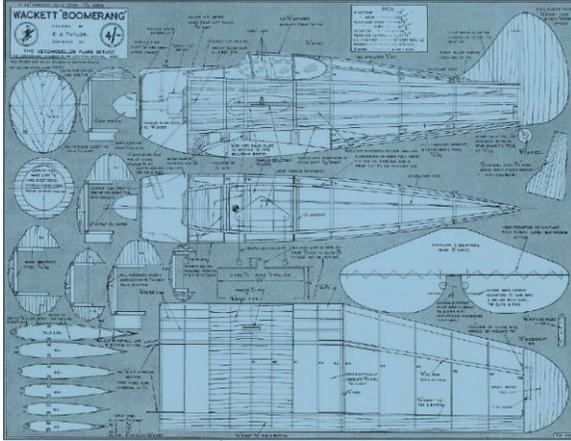


Paul Emmerson (3<sup>rd</sup> Open Category)

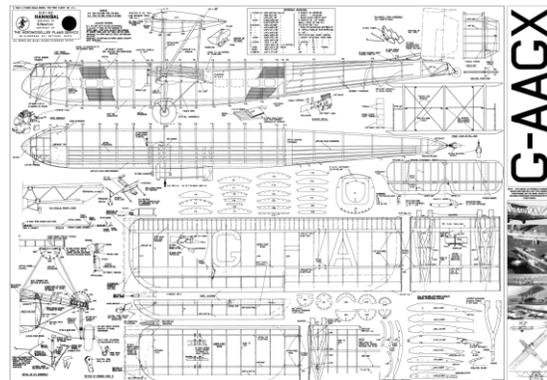
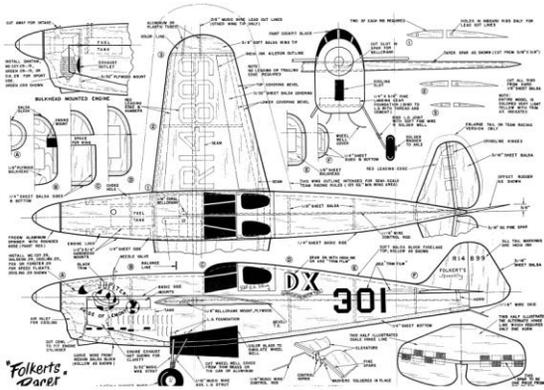
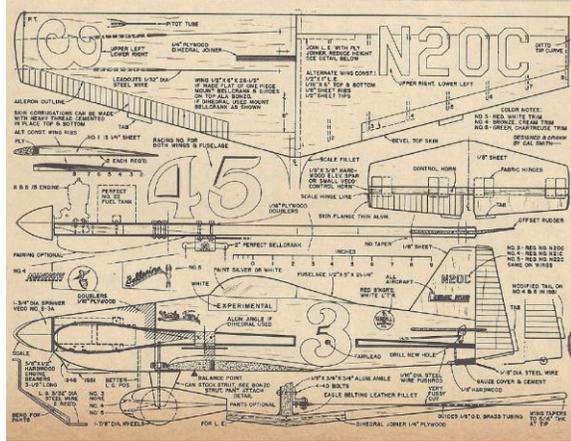


Special feature - some more vintage scale plans - to stimulate some winter building

Boomerang 1951 scale plan of an Australian Fighter - designed for a .15-.21 engine



Little Tony 1965 plan of a Goodyear racer designed for a .15 engine



Folkerts Racer I'm not sure of the date but I'm pretty sure it would fit the vintage event. It was flown in Team Racing with a .29 but they state it would also fly with as little as a .099.

Handley Page HP42 Hannibal I've always had a soft spot for this ungainly passenger airliner - ever since I had a plastic model of it when I was young (maybe late 60's). The model in the plan was flown free-flight, round-the-pole, and control-line with two rather than four engines. I doubt anyone would take on this challenge (except Jack Nagao or maybe Gord Gimbert). This is a 1955 plan.