


# **Meeting Report - April 11, 2018**

## **Minutes of the BBMFC April 11, 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 7:36 pm</li> </ul>	
Attendance	<ul style="list-style-type: none"> <li>17 members and guests were present.</li> </ul>	
Minutes	<ul style="list-style-type: none"> <li>Acceptance of the minutes of the March 14, 2018 meeting - to be published on the BBMFC web-site - was moved by Keith Morgan and seconded by Stuart Henderson - carried</li> </ul>	
Financial report	<ul style="list-style-type: none"> <li>Treasurer Paul Emmerson reported that the Club's coffers stand at \$2,364.59.</li> <li>Acceptance of the Treasurer's report was moved by Chris Brownhill and seconded by Chris Hubbard - carried.</li> </ul>	
<b>Club Business</b>		
Aircraft identification	<ul style="list-style-type: none"> <li>Chris Brownhill reminded the members that it was advisable to have name, address, telephone number, and MAAC number on every model to preclude the possibility of a conviction/fine. Chris knows of at least three convictions/\$750 fines. Stephen Szikora advised that the rules, strictly speaking, do not require the above if the flier is a MAAC member flying at an MAAC-sanctioned field. Stephen also mentioned that new/replacement rules are due in 2018 that will require liability insurance for all drones/model aircraft exceeding 250 gms.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Toronto & District contest	<ul style="list-style-type: none"> <li>A discussion was held whether or not Old-time Stunt would be held at the T&amp;D. No decision has been made.</li> </ul>	To be discussed further by the Executive.
MAAC/FAI	<ul style="list-style-type: none"> <li>Chris advised that ongoing financial/legal issues involving MAAC and the FAI had been resolved (thanks to intercession by Stephen Szikora).</li> </ul>	

<p>State of modelling</p>	<ul style="list-style-type: none"> <li>Chris Brownhill advised that at a recent meeting of club presidents, it was noted that, based on the age distribution of current MAAC members, MAAC membership would decline by about 50% in 5 to 10 years. Chris proposed that the Club consider subsidizing MAAC membership of new Club/MAAC junior members.</li> </ul>	<p>New junior members will be subsidized to the extent of Club Junior Membership and MAAC membership (without the magazine)</p>
<p>Winter indoor flying</p>	<ul style="list-style-type: none"> <li>Paul Emmerson suggested that club members could rent the Etobicoke Olympium for some indoor flying (rubber-powered, electric R/C) in February (Saturday morning - \$19/hour). Stephen Szikora mentioned that indoor flying was also available at some indoor soccer venues for a \$5-10 admission fee. Several members expressed interest in participating.</li> </ul>	<p>Interested members should talk to Paul.</p>
<p><b>Adjournment</b></p>		
	<ul style="list-style-type: none"> <li>Meeting adjournment was moved at 8:16 pm by Keith Morgan and seconded by Chris Brownhill - carried.</li> </ul>	
<p><b>Special feature - Show'n'Tell (presentation of some Building Contest entries)</b></p>		
<ul style="list-style-type: none"> <li>Some of Ted Smietana's junior modellers presented the Guillow's rubber-powered models they were working on (these builds exhibited good workmanship): a Spitfire (Daniel Stychen) and Hurricane (Tim Medura). Other junior modellers presented a Flitestreak (Greg Midura) and several advanced/complex (motorized) LEGO models.</li> </ul>		

- Keith Morgan presented his Wildman (related to the Yates Madman but with a more stunt-friendly wing section), equipped with a Super Cyclone ignition engine.



- Rob Pringle presented his Douglas Skyraider built from a 1950's Japanese kit and to be powered with a 1950's-era Super Tigre .29 - intended for Old-TimeVintage Scale competition.



- Doug Blackmore presented his Buster sport racer with a redesigned (mechanically-connected) fuel shut-off to address "springiness" issues in the previous version.



- Jack Nagao showed his canard Ringmaster with a midships-mounted .15 size engine with an extension shaft connected to the engine with a universal joint and terminated at an "extra" crankcase serving as the rear bearing. Jack also presented his Pilatus Turbo-Porter with an OS .46, operating shocks, sliding doors, removable wing and tail, etc.



- Chris Brownhill reprised his Brodak P-40 described in the March minutes.



**Special feature - Building (Beauty) Contest**

- The submitted models were voted on, by the members and guests present, in the following categories, with the winners shown for each category:

**OPEN C/L or R/C**

1<sup>st</sup> Keith Morgan (Wildman)



2<sup>nd</sup> Chris Brownhill (P-40)



3<sup>rd</sup> Jack Nagao (Pilatus, Canard)



**Junior C/L or R/C**

1<sup>st</sup> Gregory Midura (Flite Streak)



**Open F/F**

No entries

**Junior F/F**

1<sup>st</sup> Tim Midura (Hurricane)



2<sup>nd</sup> Daniel Styczen (Spitfire)  
*(Award accepted in his absence by Ted Smetana)*

