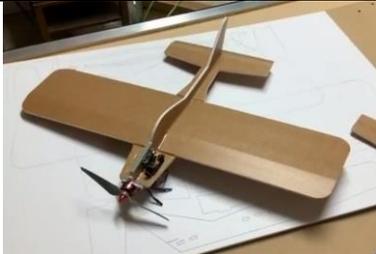


Meeting Report - March 10, 2021

Item	Discussion	Action
Meeting called to order	<ul style="list-style-type: none"> by President Matt Piatkowski at 7:31 pm This was a Zoom virtual meeting due to COVID-19 restrictions 	
Attendance	<ul style="list-style-type: none"> 15 members and guests were present. 	
Minutes	<ul style="list-style-type: none"> Approval of the January and February 2021 minutes was moved by Chris Hubbard and seconded by Matt Piatkowski - carried. 	
Financial report	<ul style="list-style-type: none"> Treasurer Paul Emmerson presented his report – the Club’s balance stands at \$2,731.16. Acceptance of the financial report was moved by Chris Hubbard and seconded by John McFayden– carried. 	
Club Business		
Field Permit	<ul style="list-style-type: none"> Chris Hubbard is waiting for a response from the City concerning approval of the Club’s Field Permit for 2021. We currently have no permit to use the flying field until this permit is issued. Normally, the permit is issued around the first week in May. Chris reminded the members that a separate, event-specific permit, closing off the field to the public, is obtained for contests. Chris inquired whether MAAC insurance is effective if no permit has been issued - no answer was available. Doug Blackmore noted that on several occasions, the Club had obtained an extension for the permit, which normally expires in November. 	Chris Hubbard will keep the Club informed of any changes in status for the Field Permit application.
Junior Stunt Training	<ul style="list-style-type: none"> Matt Piatkowski indicated that he has a commitment from the families of 3 boys that they will appear at the field for flight training. In addition, the Midura family, who have participated in Club events previously, have indicated that their two boys intend to participate in flight training. Paul Emmerson opened a discussion concerning suitable trainers for beginning fliers. Paul suggested an electric-powered 1/2A equivalent. Also mentioned were the Flight Streak Trainer with a .15-.19 engine. Paul showed the members his home-made CNC cutter/router that will cut foamboard as well as wood. He used it to cut out the foamboard trainer that he 	 <p>Paul Emmerson’s electric trainer design</p> <p>Paul Emmerson and Matt Piatkowski will proceed with construction and evaluation of a test trainer aircraft.</p>

	<p>has constructed (see picture at right). Paul indicated that the electric equipment required would cost around \$70. He suggested that the Club set aside approximately \$300 to ready 3 trainers if there is Junior interest.</p> <ul style="list-style-type: none"> • Matt Piatkowski noted that we need to provide Juniors with the tools to learn and requested that \$300 be set aside by the Club to outfit 3 training aircraft. • John McFayden summarized the preferred process based on experience: - the executive would arrange for the construction of one aircraft and test for suitability. They would then report back to the Club and seek approval to proceed with the remaining 2 aircraft. • During this discussion, the topic of the Club’s assets came up in the context of the Revenue Canada regulations for non-profit organization organizations. It was noted that, as a non-profit organization, the Club was not able to hold more than \$5,000 in assets. • This is not generally an issue since the Club’s assets (bank account) typically sit between \$2,000 and \$3,000. 	
Canadian participation in Polish event	<ul style="list-style-type: none"> • Matt inquired regarding status of the Canadian team for the Warsaw FAI F2 World Cup event. John McFayden indicated that he has canvassed potential fliers and only Konstantin Bajakine has indicated he is planning to attend. Peter Hanson and Matt Piatkowski will not be attending. It is not known if Walter Dordolo or Pat Mackenzie will attend but it is unlikely in either case. A decision will be made by the event organizers by April 30th as to whether the event will proceed or not. 	
Tribute to Chris Brownhill	<ul style="list-style-type: none"> • John McFayden is putting together a tribute page to Chris Brownhill that will be packaged and posted by Doug Blackmore on the Club website. 	
Random observations		
<ul style="list-style-type: none"> • It was noted that the combination of the PicaSim simulator with a RealFlight radio transmitter could potentially assist with control-line stunt training (especially in these COVID times) as there are several control-line models available – this was pointed out as a potential asset to Chris Hubbard in his long-standing quest to fly inverted. 		

- It was pointed out that the price of balsa has skyrocketed (for example \$15 for a ¼”x3”x36”) due to a world-wide shortage of balsa wood.

Special feature – Paul Emmerson’s CNC set-up

Paul showed the members his home-built CNC cutting/routing set-up – quite an achievement (see picture below). He used this to cut the parts for his proposed trainer model.



Special feature – some interesting aircraft

- The Rolls Royce Accel. This British aircraft is electric-powered (6,000 battery cells on board) and is intended to set new performance records. It resembles Formula One designs such as Jon Sharp’s #3 *Nemesis*.

A RUN FOR THE RECORD BOOKS

Electrifying Flight

In 2015, Rolls-Royce will make history again in the electric aircraft arena to the first electric plane. Funded by the UK government, the 'Transition and Electrification of Flight' project (ACCEL) is an effort to build, test, and compare with a specially designed aircraft powered entirely by regenerative fuel cells. Rolls-Royce and its partners, including the YASA, intend to break a series of speed, performance, and endurance records. ACCEL's controlling mission is to develop the reusable technology and manufacturing processes that will allow electric aircraft to be built in large numbers and delivered in a timely fashion. There's a lot of ACCEL's key features.

Model name	ACCEL
Powerplant	750 kW
Top speed	300+ MPH
Range	200 miles
Development	24 months

Rolls Royce **YASA**



2. Davis DA-9 – I have not been able to find a 3-view of this aircraft.



3. Garber/Aerodesign DG1 – A prospective Unlimited racer (may not be prospective any more).

