



OBJECTIVES OF THE CLUB

- (a) To promote friendship and good feelings among the members;
- (b) To foster a spirit of group interest and co-operation among the members;
- (c) To provide encouragement and offer advice to the novice in the building and flying of his miniature aircraft;
- (d) To support the Constitution, preserve the ideals and extend the principles of this Club;
- (e) To promote safety in the sport.

NIPMAC 2019 Executive

President:	Cameron Sanders
Vice-President:	Rick Nay
Treasurer:	Jerzy Bak
Secretary:	Robert Zentai
Field Managers:	Roger La Berge & Lloyd Argo
Webmaster:	Eric Rivest
Newsletter Editor:	Robert Zentai
Chief Flying Instructor:	Foley Soroye

NEXT MEETING

Date
July 10/2019

Time
6:30pm

Location
Field
(weather permitting)

Agenda

If any members wish to bring up new business especially anything that requires a vote, please let the executive know so we can add it to our agenda.

UPCOMING EVENTS

Northern Ontario Fun Fly - Timmins

- July 13th

Float Fly – Sault Ste Marie

- August 3rd

NIPMAC Fun Fly

- August 10th

Glider Days

- ~~June 22nd~~
- July 20th
- August 24th
- September 21st

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Minute Taking



Thanks, Rick, for taking the minutes for me as I wasn't present at the meeting.

The President called the meeting order at 1850 Hrs. There was 28 members present.

From the Executive:

President

1. Dennis Anderson officially received his wings. Congratulations.
2. Minutes of last meeting were adopted. All members present either getting the newsletter by email or snail mail.
3. President passed around a tower hobbies catalog. It was noticed that there is now more car advertising than planes.
4. July's Monthly Meeting will be held at the field, weather permitting.

Chief Instructor

1. Nil

Treasurer

1. There are 40 paid up members in the club as of tonight.
2. The bank account is in good condition.

Field Crew

1. Mel has squeezed in training on the new mower on one of the Wednesday morning old guy flying. We now have a list of qualified mowers. It works great and does a wonderful job. Anyone interested in checking out on this, please see Roger.
2. Lloyd has posted the grass cutting schedule in the transmitter hut.

Minute Taking (cont.)



New Business

1. The community of Callander is celebrating Callander Days on Saturday 29 June. They have asked for the club to set up a static display. The President has countered that the field will be open to spectators on this date. Our canceled **Memorial Fun Fly** will be run on this date.

Old Business

1. **Glider Fun Flies**
 - a. 22nd June
 - b. 10th July
 - c. 24th of Aug
 - d. 21st September

50 50 Winner: The 50/50 draw was won by Joel with a sum of \$27.00.

Member's Corner (Another story from Chuck)

2. DEPLOYMENT

This is the time of the quiet cockpit, we have little to do until our unknown is within range of our airborne radar. Al and I have withdrawn to within ourselves, to our own private thoughts, but each is still alert and aware of the other's presence and our cockpit duties. Any dialogue is related to the care of the Voodoo. Drop tanks are checked; they are transferring their contents to the fuselage tanks. To-night's target is still a long way off and every pound of fuel is precious. Engine temperatures and pressures are in the green; systems are functioning normally. Radio chatter is minimal, our target info is being passed by datalink creating silence that is peaceful, and welcome. The Voodoo is on course to meet the unknown still distant in the blackness of the night.

The movement of a tiny needle on a datalink speed indicator alerts me, brings me to full awareness and I quickly scan the cockpit. The target marker on my radarscope swings right and no longer bears three four zero degrees and I know that our required profile has been changed. Ordered now to increase speed we are no longer on a long range profile. An anxious tremor pulses through the airframe as Al pushes the power to full military. The Voodoo senses action and quickly responds, airspeed increasing to dash speed. I check over my right shoulder, zero seven is keeping pace.

The purpose of our early morning departure suddenly becomes clear; we are being forward deployed to Gander! Looks like the Soviets are either probing our east coast air defences or enroute for some R & R in sunny Cuba. Those sods in the hole at North Bay blew it again. They see the situation developing, yet they sit on it until it's too late to give us a normal departure. Sometimes I think they get their jollies from pushing the scramble button! Al adds to my mumbled comment on the circumstances of their birth!

The peaceful interlude is broken. The urgency in the voice of the Irradiate controller is akin to reveille as we are directed to call Strait control on button one five for recovery into Gander. "Zero Seven, did you copy?"; my query is directed to the other Voodoo. Confirmed by a clipped "Rog." I respond by instructing Gord to change to the assigned Strait frequency. As our radio completes its cycle to the new frequency we are greeted by the adrenaline-spiked voice of Strait control, "Golf November Zero Four, Zero Seven, do you read?" Gord's "Zero Seven is on." prompts me to alleviate the Strait controller's anxiety and advise him of our presence on his frequency. Callsigns are exchanged; altitude, heading and position are confirmed and the handoff by Irradiate to Strait is complete. The Strait controller's voice, now an octave lower, seems more assured and less anxious as he reads the latest weather sequence for Gander. I scribble the numbers on my kneepad, noting in particular the altimeter setting. The weather is as previously briefed with an 800 foot ceiling and visibility of five miles in light rain but the worrisome part is the light winds out of the east. Perfect conditions for one of those famous Newfie fogs!

The routine continues as the Strait controller vectors us for a handoff to Gander Arrival for individual GCAs to runway zero four. Still with more than enough fuel to divert to Goose Airbase if necessary Al keeps the power and the Voodoo's speed up as we begin our descend. As I run the checklist Al confirms for me that the Voodoo is configured for descend and all that remains to be completed are the landing checks.

In the descent the soft glow of the wingtip navigation lights confirms that we are again back in the weather. Al announces, "Through eighteen, two niner seven six going on." I too change my subscale and as the altimeter continues to unwind it uncovers its warning hatchmarks and I advise Al, "Hatching showing, sixteen thousand, marker between one and two." Al

Member's Corner (cont.)

responds with his customary "Yup." We are now in much heavier weather, also very wet, over my head the canopy sheds rivers of rain, but the air is silky smooth. Good weather for an instrument approach.

The Strait controller now breaks up our formation and directs Zero Seven to turn left for separation and clears us down to ten thousand feet and tells us to call Gander Arrival on three eight four point five for recovery. With the frequency change to Arrival complete I check in with our altitude and heading. Arrival then clears us down to twenty-two hundred and tells us to maintain our heading for GCA handoff. Guess that Strait controller, despite his anxiety level, knew what he was doing after all! Gord then checks in with Arrival providing Zero Seven's heading and altitude information.

"Golf November Zero Four, turn right to zero one zero and you are cleared for the GCA runway zero four. Call radar on two five eight point six." As I read back the clearance, I note that Al is already in the turn. Checking in with the GCA controller we begin the practiced routine of the precision radar approach. As we roll out on zero one zero Al's one-word warning, "Gear." alerts me that he is about to configure the Voodoo for final approach and landing. As Al eases the power up to overcome the increased drag of the Voodoo in landing configuration I check over my shoulder and confirm the flaps are down as Al advises, "Got three green." Landing checks complete. The Voodoo is now ready to search out the hard wet surface of runway zero four.

"Turn left zero three eight, slightly right of centre, one mile from glide path interception, correcting nicely," the calm, relaxed, yet alert professional voice of the controller is reassuring. Al and I and the Voodoo are only minutes from landing.

The approach is almost anti-climatic as we break out well back and I advise Al, "Got the lights." as the GCA controller's practiced voice continues, "On centre line, on glide path, Zero Four is cleared to land, check wheels down."

Touchdown is smooth on the rain slick runway, and as Al slows the Voodoo to taxi speed and turns off of the runway I safety my seat and check that Al has done likewise. As we taxi back down the parallel taxiway we see Zero Seven's landing light on short final. Al slows to wait for Zero Seven.

Both Voodoos now safely on the ground my thoughts shift to the weather forecast, a forecast that is less than favourable, for there will be at least one more approach and landing before this night is over.

Turning from the taxiway to the main ramp we spot our yellow slicker clad turn-around crew; armourers to safe the missiles; riggers and fitters to refuel, check and ready the Voodoo for our scheduled departure and impending meeting with the unknown. As Al brings the Voodoo to a halt on the command of the marshaller I complete my shutdown checklist; the low rumble from the tail pipes becomes a fading whisper as Al completes his checklist. The Voodoo, now at rest, is swarmed by the groundcrew, anxious to complete their tasks and get out of the steady rain.

Shutdown complete, unstrapped and unplugged we open the canopy and receive a very wet and cold Newfie welcome. Quickly down the ladders and a short sprint across the ramp brings us to the dry warmth of the Gander International Terminal and the crowded room at the outer end of the concourse that is crew quarters, servicing shack and Ops centre. I look across the ramp to the Voodoo, the ground crew is going about their re-fueling and turn-around tasks with practiced haste. Once complete, they too will retreat to the dry warmth of the terminal building.

All is still peaceful, yet the Voodoo sits poised, anxious to meet the unknown.

Glossary of Terms

Scramble - That tactic employed to get fighters into the air as quickly as possible so that the Air Weapons Controller can tell you to "Standby"!

"Q" - Not the old guy in the 007 movies; proper term "QRA", Quick Reaction Area, where armed alert aircraft and their crews hold alert and are capable of getting airborne in five minutes or less.

Golf November - Callsign assigned to 416 Sqdn by NORAD.

NORAD - North American Air Defence Command.

Zero Four/Zero Seven - Individual crew callsigns.

Pratt and Whitneys - Massive, crude, inefficient JP4 guzzling afterburning turbo-jets; but what a ride!

Irradiate - Callsign of the Command and Control centre in the "Hole" at North Bay.

Strait - Callsign of the Gander radar site. Great place to kiss the cod!

GCA - Ground Controlled Approach; a darn fine bunch of old pros whose reassuring voice took the dark and dirty out of many a night.

Newfie weather - An amalgamation of undesirable meteorological elements rejected by civilized areas of the planet.

Angels - Altitude expressed in thousands of feet.

STOP - Strategic Orbit Point; a place in the sky to loiter and wait for the Bogey, usually over very cold water!

Bogey - Label put on unidentified radar track, became "Bandit" once identified/classified as hostile; the guy who was destined to finish SECOND!

CAP - Combat Air Patrol; much like the motorcycle cop hiding behind the highway sign, the fighters waited at the STOP for the Bandit to speed by!

SOP - Standard Operating Procedure

Bear Delta (TU-95) - Very large long range reconnaissance aircraft powered by four very large turboprop engines turning very large diameter contra-rotating propellers. Operated by Soviet Naval Aviation.

VFR - Visual Flight Rules meaning the bottom of the clouds is above 1,000 feet and the visibility is better than three miles.

Judy - Voice term used by the fighter navigator to tell the weapons controller that he is taking over control of the intercept.

ID - Intercepting fighter closes to a range from which pictures can be taken and a positive identification of the intercepted aircraft can be made.

RHAW - Radar Homing and Warning, a radar receiver in the cockpit of aircraft which detects and displays radar threats to the crew by visual displays and aural tones.

RTB - Return To Base.

Bingo fuel - Declared when amount of fuel remaining requires immediate return and landing.

DME - Distance Measuring Equipment. Digital readout of nautical distance to site selected.