

Fliteline

DECEMBER 1998

Hi.....On behalf of OMFC, may we wish you, our members, and your families, a very Merry Christmas, the compliments of the Season and a Happy and prosperous 1999!



December Meeting

The December meeting was opened by our new President, Erik Genzer. Erik followed on from his comments in our November Fliteline, wherein he was essentially looking to members for their ideas on how they see the future of OMFC. A questionnaire was circulated to members concerning what they would like to have happen at our monthly membership meetings; a copy is attached for those of you who missed the meeting.....please complete and hand it in at the next meeting in the New Year.

A number of good suggestions for future meetings came from the floor :- "How to"...

- 1 Produce a high quality surface and paint finish.
- 2 Apply fiberglass cloth finish.
- 3 Properly program computer radios.
- 4 Set up flying control surfaces.
- 5 Take care of nicads and also ensure long life.

(Continued on page 3)

Web Site Updated

Come and see the new look at our Web site at www.worldchat.com/public/omfc

The new look is a long time in coming and is one heck of a lot more work than I thought. The first generation is a little lacking in fancy graphics but it will be running by the time you receive this newsletter. The fancy stuff will come in time.

We will be starting the email version of the Fliteline next month so everyone who has an email address in the club database will be receiving their Fliteline by the Web. That is, unless you tell me differently by email at rgyoung@cgocable.net

Coming Events

Jim Eichenberg reminded everyone again about the "Frozen Fingers" fly date on New Year's day. There is, he said smiling like a Raptor, lots of wood [is he implying there are crashed fuel soaked airplanes somewhere?] to build fires and provide some heat. The contest will start at 11am.

"How to Cut Foam Wings" is the subject for our January meeting to be held on Monday January 4, 1999 at 7:30 p.m.

Sunday, January 31st is the date for the Precision Aerobatics Forum in Guelph. See attached Flyer.

The Annual Swap Meet [sell all your junk to your neighbor night], will be held during the February, meeting on February 1, 1999.

(Continued on page 2)

Coming Events (Continued from page 1)

The March Meeting will be the site of the indoor paper airplane flying contest. This will be a chance for all you kids, young and old, to get out there and fold some paper. Many more details will follow once we figure out how to judge this event.

1999 Executive

President	Erik Genzer
Vice President	Tim Deel
Past President	Rodger Young
North Field Manager	Kim Vasiliadis
South Field Manager	Larry Sheehan
Social Director	Don MacDonald
Chief Flying Instructor	Rodger Young
Secretary Treasurer	Mike Ross 2140 Munn's Avenue Oakville, Ontario L6H 4K4 (905) 338-5548
Fliteline Editor	Mike McDermott 4042 Woodchuck Lane Mississauga, Ontario L5L 2T5 (905) 820-1015.

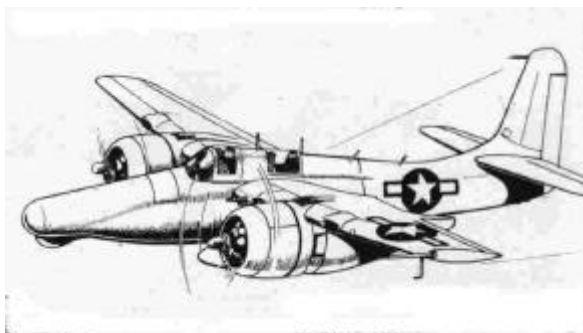
Cockpit Humour

During World War 2, an allied bomber is dropping paratroopers over the Rhine. Kowski is a little forgetful and when it's his turn to jump, he says ... "Sarge....what do I do again"...."O.K", says the Sergeant....." You jump....count to 10 ...yell Geronimo and pull the rip cord.....Got it??" Kowski jumps. The bomber then circles and prepares to fly home. As the bomber levels out, the Sergeant hears knocking on the jump doors....opening the doors, the Sergeant sees Kowski furiously "flapping" his arms...."Sarge", he says...."What's the name of that *#^----+!!!! Indian!"

* * *

During take off, a Flight Attendant was heard to say....."This flight is over water and your seat cushions can be used for flotation. In the event of an emergency water landing, please take them with our compliments."

Guess This Airplane



This is the picture of the aircraft you have to identify to get a free coffee at next month's meeting. Present your answer on paper or email the Web site to yours truly and, if correct, I will give you a free coffee ticket. Those of you that get them all correct [from now until Spring], will participate in a draw for a free gallon of fuel. Simple....right?

Remember Our Local Hobby Shop

Did you know that Oakville Hobby is alive and well!!.....Did you know that Oakville Hobby is constantly increasing stock to ensure that we will have the kits and parts that you need....Did you know that Oakville Hobby will MATCH prices with any Canadian hobby store, including mail order stores. Oakville Hobby has always supported OMFC and we need and appreciate your support too.

P.S. If you are thinking of giving plastic models as Christmas presents, we have a very large selection and OMFC members can get a 25% DISCOUNT on them from now until Christmas.

We are at Hopedale Mall @ 3rd Line and Rebecca
Phone No.: 847-9946.
Jim Hickey



December Meeting *(Continued from page 1)*

- 6 Glue, cut and reinforce those plastic cowl parts.
- 7 What type of adhesives and when to use them.
- 8 Cut foam wings.
- 9 Find out about IMAC and Pattern contest rules.
- 10 Properly balance aircraft.
- 11 Set up helicopters.
- 12 Set up Gliders.
- 13 Tips on emergency field repairs.
- 14 Learn about electric aircraft.
- 15 Improve/reduce aircraft noise levels.
- 16 Create decals and trim detailing.
- 17 "Cover" and decorate that aircraft.
- 18 Learn more about wing aerodynamics.

Erik noted that the above list could entail about four years of meetings. There will be consideration for a workshop approach where we could "run" several different workshops at one meeting. These and other issues will be reviewed at the January meeting, including the great idea of trying to create a registry of OMFC member plans.

It was suggested that any member with a build /fly problem, should bring "it" to the next meeting for help. There is no problem that club members have not run into before and have solved.....newer members and builders should not feel intimidated in seeking out help/information....that's what this club is all about. The club has some amazing talent available....don't let's waste it!

Mark Groh brought his nicely finished bright yellow Bucker Jungman to the meeting. The aircraft is two years old and is a stand off scale [due to Mark and Rodger Young messing about with non scale wing profiles] version of the 30's German trainer [seems a long way from this to ME 109's and FW fighters]. The aircraft was built from Bob Holman plans. Power is supplied by a Mokie 1.8 driving an 18x10 prop. The aircraft is quarter scale weighing 13 1/2 lbs. with a 73" wingspan. Thanks Mark for the Show!

The meeting was somewhat lacking due to our not having a Social Director [no coffee and donuts.... first time I didn't have to lie to my wife!]. The problem has been rectified.....Don MacDonald volunteered to fill the post! Thanks Don.

Rodger Young announced that he is still working on the web page....it's tougher than he thought! The

first generation of the new look is up and running.

See www.worldchat.com/public/omfc



For Sale

- Hobbico Twinstar AWARF twin .25 - .40. new in box \$150.00.
- Two Fox .40 BB engines, new in box, \$100.00 each OR \$175.00 for the pair OR \$300.00 for both engines PLUS the kit!
- OS .61 SF engine, new in box \$150.00.
- GP Ultrasport 40 with Magnum .46XL BB engine. Plane in excellent shape, scratch built, one season old. Engine has three flights only, just broken in. \$200.00 for both!
- MAC'S pre-tuned pipe system, fits Magnum TT, O. S .40 -.46. New \$80.00.
- Great Planes REALFLIGHT simulator...the latest and greatest....includes transmitter, used only a few times. \$250.00.

For information, contact Julian @ 416-201-9057 after 5 p.m. or email @ :- jsarb@idirect.com

For Sale

- New - Goldberg Ultimate Bipe with servos and .90 Super Tiger and slimline exhaust - \$450.00.
- New - Anniversary Cub with servos and .46 O.S. engine and Slimline muffler - \$285.00.
- SIG Midstar - great flier - servos and .48 O.S. [4 cycle] plus Futaba 4 Channel F.M. radio plus DF-127 Receiver. - \$375.00.
- New - .65 Saito engine - \$225.00.
- New - .40 XL Magnum - \$45.00.
- Used - .40 Fox Deluxe with muffler - \$35.00
- Used - .45 Magnum Pro - \$40.00.
- Used - .61 Merco - Two plugs - \$45.00.
- Used - Ace field charger - \$19.00.
- Used - Flight box with panel, Electric pump and 12 volt battery - \$35.00.

All prices negotiable....call Nick Semenuk @ 338-1280.

OF BIRDS AND FEATHER AND WING submitted by W. Sikma

The other day on the Jack Hanna Animal Adventure TV show, I was watching an eagle snatching a fish from a pond. What struck me was the similarity between the movements of the bird's tail and the tail surfaces of a jet taking off from an aircraft carrier. It also reminded me of an article about birds I once researched in my glider days. If you like, I will share some of it with you.



There is no better divine creative accomplishment than the flying machine that is a bird. Their very flexible and strong skeletons are mostly hollow. A 25 pound pelican's bones were found to weigh but 23 ounces. Air circulates through the whole bird like an efficient cooling system expelling excess humidity and heat as well as exchanging carbon dioxide for oxygen at a feverish rate. Fuel consumption is so great, that most birds have a kind of carburetor, called a crop, for straining and preparing their food before it is injected in the combustion chambers of the stomach and intestines.

The lightest things in the world for their size and toughness are a bird's feathers. They serve as propellers, wings, ailerons, rudders, shingles and winter underwear. They are the cousins of teeth, whiskers and toenails. Each main shaft or quill sprouts some 600 barbs on either side to form the vane of the feather. Each of the 1,200 barbs puts out about 800 barbules, each of which again produces a score of tiny hooks, called barbicelles. A feather thus contains some 30 million barbicelles and the whole bird is encased in several hundred million tiny clinging barbicelles.

If you pull the feather vane apart, it offers outraged resistance, the barbicelles struggling to remain together. Just placing the split barbs together again

and stroking them lengthwise is sufficient to rehook the barbicelles, nature's own Velcro action. The quill is so tough, that it can be bent double without breaking, yet is stiff enough for a mast, better than our fiberglass.

The forward vane is narrow like a jib, the aft vane wide like a mainsail. The feather with its curved quill blends exactly into the pattern of the wing.

Different feathers have different functions and shapes. The 10 wing tip feathers are called the primaries and serve to propel the bird. They grow out of the bird's "hand". The 12 "forearm" feathers are the secondaries. They support the bird. The "upper arm" tertiaries fair in the secondaries with the body and stabilize the bird in the air.

The 14 tail feathers are rooted in a pinchusion-like muscle mound called The Popes Nose, which houses more than 1,000 feather muscles. Each is capable of moving one feather in one direction. The tail feathers can thus be directed, turned and arranged into any configuration called for at that moment. The variety of bird tails never ends, nor does its multiplicity of functions. Furled to a mere stick or fanned out and skewed to any angle, tails serve for everything from a stabilizing fin to a parachute, from a flag to a crutch.

When Otto Lilienthal and others studied birds in order to learn the principles of flight, their concentration naturally was focused on the motions of wings and tail. But these movements turned out to be so fast, complex and subtle, that this analysis was extremely difficult. Even today, much remains to be learned from them. Wings do not simply flap up and down. Nor do they row the bird ahead like oars. The actual motion is more that of sculling a boat or screwing it ahead by propeller action, a kind of figure eight movement.

A bird's "hand" is longer than the rest of its "arm" but it has almost as complete control over it as a man has. It is true that two of the original "fingers" have fused into one and the others have disappeared, but the big primary feathers have replaced them so completely that it has gained many more digits and muscles than it lost. It can twist its hand to any position, spread its 10 primaries, waggle or twiddle them, shrug its shoul-

ders, even clap its "hands" together behind its head and in front of its breast. The powerful downstroke that obviously lifts and propels the bird also is a forward stroke, similar as the forward motion of an airplane wing generates its lift.

The wing's upstroke also plays its part of the sculling motion. The downstroke compresses the feathers tightly upon each other, while the upstroke, lifting first the "wrist" then the half folded wing, swivels the feathers apart like slats in a venetian blind to let the air slip by. It is an automatic selective process, probably nature's most graceful and intricate valve action, the different movements overlapping and blending smoothly, something that pelicans accomplish twice a second and hummingbirds 200 times.

Like anti-stall slots in airplane wings, the eagles, vultures, cranes and other large birds have an even more efficient control of air flow in their primaries. They automatically bend upward and forward in separated fingers to smooth out the burbles and maintain the differences of pressure above and below their wings. The same bird superiority holds in the case of flaps which brake the air to reduce speed in landing, the birds fanning out their tails as well as their wings. Web-footed birds such as geese, usually steer and brake with their feet also and inflect their long necks like the bow paddle of a canoe to aid in steering and balancing.

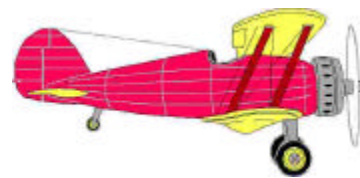
Man cannot hope to match the bird in sensitivity of flying control mainly because he usually has to think air, or read it from instruments, while the bird just feels air everywhere on his feathers and skin. Birds make plenty of mistakes. When you watch a flight of birds coming in to land in slow-motion, you can see them correcting their errors by last moment flips of tail or by dragging a foot. Buzzards do a "double dip" to correct a stall. Excited birds sometimes lose flying speed while trying to climb too steeply, or fall into a spin from tight turns or from simply misjudging the wind. Once they have ceased making headway, they tumble downward just as surely as a stalled airplane.

Albatrosses cannot fold their lengthy wings inside their flank feathers on the ground. They are thought to stretch out in sleep while actually on the wing, dozing aloft literally in their own feather bed. Aspect ratio in birds averages around three to one.

The albatross exceeds five to one. Practically, there is a limit because soaring birds also are burdened with many considerations besides flying, like catching food, preening their feathers, folding their wings, building a nest, laying eggs and raising a family.

Modeling Tips

Sorry folks, I cannot include any "tips" this month viewing time constraints in getting the Fliteline out prior to Christmas.



Your Article could be printed here..

Closing Comments

As always, keep those cards and letters coming and, once again, all the best for the Holiday Season and the New Year.

R/C AEROBATICS FORUM '99

NEW DAY NEW LOCATION

Guelph, Holiday Inn
Sunday January 31, 1999
(Corner of Stone Rd. and Hwy. 6 North)
601 Scottsdale Dr.
Guelph Ont. (519) 836-5329

If you are interested in
Scale Aerobatic (IMAC) Aircraft
Precision Aerobatic (PATTERN) Aircraft
this is the event for you!

Large display of aircraft including
Ivan Kristensen's TOC 42% Giles G202.
Bring your current aerobatic plane for display, receive free entry in a draw.

Our featured guest is:

RICK MATTIE
(FUTABA'S YS ENGINE GURU)

YS Engine seminar by Rick Mattie

How to Workshops

Raffle Prizes including a Futaba Radio Swap shop Vendor Tables

9:00 a.m. - 4:00 p.m.

Refreshments Available

For more information contact
Harry Ells (905) 342-2128 (hells@eagle.ca)
Tony Kreg (905) 820-1043 (tkreg@inforamp.net)
Ivan Kristensen (519) 763-0756 (IvanKris@netcom.ca)

Oakville Model Flying Club

The purpose of this sheet is to obtain a survey of what the membership would like to have at the winter membership meetings. The information will be tabulated and plans made on the results.

Start doing the following:

Stop doing the following:

Continue doing the following:

On what topics would you like to have presentations at future meetings?