

OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club
February/March 2000



March 2000

What's that they say about March....in like a lion and out like a lamb...or something like that!

I must admit I was in Florida for most of February but understand the weather here was also amazing [having followed the weather from "down there"]. Several club members have been flying at both fields. We have already hit temperatures in the mid 20's, so it won't be long before all of us have no excuse not to fly! I have a couple of funny stories to tell you about flying in Florida, but I will leave that for page 6.

OMFC Swap Meet

Erik Genzer ran the Swap Meet in February and reports that he was pleased with the results. We had many traders present and several planes / engines and, at least one radio left in the hands of new owners. Erik is hoping that this event will grow and will produce revenue for OMFC. We broke even this year and covered all

expenses, so things are looking up. Thanks to all who chipped in to help make the event a success. Erik dragged his wife out to help.....a big thank you is in order. I think Erik should "spring" for a nice dinner! [note to Mike Ross...make sure he doesn't try to pass off the bill to OMFC!]

March Meeting

Erik opened the meeting with the following announcements:-

- The Swap Meet was held on February 6, and the attendance was pretty good. OMFC broke even on the event supplying tables for vendors and donuts and coffee to one and all. Several people got some good buys. Hopefully, our meet will become as popular as "Aurora" down the road. The Aurora event, as you all know, will be held on March 12.
- Toledo is only a few weeks away, so firm up those plans!
- Erik ran through the 2000 OMFC event calendar.... these events / dates can be found on Page 2 under "Coming Events".

Erik then took great pleasure in announcing the awarding of 25 year membership plaques for the following long term members.

Jim Bridges
Nick Rosenbloom
Bob Hudson
John Cook
Jack McGregor
Tom Gibson
Don Wray
Ken Dawson



Unfortunately, not everyone was present to receive their plaques so, from OMFC to all of you, a special "Thanks Guys" for giving us your support all those years and, hopefully, for many more to come.

OMFC 1999/2000 Executive

President:	Erik Genzer	North Field Manager:	Kim Vasiliadis
Vice President:	Tim Deel	South Field Manager:	Hanspeter Keller
Past President:	Rodger Young	Social Director:	Don MacDonald
Chief Flying Instructor:	Rodger Young	Field Acquisition Manager:	Mike Ross
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Upcoming Events

<i>Event</i>	<i>Time & Place</i>	<i>Contact Person</i>
• Ground School for Advanced and Student Pilots	Tuesday, May 2 @ Pacific Road	Mark Groh / Rodger Young
• Electric Fun Fly	Saturday, May 27 [S.F.]	John McNicol
• IMAC Contest	Saturday / Sunday, June 10/11 [S.F.]	Erik Genzer
• OMFC Airshow	Sunday, June 25 [N.F.]	Dan Morgan
• Family B.B.Q	Saturday, July 15 [N.F.]	Erik Genzer
• Pattern Contest	Saturday / Sunday, August 5/6 [N.F.]	Jim Eichenberg
• Tri-Club Rally	Saturday, August 5 [Brampton]	Bert Armstrong
• Scale Model Rally	T.B.A	Al Farmaner
• Glider Meet	Saturday / Sunday, August 12/13 [S.F.]	Hanspeter Keller



March Meeting (cont'd)

Following on, Erik announced that the OMFC Executive had unanimously decided to award lifetime membership to two club members who had served OMFC for many years in a variety of roles, both of them also being past Presidents of OMFC.

The first recipient was Don Field. Don is especially well known to all of us who are “getting on in years” and, hopefully, our younger members, who have not yet had the opportunity to get to know him, will seek him out and learn personally what a treasure trove of information he is. Don has been the South Field Manager 4 times, has been an instructor for years and President from 1983 to 1984. He has made up several “odds & sods” for the club and has made most of the club’s frequency boards. Don is an aficionado of WW 11 aircraft and can be seen straffing one and all at the South Field almost daily from early Spring until late Fall. Don is a scratch builder and boy, can his planes fly well. During WW 11, Don was a Lancaster Bomber pilot and, occasionally, we can get him to relive some of his stories.....he is the best funny [dirty] joke person around....almost daily he has a couple of new ones. On behalf of OMFC, we belatedly extend lifetime membership to one of the best. Thanks Don for all your help over such a long span of time.



The second recipient was Rodger Young who, whilst getting up there age wise, is a more recent President of OMFC, serving from 1996 to 1998. Rodger has also been heavily involved with our “Wings” program over the last few years and, I am told, has crashed many a student’s plane with great skill and enthusiasm! Rodger is also the current CFI of OMFC. Despite his penchant for flying other peoples aircraft, Rodger is a keen builder and can really put a great finish onto an airplane. He also likes to experiment.....including messing with the latest technology in paint / covering and other finishing materials. On behalf of OMFC, we hereby extend lifetime membership to our own Rodger the Dodger, with many thanks. .

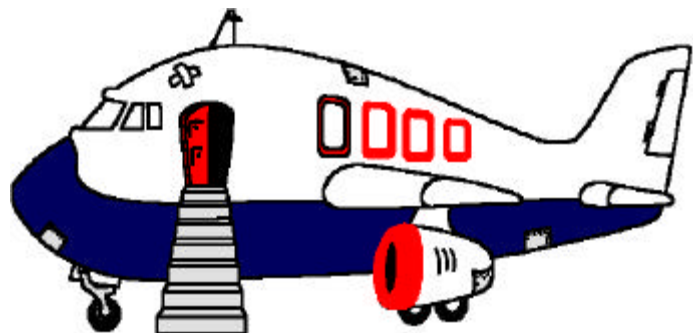
Following the awards, Erik advised that the Tri Club Rally [at Brampton] had been set for August 5.....Jim pointed out that this overlapped the Pattern contest..... poop!

Jim then gave a talk on engine noise / mufflers and props. Jim has been working on his glider tow plane with it’s large G 62 Zenoha engine, in an effort to maximize power and minimize noise. He has lawn motor mufflers on the aircraft “for now“ but admits that more work is required. Jim was trying various props in the 22x10 to 14 range, including wooden props. To determine engine power / output, Jim used a fish weigh scale as a measure when trying out different props / power RPM settings. His findings are very interesting and his notes are attached on Page 4.

Erik then turned the meeting over to the 4 mini workshops and hosts:-

- **Covering**— This table was run by Helmut and he had a wing on which he was demonstrating covering with monocote. Helmut was using an iron with a cotton sock and doing a great job. Helmut was also putting different colour stripes on top, without bubbles.
- **Balancing** — This setup was being demonstrated by Chris Kanski using, I think, a Robart balance tool; very interesting. Fly without proper balancing if you dare.
- **Plane Set Up**— Rodger had his Sukhoi showing and explaining servo installation and the mechanical interconnects between servos and the rear flying surfaces. Nice stuff Rodger.
- **Engines**— Jim had a couple of engines on display and dismantled them, including the removal of main bearings. Jimgreat looking pinney.

Everyone was interested in something and enjoying themselves. Thanks to Helmut, Chris, Rodger and Jim !



Jim's Aero Tow

As you may or may not know, Frank Pilih, Hanspeter Keller and I are getting involved in the sport of "Aero Tow". This involves a large aircraft with a powerful engine, towing a large aircraft to altitude. Because we are using large engines, noise becomes a problem. The following are the results of some tests that Frank and I performed during the Fall & Winter. Frank's G-62 was equipped with a Slimline muffler on a 25 lb Super Cub. My G-62 was equipped with an exhaust diverter and two lawn mower mufflers on a 19 lb giant Sweet and Low.

Propeller	Size	Aircraft	Sound level	Pull	RPM
Clarke [wood]	24x10	Frank's	90db	n.a	n.a
APC	22x14	Frank's	96db	n.a	6,300
APC	22x14	Jim's	97db	22lbs	6,300
APC	22x10	Frank's	98db	23lbs	6,900
Zinger [wood]	22x10	Frank's	95db	21lbs	6,500
Dynathrust	22x10	Jim's	98db	24.5lbs	7,300
TopFlight	22x10	Jim's	97db	28lbs	6,800

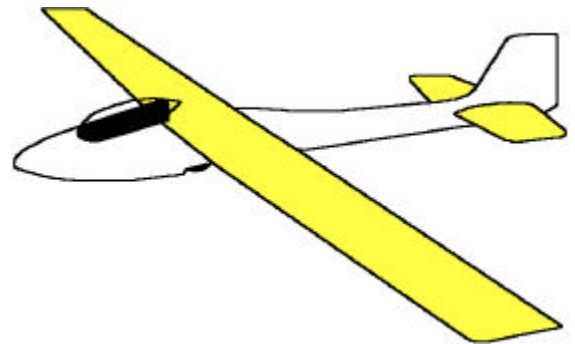
Eventually, I will be putting on a proper exhaust system and I expect to get the noise level down to something less than the limit set by OMFC of 96db.

The most efficient RPM for the G-62 is approx. 6,500 RPM. At this speed, the most torque is developed. The larger props are used to drop the RPM into the most effective [powerful] area. By doing this, you are getting the best of both worlds, maximum torque and quiet operation.

Steve Johnson, who is building very large airplanes with large engines, is also working towards reducing noise levels. Steve purchased a new and expensive carbon fibre prop that was supposed to reduce noise levels by 5db. In a recent test, his noise level increased by 3db with this new prop! It appears that he also picked up another 500 RPM at the same time. Most of this noise is probably from the increased RPM.

Tip speed causes noise and you have to bring the tip speed down without killing the torque. There is a publication available that lets you know at what RPM you should run your engine to reduce the prop tip noise.

Jim Eichenberg.



Executive Meeting

Operating budgets and cash flows were discussed and largely resolved for the forthcoming season. We appear to be in good shape at this point under the hands of Mike Ross.

The Executive has decided to institute a Family Fun / B.B.Q day, with the emphasis on family. The selected date is July 15.....see further details under "Closing Comments".

With the advent of the Advanced Flying program scheduled for Monday nights, starting on Monday June 5, Student instruction will take place on Tuesday, Thursday and Saturday mornings. Registration will be required for both Advanced and Student training, as will ground school.....see the detailed announcements under "Closing Comments".

Bill Sikma is recovering from heart surgery and a basket of fruit will be sent to him on behalf of all the members of OMFC.

Dan Morgan gave the Executive a run down on the OMFC 2000 Airshow. Dan has matters well in hand and will be contacting members to fly at the show, plus he will need volunteers. Dan is hoping to get some free publicity from The Toronto Star.

OMFC is investigating the possibility of getting electric power at the North field and will keep members advised.

April Meeting Agenda

The agenda for our April 3 meeting will include the following.

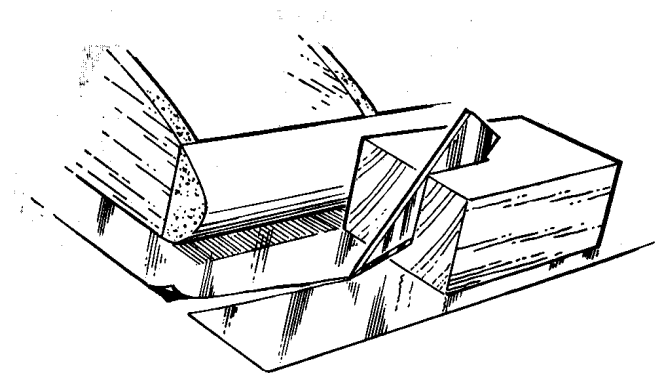
- In preparation for the forthcoming flying season, Rodger will go over OMFC's flying rules and regulations, including the Advanced flying program and Student instruction. Noise levels and frequency board issues will also be discussed.
- Kim Vasiliadis will give a talk on the trials and tribulations of flying helicopters. As proof of such, Kim is bringing something less than a whole chopper!

Items for Sale

- 1 Futaba Super 7 FM / PCM radio, complete with receiver, new batteries and 4 ball bearing servos # 3001.All in mint condition, only selling as moving upmarket radio wise.
.....\$300.00 or best offer.
- 2 Virtually new O.S. .48 [4 stroke] with muffler. Engine just broken in with about 5 runs on it.
.....\$150.00

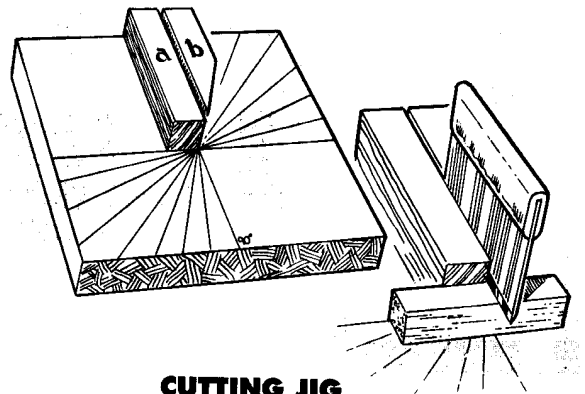
For more information, please call Chris Kanski @ 905-257-0762.

Modeling Tips



COVERING-FILM TRIMMER

With this gadget, you can cut "overlaps" in covering film that can be ironed up and over parts. Cut a slot in a wooden block, and glue a no. 1 X-Acto blade into it as shown. As you move the tool over the film, keep the block in contact with the edge of whatever you're covering (in this instance, a wing leading edge). *G. Thomas, Etobicoke, Ontario, Canada*



CUTTING JIG

This simple jig enables you to keep your blade upright while you cut balsa. Use a razor blade as a spacer between maple blocks (a) and (b), and glue them to the base. Remove the blade carefully before it's accidentally glued in place. Note: position the corner of block (a) at the intersection made by the guidelines. You can also custom-make such a jig for use with Zona or X-Acto saws.
Robert Hanen, Muskegon, MI



Flying In Florida

Don't you just love that gator graphic!!! I got to see many of these in Florida this year and an "old gator" is the moral of the story.

I want to tell you a story about a yank friend of mine who invited my wife and I to spend a few days with him in Crystal River and fly at his club this winter. My friend is getting back into RC after many years off the sticks and, to be kind, let's say he is still a nervous flyer. Jay, yup, that's his real name, flies an Aircore trainer type. This airplane is ARF like, built of corrugated plastic which luckily, is waterproof and floats.

To make this story funnier, I have to tell you that about 20 years ago, Jay and I worked together and we had to entertain clients at exotic holiday resorts where we held conferences [someone had to do it!]. That year, we were in Key Biscayne, south of Miami, in a resort with a great sandy beach. Jay, who was actively flying then [I had not yet discovered the joys of RC] decided he would entertain the clients with an airshow on the beach.

He was practicing, with me as the hand launch serf, whilst our guests were arriving with deck chairs, drinks etc. We were airborne and everyone was watching when in the downside of the second manoeuver, the plane dove straight into the sea at full bore. KABOOM! The plane went straight in and broke up. Jay was pissed and very embarrassed, I was drowning trying not to laugh. Jay rushed into the sea fully clothed trying to stop the plane from sinking and damaging the engine and the electronics. Jay saved the airplane..... and destroyed his very expensive 500 gadget wristwatch doing so. He also did not talk to me for a couple of hours. The clients slowly packed up their gear and went looking for some other afternoon's entertainment!

Jay wanted and needed to "put matters right" and, for the following year, announced that there would be another show... bigger, better and brighter !

The following year, we were in San Diego. Jay arrived at the conference proudly displaying his latest creation. All the clients were advised and the day arrived for the airshow. Jay told me he didn't need me to hand launch and said he was going off early to practice. When I started to suggest, with the straightist face I could muster, that might not be a good idea cause, remember the last time??he got very belligerent, stormed off and left me giggling.

I left the seminar room at the appointed hour and was walking behind the hotel with a bunch of clients, who were really excited about seeing the show. We could hear the roar of Jay's aircraft as we approached the beach. We could hear but not see at this point. Just then, all went silent.....had he landed.....hopefully so. Several of us then reached the beach. There was silence for a few seconds until we all fell about laughing so hard we couldn't walk. There was Jay, fully clothed, out in the bay, wading about in 5 feet of water with his hands cupped peering down into the water.....looking for his airplane. To this day, I can't remember ever having laughed so much.....Jay, did not want to speak to me for quite some time.

Jay never did attempt to put on another airshow at our annual conferences but, as you would expect, at every meeting over the years, I just could not leave the subject alone.....[I had been promoted and felt he could not kill me]. It's only now, now that I am in RC, that I realize how badly he must have felt.....not that I ever let that stop me from reminding him at every opportune moment [yes, I know, I am merciless].

Well, that brings us to this Winter. We arrive at his place and he excitedly talks about our flying in the morning. He starts to tell me about his new club, the field, the guys andthe canal. "Canal " I said....."with water" I ask as sincerely as I know how. "Yes" he says..... "with *(^% !+!+% water!)". I am already feeling the aching in my ribs as the memories come flooding back one more time.....somehow however, I manage to contain myself.

(cont'd):

Florida Flying (cont'd)

“So, Jay, how have you managed so far at this field“ I ask..... there is a short pause before he reluctantly admits that he has “only been in the water twice“. “How many flights have you had here” I ask, still trying not to laugh.....I see the pain spreading across his face“three times” he saysI am unable to stand or speak for some time.....I am literally in hysterics..... you should have seen his face.....we are both retired now and I am surprised that he does not resort to violence.

The morning brings great promise, it's warm and sunny with a little wind. I razz Jay a little about the water but he ignores me and goes up for a flight.....great flight,goes up again, another great flight. “Your jinx is over” I tell him.....“Try one more flight and let's go back for a swim”..... You know what's coming don't cha.....a loop, a roll, a deadstick.....the canal!

Luckily, I was flying and had not seen what was going on; if I had, I don't think I would have been able to contain myself or land in one piece. When I got down, Jay was already fishing for his plane. They have fishing rods on hand and Jay was busily “casting” as I arrived on the scene. I chose to remain silent [didn't want to lose my free room and board for the night !]. The other club members starting yelling “Hey Crash“, [that's what they call him now], “watch out for the old gator”. Jay lets loose a long string of obscenities and keeps casting. The plane is now drifting towards a small low bridge crossing the canal. Jay is now in the water. Jay finally gets the line over the plane just at it reaches the bridge. He starts pulling on the line when something moves near the plane. We see the snout of a gator and then the hump for the eyes. “It's only a small one.....the distance between the eyes and the snout is only about a foot”. “No worries” says Crocodile Dundee. Jay gets the plane out, all is well.....even Jay manages to laugh this time and we happily go back to his place for a swim.

A few days later my wife and I are on a guided boat tour looking for gators. “Is there any way you can tell how big a gator is when he is in the water” someone asks “sure“ says the guide, “for every inch you see between the eyes and the snout, **THERE IS A FOOT OF ALLIGATOR UNDER THE WATER**.....the “old gator” must have been approximately 12 feet long! I guess I should tell Jay.....sometime.

Guess how I got into RCJay sent me a plane kit as a birthday gift about 10 years ago.....he has his revenge!

Closing Comments

As noted in the “Executive” notes, **The Advanced Flying school program** will be starting in June under the direction of Mark Groh. Instruction for Advanced Flying will be on Monday nights at the North Field, starting on June 5, at 6 p.m. Registration will be required and forms will be made available in the near future. There will be a ground school requirement for all flyers and their aircraft, to be held at the club's meeting hall on Pacific Road on Tuesday, May 2 at 7.30 p.m. We have two rooms available here and we will use this same night for our Student pilot ground school session also. More details will be given at our April 3 meeting.

The Student pilot instruction program will be starting at a date to be advised, under the direction of our CFI Rodger Young. Registration will be required and forms will be made available in the near future. Instruction will take place on Tuesday, Thursday and Saturday morning's [some wag has suggested that this will allow more time for repairs & / or rebuilding]. Ground school will take place at the club's meeting hall on Pacific Road on Tuesday, May 2 at 7.30 p.m. More details will be given at our April 3 meeting.

Also, as noted earlier, the Executive has decided to institute an annual Family Fun / B.B.Q day, to be known as “This is where your husband says he is for the Summer” day at the North Field and has picked the date of Saturday July 15. Wives, kids, significant others, are all welcome. OMFC will provide the grub and drinks, starting at noon. Flying is O.K. but secondary to the festivities. Mark your calendar!!! Please note all OMFC events are always detailed on Page 2 of Fliteline.

Bill Sikma has had some new fuel lines installed in his chest and OMFC sends our best wishes for a successful start up and reminds Bill not to let the mixture get too lean when he applies full throttle, cause we don't need any more “dead sticks“ than need be. Bill, hurry up and get the ol' motor running soon; the photography season is around the corner !

Otterville RC Fun Fly.....see next page!

That's all Folks.....see ya!.....April 3 meeting!



Fellow Flyers

We would like to invite your club members to our ***9th Annual Fun Fly*** at the ***Otterville Radio Control Flying Club*** on July 1 and 2, 2000. It is mandatory that all pilots have a valid MAAC card. There is no admission fee for pilots and they will receive a complimentary dinner. All visitors are welcome at \$2.00 each. Children under 12 are free.

We have two special events this year:



Break the balloon after landing past a line and receive \$5.00



Fly your choice of plane through our barn window and out the other side and win \$400.00! The opening is approximately 21" x 42".

First pilot to be successful wins!

Bring your family and lawn chairs and join in the fun!

If you are interested in more information, please call ***Rene Goossens 519-879-6854*** or visit our website ***www.oxford.net/~mailloux/***