



February Meeting

Well... as you know, the February meeting did not happen! The “sell your junk to your neighbour” event was postponed till the April meeting, when, hopefully, we will have a larger turnout of people. Erik Genzer advises that other clubs in the area have also been invitedwe are hoping to have a good turn out of members.

The date for the April meeting is APRIL 12.

March Meeting

We held our first “paper plane” contest and the winners were:-

First: Mike Ross
Second: Don Wilding
Third: Don MacDonald

I was not at the meeting but I understand that our first try at a paper airplane contest may be our last paper plane contest! There will be a rethink for next year’s contest and we may well go back to the rubber band powered concept.

President’s Message

It’s hard to believe, but an interminable winter has nearly finished, and the unbelievable, flying season, is nearly ready to start again. As I write this note, I’m looking outside at the glorious sunshine and the 4C weather, and thinking about flying. I already have my first plane tuned up.

I want to remind you that we are hosting the First Annual Toronto West Swap Meet on Monday, April 12, which is our next scheduled meeting. The responses I’ve received from the 50 clubs invited seems promising. We are offering free entrance, table space, and coffee for all visitors. The down side of the April 12 swap meet is that it comes at the end of the season, and right after the Toledo weekend. We are hoping for a turnout that will be sufficient to continue the Toronto West Swap Meet into future years.

Given that we are trying to make this meet a larger event, and that hopefully with more of our colleagues attending from around the region, you should have a better chance of selling your surplus equipment. I invite you all to bring your planes or equipment that you no longer want. The members of our own club should provide a solid foundation for the swap meet.

See you at the April 12 meeting, or before at the field. My throttle finger is starting to twitch.

Erik

Erik at Guelph show



OMFC 1999 Executive

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Vice President:	Tim Deel	South Field Manager:	Larry Sheehan
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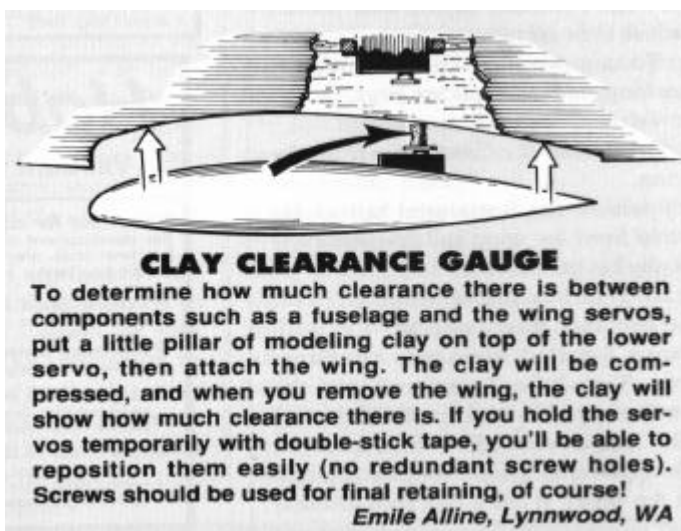
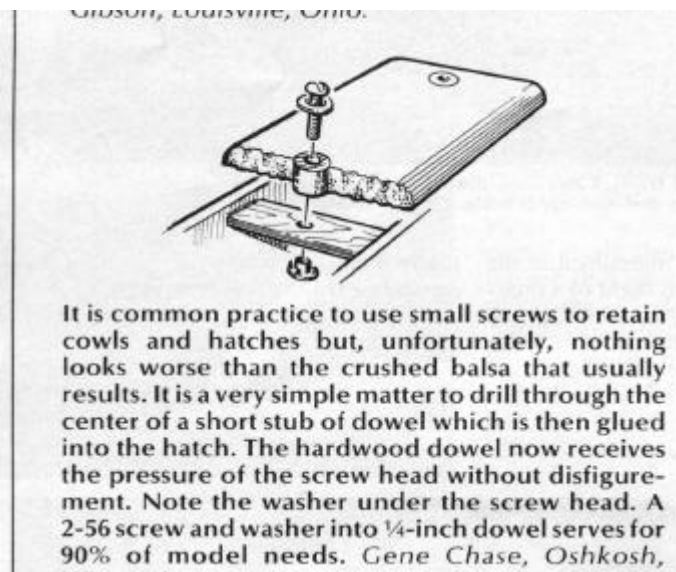
Upcoming Events

- **April 30 / May 1&2** : The Toronto Aviation and Aircraft show. OMFC participating! While primarily for full size private type aircraft, planes like the Extra 300 will be on display. Contact Bill Sigma for more info @ 827-6917.
- **May 22**: OMFC Electric Fun Fly. This event will be run by John McNicol (Contest Director). Please contact John for details @ 821-9629.
- **June 12&13**: OMFC IMAC contest. This event will be run by Frank Pilih and Erik Genzer (Contest Directors). Please contact Frank @ 251-1619 and Erik @ 607-9675 for more details. This is an event where interest is growing and we want to encourage all members "to have a go!". Any aircraft can be used, even trainers types. There are no type or size restrictions and there are skill level contests to suit just about anyone with their "wings". Details of the "basic" routines will be made available at club meetings.
- **June 27**: OMFC Airshow. This is our day to support the community/show the general public what our hobby is all about. Our food bank support helps lots of people and this helps our profile with city fathers. More details on this important event to follow.
- **July 2, 3, 4&5**: Canadian Nats.....1999 is the 50th Anniversary and will be held in Tillsonburg. It will be the largest Nationals in the history of MAAC!
- **July 31/August 1**: OMFC Pattern Contest. This event will be run by Jim Eichenberg (Contest Director). Please call Jim @ 849-9721 for more details.
- **August 7**: Tri Club invitational fun fly at Bronte Creek field. This event, which took place at our North field last summer, was a huge success and the event promises to be even more fun in 1999! Don't miss this one.
- **August 28**: OMFC Scale Model Rally and Barbeque. This event will be run by Mike McDermott (Contest Director). For 1999, we are hoping for a larger turnout of scale models and pilots, plus we will be offering free food and soft drinks to all attendees with or without a plane, so there will be no excuse not to come out and have some fun! More details to follow.

Happy Flying!

Modeling Tips

The following tips are taken from various Model Airplane News magazines.



Executive Meeting

At the recent executive meeting it was resolved that, following consultation with various club members, OMFC will move to a single channel frequency control system at the beginning of the normal flying season in May this year.

As we all know, many of our frequency pins overlap more than one frequency on the frequency boards, essentially blocking off those frequencies, preventing people with adjacent frequencies from flying. We are one of the last clubs to adopt the single channel system....with the advent of narrow band radios, there is no longer any need to stay with the old system. New or remodeled frequency pins will be installed at both fields in the near future.

OMFC is investigating moving from our present meeting location at the White Oaks School [starting in the fall] as, unfortunately, we cannot rely on the school system who can, and do, evict us with a moment's notice. We will keep you posted.

Erik Genzer advises that the planning for the Tri Club invitational meeting at Bronte Creek on August 7th is moving along well and is an event not to be missed..... free grub, and all you can drink, plus lots of people who enjoy our unique hobby.....what more could one wish for?



Items for Sale

- 1] New, well built Great Planes Anniversary Cub... clipped wing version...finished in yellow. Complete with O.S .46 SF engine and servos.....ready to fly. \$270.00
- 2] Used, one season only, SIG Midstar.....complete with O.S .48 four stroke engine and servos.....nice model..... ready to fly. \$250.00
- 3] New, well built Great Planes F15 Eagle.....complete with O.S. .46 SF engine and servos..... ” Best Offer”
- 4] Lightly used Futaba 4 chanel FM radio with receiver and servos. \$130.00
- 5] New, Saito .65 four stroke engine, including muffler \$220.00
- 6] Used, .40 Deluxe Fox engine, including muffler and spinner. In good condition . \$30.00
- 7] Used, .46 Magnum Pro engine, including muffler\$40.00
- 8] Used, .61 Merco with 2 glow plugs, including muffler. In good condition. \$40.00
- 9] Flight box, complete with electric panel / battery / electric fuel pump.....Great deal! \$ 35.00

For more information please call Nick Semenuk @ 905-338-1280.

Flying Warbirds

A group of R/Cers, myself included, meet every week for lunch. A few weeks ago, one of our number said he would really like to build a “warbird” but they are “too hard to fly”. This sparked a lively discussion.

Personally, I am a lover of warbirds and currently fly a P51, a P47, a FW 190D9, a Spitfire and a Sea Fury. I suppose my WW11 pilot background has some bearing on this fixation, but I really do enjoy building an aircraft which is an actual model of a full size real life machine. I think they look fabulous, especially in flight.

Are they really “too hard to fly”? No, they are not. Many years back, a couple of kit manufacturers made a bunch of money selling poorly designed warbird kits in boxes with dramatic labels in living colour. The resulting models flew about as well as the box and so was born a reputation that, unfortunately, still persists.

Now please don’t misunderstand. A warbird does not float around like a high wing trainer. They do require more than just casual attention, but no more than any other high performance airplane. They should not be selected as the successor to your primary trainer, but more realistically as your third or fourth stage model. What a joy they can be and how good for your ego!

These days, there are a number of excellent kits available from companies such as Pica, Top Flight, Goldberg and Royal whose names first come to mind. For camouflage finishes, “Perfect” paints have a complete range of truly authentic camouflage colours which are easy to use and very durable.

So, if you have a secret yen for your own P47 or Spitfire but have been scared off by the “too hard to fly” reputation, take heart. If you can fly an aerobatic low wing “no name” , you can fly a warbird. With just a little imagination, you can hear the Merlin scream, or the big Pratt and Whitney thunder over the clamour of the cannons as you make a strafing run and pull up into a victory roll. Adrenaline by the ton I’ll tell you!

Dontchaluvit!

Don Field



Don’s P 47 at taxi on the South field.....great stuff!

WWII Memories

Bomber Command – 1943

I had a very bad head cold and was temporarily grounded.

My Squadron (#7 PFF – Lancasters) was “on” that night, so I went down to the tower to watch the take-off.

Everything was pretty routine until “C” for Charlie. Charlie’s flight engineer was also sick (probably the same bug), so Charlie’s skipper, F/Lt. Ben Logan, had “borrowed” an engineer from a new crew which was not yet operational.

Now I should explain that taking off a Lanc required two people, the pilot of course and the Flight Engineer to handle the throttles and the undercarriage.

The usual drill was that on the take-off run, the skipper handled the throttles until he could overcome the torque swing with the rudders, then hand them over to the engineer who would take them up through the gate. Usually the skipper gave the engineer a signal (a tap on the hand?) when he should take over. A different signal told the engineer to raise the undercarriage.

You guessed it! The Lanc was tail up, bouyant, almost flying when the signals got screwed up and the engineer pulled up the undercarriage.

The Lanc (bless its heart) really tried, but couldn’t quite make it. All four props hit the runway. She bounced and staggered over the ten foot deep drainage ditch at the end of the runway. One of the bomb-bay doors spun away in a brilliant shower of sparks and the Lanc flopped on her belly in the field beyond. The first impact had broker her back and spilled fuel started to burn.

In the tower, we watched in horror. There was a better than six tons of High Explosive ordnance on board, including a 4,000 lb. “Cookie”.

Fortunately, everyone survived the crash and wasted no time getting as far away from the aircraft as possible.

The rear gunner however was in his turret in the broken-off rear section. Hew swore that he got out between the four guns, although the physical impossibility of this was discussed for long after.

Anyway, he found himself running like mad away from the fire until he abruptly fell ten feet into the water and mud at the bottom of the drainage ditch.

Safe – he thought, as the bombs in the wreck were touched off by the heat.



Finally, all was quiet and he tried to climb the slippery side of the ditch. No dice! He could not reach the top for a handhold.

Moving sideways a little, he found a large rock and climbed on it in order to reach the edge.

Standing on the slippery, muddy surface of the rock, he suddenly realized how cylindrical and regular it was. Cylindrical? Regular?

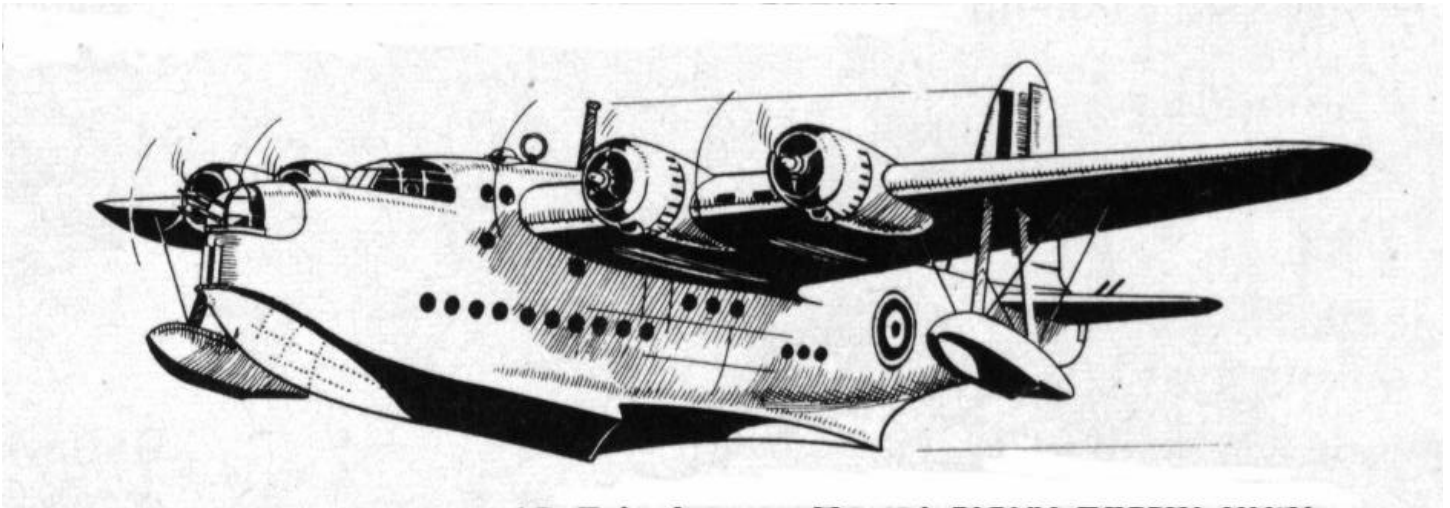
It was not a goddamn rock at all– it was a 4,000 lb “Cookie” which had broken free from the bomb bay and rolled into the ditch.

He was still shaking two days later!!

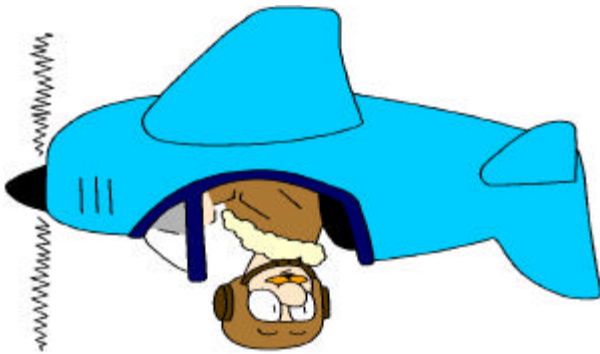
Don Field

OMFC Monthly Contest Picture

Another “easy” airplane for you to try to identify.....as usual, a free coffee to all winners, plus you go into the “fuel draw” later in the season. Write your answers on a piece of paper and hand it to me at the next meeting. Last month’s mystery aircraft was a Douglas Invader.



Cockpit Humour



Examples of “ In flight” safety lectures:-

- Pilot.....” Folks, we have reached our cruising altitude and I am going to turn off the seat belt sign. Feel free to move around and stretch your legs.... please stay inside the plane till we land.....it’s a bit cold outside and if you walk on the wings it effects the flight pattern”.

- Aircrew.....”There may be 50 ways to leave your lover but there are only four ways off this airplane.....”
- Attendant after an extremely hard landing...” Ladies and gentlemen, welcome to Toronto, please remain in your seats with your seatbelts fastened while the Captain taxis what’s left of this airplane to the terminal building.....also when we do park at the terminal, please take care when opening the overhead compartment because after that landing, sure as hell, everything has shifted!”
- Captain to control tower.....” What’s the delay on the new taxiway ?”.....tower.....” Sorry, you will have to be patient, it got laid this morning and it’s taking longer than expected to get hard.

Beam me up Scottie!

Photograph Submitted by Bill Sikma

*Closing Comments*

Michael Siddall has started a web page for pattern flyers which contains details of pattern contests for 1999. The page will be updated regularly. The location is:-

<http://home.inforamp.net/~itvacda/>

As usual, keep those messages, articles coming.....
remember, this is your Fliteline !!!!

See you at the 'Swap Meet'**APRIL 12 !!**