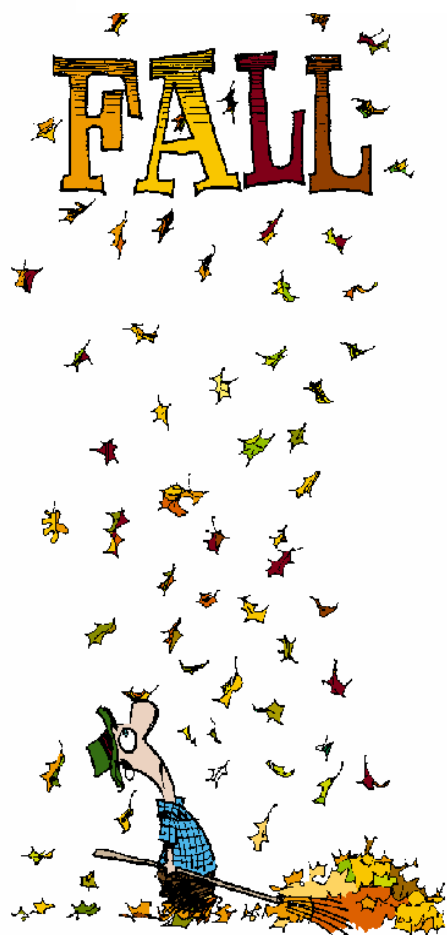


# OMFC Fliteline

The Newsletter of the  
Oakville Model Flying Club  
November 2005



## Opening Comments



**H**i folks.....how y'all doing.....the weather's been pretty good ain't it..... flying is a bit hairy

in the 80 kph gusts.....but it keeps us on our toes don't it!!! Early November was good flying weather for my "Stinger".....you can hover the thing or virtually fly backwards [I know, most of my flying is very backwards.....some will say]. It looks like the weather may soon poop out, snow in the forecast!!!

The time is rapidly approaching for planning that winter project.....maybe a new plane, new engine or whatever.....time to start leaving magazines around the house with sticky notes noting your heart's desire.....maybe the wife will stumble over them just in time for Christmas or whatever holiday occasion you celebrate at this time of year.....if you don't or can't celebrate something at this time of year.....tough bananas. To our many newcomers, try building something over the winter, a kit or an ARF; get your creative juices flowing. I guarantee that this will make the hobby more appealing. There is nothing quite like the feeling of building and flying your first real aircraft [especially after that trainer]. Remember, there are many club members willing to help you with that new model.....just call any member of the executive and they will direct you to the right guy to help you regardless of the problem you may run in to. Most of our newcomers know Brian [our Asst. CFI], but probably do not know that he is an ARF ex-

## November Meeting

**E**l Presidente, Jim, opened the meeting with his usual flourish, to a good membership turnout of approximately 65 members. We had a couple of visitors/potential members in attendance who were welcomed to the meeting.

After some banter with Vince, "nice to see you; where have you been for the past year", Jim turned his attention to awarding the photo plaques to the May Beauty contest winners. Several shifty remarks were made about one of the winner's warbird - "had not seen the aircraft fly.....could it fly ....was it just a hanger queen, etc." .....all this from a guy who has not entered the contest since 1950.

### 2005 OMFC Beauty Contest Winners

<b>Best Scale Model</b>	<b>Hawker Hurricane</b> by Mike McDermott
<b>Best Sport Model</b>	<b>Cardin Cuda</b> by Wayne McKee
<b>Best Junior Model</b>	<b>Fundango</b> by Eric Goldring



Following the beauty contest awards, Jim called upon Erik Genzer to stand front and center and awarded him the South East Zone "Sportsman" trophy. After it was noted that the "cup" needed a good cleaning, Erik said "no matter, the wife will clean it"! We had no idea Erik was such a brave man, especially when I am sure a copy of this little ditty will end up in her fair little hands, along with hubby's scrawny neck. While on the subject of Erik's wife, we would like to wish her a speedy recovery from her recent accident.....a little R and R like beating Erik around the head may help her with the healing process.

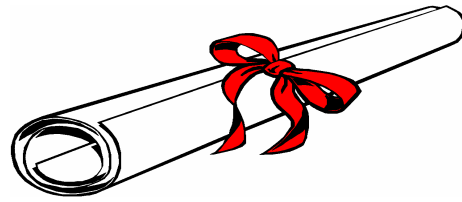
As advised at the September meeting, Jim put forward the motion that we formally adopt the 98 db or less, from 3 meters noise level. The motion was so moved by Brian Anderson and seconded by Erik Genzer. The motion was carried. Jim noted that some members may be flying aircraft with unacceptable sound limits and that testing of these aircraft will be necessary.

Many club members have been receiving letters or emails from MAAC. The subject relates to the appointment of a new "MAAC Zone Director". Harry Els has bowed out. It appears that at the last zone meeting, there were not enough attendees and/or proxies to allow for a legal vote/meeting. MAAC has requested that another meeting take place and is requesting that as many attendees/proxies show up so that a new Director [Austin Taylor did receive the "nod"] can be officially and legally appointed. Jim would normally represent the club but he will be away on vacation .....hopefully, members of OMFC will attend or return the requested proxies as soon as possible.

Jim then called upon Wayne McKee and Brian Anderson to award the "Wings" certificates to our successful graduates in 2005.



## Wings Certificate



Wayne and Brian noted that 2005 was a good year for flight training; great weather most of the time albeit somewhat windy! Thirty-two students started out in late May and fourteen students successfully completed their flight training. Presentations were made to the nine of the fourteen graduates. The graduates are as follows:-

**James Baldice**  
**Dave Band**  
**Simon Carter**  
**Tyler Clancy**  
**Ande Charnecke**  
**Jack Devito**  
**Al Foreman**

**Bill Funnell**  
**Eric Goldring**  
**Steve Goldring**  
**Ken Harris**  
**Ron Roseland-Barnes**  
**Juan Serra**  
**Randy Wilk**

Special congratulations to Eric and Steve Goldring as, apart from being a father and son duo, they have the distinction of being the "first" for OMFC in obtaining their "wings" using electric power!! [You should have seen the smug look on John McNicol's kisser!]

Also, congratulations to Al Foreman.....the older half of another father and son team. [Junior got his wings last year]. Well done Al ..... and believe me, there is absolutely no truth to the rumour that Brian was paid a princely sum by Junior to slow your rate of progress!

Ken Harris got his wings using the biggest and most forgiving trainer most of the instructors have been used to. The only problem was that it liked to nestle in that nasty hawthorn tree on the first corner of the right hand circuit. I know 'cause I got scratched to hell one night helping to get it down! I think my current wife is still a bit suspicious of me coming home late several times a week saying I get all these scratches climbing trees looking for airplanes! By the way, I noticed Ken had a nice bit of stuff with him in attendance....."I'd like you to meet my wife he said.....O.K I said, anytime, but who is this lovely lady with you tonight???" My wife he insists".....well I thought what the 'ell, lets play along.....just in case.....I mean, it's not like me to put my foot in it is it.

Henry...the photo of Ron with angel's wings is so terrible that I cannot in all conscience inflict it upon the membership!

Following the awards, Jim announced that it was now time for our AGM and time to vote in the new Executive for 2005/2006. Jim read out the requirements of each position and then handed the meeting over to Brian Anderson to run the elections.

Brian advised the club members that the nomination committee had put forth the following names and advised the members that they could nominate their own choices and there would be a run-off vote in the event of two names being put up for any one position.

- Social Director**            Nominee Don Wilding; voted back in to retain position.
- Flightline Editor**        Nominee Mike McDermott; voted back in to retain position.
- North Field Manager**    Nominee Dan Morgan; voted back in to retain position.
- South Field Manager**    Nominee George Stecca; voted in to take over from Frank Pilih.
- Vice President**            Nominee Jody McConnell; voted back in to retain position.
- Secretary Treasurer**    Nominee John Ross; voted back in to retain position.
- President**                    Nominee Jim Eichenberg; voted back in to retain position.

The positions of CFI, Asst. CFI, Webmaster and Field Acquisition Manager are all appointed positions by the new Executive.

Brian returned the meeting over to our new, old, President.....Jim Eichenberg.

Jim mused [as he is oft to do] that he could not remember having seen a contest run-off in either of the club's Vice President or President positions.....[where's this line of logic going one wonders.....beam him up Scotty!!]. Brian alluded that memory is one of the first senses to go.....and he should know!

Jim advised our new South Field Manager, George Stecca, that apart from having to follow Frank's mantra of mowing some 3.5 acres every week or so, the outhouse was in need of repairs. The front door is off it's hinges and Jim is getting quite concerned about the way the local raccoon stares at him while reposing therein [I'm not the least bit surprised.....I mean you can just imagine it can't you.].

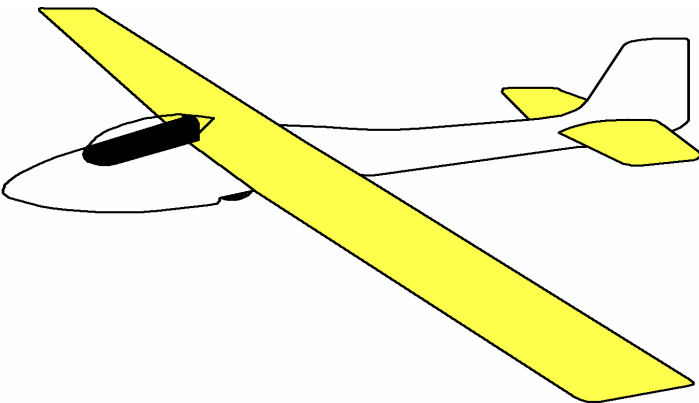
The South Field road will be closed off half way down the drive, as usual, whenever the Field Manager feels the bottom half of the road is too wet and mucky to allow traffic. Unfortunately, some of us in the past have created quite a mess by driving down and creating nasty ruts, so we have to protect ourselves from ourselves.

While on the subject of fields, as you know, Milton was talking about moving us from the North Field to another location. While that is still possible, it looks less likely than it did a couple of years ago. There is a quarry site just above the 401 that was/is in the frame and time will tell what will happen. The South Field is on borrowed time and we understand that the environmental study for the entire area is still under study, so nothing to report here. The City of Oakville received a request/report from OMFC for consideration of a new field and our requirements were given to them. The City is preparing a master plan for recreational park planning areas and we hope that we will be included.....again, time will tell.

A question from the floor about tree cutting was raised and Jim advised that Milton do not want any trees cut or "heavily" pruned.

The Town of Milton is also presently considering a request from OMFC for us to produce our own OMFC sign. We have also asked Milton for a better/different front gate which is also under review.

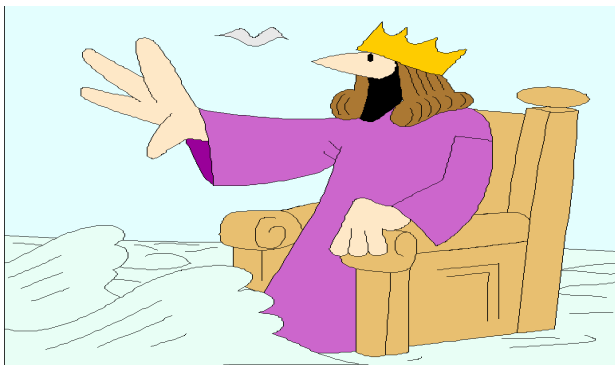
A question from the floor asked about an OMFC reference library .....Jim felt this is not in the cards but any information requests can be handled from within the club.....any enquiries can be directed to the Fliteline Editor and so advertised. The students and new members should know that there is a lot of talent in the club....shake a few trees and find out!



A request from the floor as to the availability of OMFC jackets was raised.....Jim advised that none were available at this time and we are not sure if we can find another supplier. Jim reported that his jacket was in fact missing.....if he gets a new one, he will have "Eichenberg" embroidered thereon next time.....not just "Jim"!

Jack Linghorne asked if anyone had any good ideas about what type of airplane he could buy/build/fly "capable of flying well in this year's windy conditions, i.e 25kts plus .....to be electric powered?" The writer suggested he should talk to John McNicol who was flying a plane of his own design [a design with similar proportional dimensions to a Cap 232 known as Darkside]. "Well that's John" was Jack's retort.....I believe the suggestion was to imply that John may just be a better flyer than Jack. There were no other suggestions. Later Jack approached the writer to ask for a copy of my Stinger plans.....a good choice.....even an iffy pilot can fly this aircraft.....yup, that's me.

Jim asked if anyone had any ideas/thoughts about future meetings; Jody asked if the members were happy to have another video "crash night".....this seemed to be well received. Ron Roseland Barnes is hatching something and it must be good because they won't tell me what it is. With no further comments coming from the floor, Jim closed the meeting.



## 2005 Electric Fun Fly

The 2005 Oakville electric fun fly on May 29 was a successful introduction to the series of fun flies sponsored by the Electric Model Flyers Association of Southern Ontario each summer. The weather cooperated and about 8:00 AM the first of what were to be 32 registered flyers showed up with an assortment of planes. A number of spectators, mostly members of the Oakville club showed up to observe, heckle and help create the festive atmosphere that existed. Planes of every imaginable size and shape were seen and flown.

Amazingly, only two major crashes occurred and I had the dubious honour to be one of them. As the person responsible for the event, it was a pleasure to be a part of the team who ran the event so smoothly and well; a team who, without prompting from me, anticipated possible problems and fixed them before they occurred.



I would therefore like to thank these individuals. They are John Mc Nicol, Brian Anderson Mike McDermott, Bruce Mitchel, Jim Eichenberg, Dave Slote and Don Wilding. I would especially like to thank Don's wife, Ann, for her efforts which helped make the preparation and provision of food a distinct cut above what is provided at most fun flies. If I have missed mentioning anyone else who helped, please let me know so I can apologize to you personally.

Jack Linghorne`, Event Director



## Dis n'Dat

**A**nother batch of genuine tower communiques:-

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven." The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now." Ground (with quite arrogant impatience):

"Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, -- And I didn't land."

While taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727.

An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going?! I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!" Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out!

You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?" "Yes, ma'am," the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked". Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down.

"Ah," the fighter pilot remarked, "The dreaded seven-engine approach."

## In Closing

**N**othing to add to this month's Fliteline; the wife [who checks each Fliteline for grammar and who tries, usually unsuccessfully, to tone back my worst excesses.... "what's a nice bit of stuff, she asks ".....what am I to do.....the woman just does not understand pure English diatribe] says I've done enough damage for one Fliteline!

See you at our next meeting on December 6th; same place, same channel.

Message to Jim....Hi Jim.....I know you have been away hunting.....I saw this moose wearing what looks like your Mountie gear.....maybe he also has your OMFC jacket!!.....love and kisses as always.



# "That's all Folks!"

## OMFC 2005/2006 Executive

<b>President:</b>	Jim Eichenberg	<b>North Field Manager:</b>	Dan Morgan
<b>Vice President:</b>	Jody McConnell	<b>South Field Manager:</b>	George Stecca
<b>Past President:</b>	Brian Anderson	<b>Social Director:</b>	Don Wilding
<b>Chief Flying Instructor:</b>	Wayne McKee	<b>Field Acquisition Manager:</b>	Mike McDermott
<b>Assistant CFI:</b>	Brian Anderson		
<b>Web Master:</b>	Bert Armstrong.....bert@virtuhost.com		
<b>Secretary Treasurer:</b>	John Ross	<b>Fliteline Editor:</b>	Mike McDermott
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## OMFC Event Dates for 2005/2006

January 1, 2006

Frozen Finger Fly

North Field