

# OMFC Fliteline

The Newsletter of the  
Oakville Model Flying Club  
November 1999



## *November Meeting*

**E**lection Night.....

Erik Genzer opened the meeting, which sadly was only attended by some 50 members.....we should be able to do better than that.

All Executive positions are open to all club members and Erik read out the roles and duties of each position. The meeting was then turned over to the Past President, Rodger Young, to run the voting with the following results.

**President**.....Erik Genzer agreed to stand for re-election and there were no other candidates. Erik retains the role of President.

**Vice President**.....Tim Deel agreed to stand for re-election and there were no other candidates. Tim retains the role of Vice President.

**Secretary Treasurer**..... Mike Ross agreed to stand for re-election and also offered himself to take on the important role of trying to find a new flying field, which is of increasing concern to the club. However, Mike indicated that he could not assume both roles. Initially, there were no other candidates but, later in the meeting, Terry Orgar offered to assume the role of Secretary Treasurer, which was approved, and Mike Ross will assume the responsibility to

look for a new field. This is an issue that the Executive has been discussing much of late, all of us realizing that it is only a matter of time before urban pressures will cause us to lose one or both of our existing fields.

**Social Director**..... Don MacDonald agreed to stand for re-election and there were no other candidates. Don retains the role of Social Director.

**North Field Manager**..... Kim Vasiliadis agreed to stand for re-election and Vince Watkins also offered his services. There was a vote and Kim retains the role of North Field Manager.

**South Field Manager**..... Larry Sheehan was not standing for re election after serving two years as manager of the South Field [Thanks Larry!]. Hanspeter Kellar offered his services and was unanimously voted in as South Field Manager.

**Fliteline Editor**..... Mike McDermott agreed to stand for re-election and Terry Orgar offered his services. There was a vote and Mike McDermott retains the role of Fliteline Editor.

At this point Rodger handed the meeting back to Erik.

Erik announced that some Constitution changes were necessary, requiring approval by the membership.

1. The title Social Director to be changed to Membership Director.....approved.
2. The new Membership Director role needs approval to conduct the new duties, outlined in earlier Flitelines.... approved.



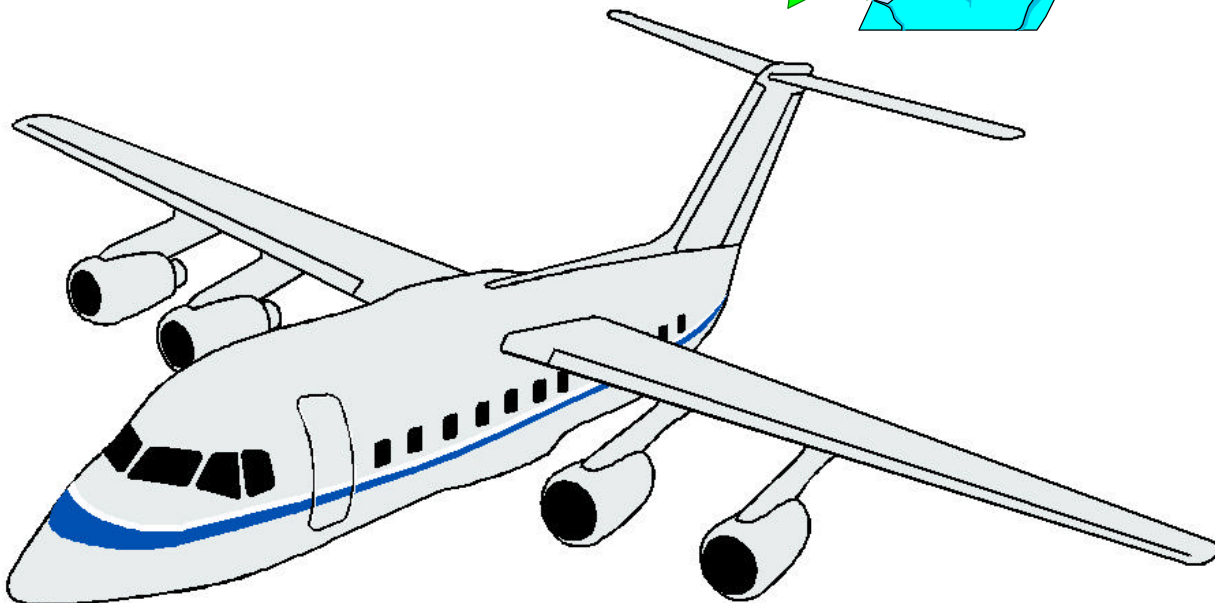
## OMFC 1999/2000 Executive

<b>President:</b>	Erik Genzer	<b>North Field Manager:</b>	Kim Vasiliadis
<b>Vice President:</b>	Tim Deel	<b>South Field Manager:</b>	Hanspeter Keller
<b>Past President:</b>	Rodger Young	<b>Social Director:</b>	Don MacDonald
<b>Chief Flying Instructor:</b>	Rodger Young	<b>Field Acquisition Manager:</b>	Mike Ross
 <b>Secretary Treasurer:</b>		 <b>Fliteline Editor:</b>	
Terry Orgar		Mike McDermott	
196 West Field Trail		4042 Woodchuck Lane	
Oakville, Ontario		Mississauga, Ontario	
L6H 6C3		L5L 2T5	
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E-mail: <a href="mailto:skippy@idirect.com">skippy@idirect.com</a>		E-mail: <a href="mailto:mike.mcdermott@sympatico.ca">mike.mcdermott@sympatico.ca</a>	
 <b>OMFC Web Site:</b>		 <a href="http://www.omfc.org">http://www.omfc.org</a>	
<b>OMFC E-mail:</b>		<a href="mailto:rgyoung@cgocable.net">rgyoung@cgocable.net</a>	

### *Upcoming Events*

We have no firm dates as yet!!!!

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| <ul style="list-style-type: none"> <li>• IMAC Contest</li> <li>• OMFC Airshow</li> <li>• Pattern Contest</li> <li>• Electric Fun Fly</li> <li>• Tri-Club Rally</li> <li>• Scale model Rally</li> <li>• Glider Meet</li> </ul> | <p>Eric Genzer<br/>Dan Morgan<br/>Jim Eichenberg<br/>John McNicol<br/>Bert Armstrong<br/>Al Farmaner<br/>Hanspeter Keller</p> |
|---|---|



- 3. The meeting place location be changed to read “as designated by the Executive”.....approved.
- 4. The membership fee structure needs to reflect the current fee structure, as follows:-

Junior	\$25.00
Adult	\$60.00
Family	\$85.00
Late Fee	\$25.00
The late fee effective date December 31.	
.....all approved.	

- 5. The club has moved to a sound level maximum of 96 db and the Constitution needs to reflect the current level of 96 db.....approved.

Other items discussed:

It was suggested that Article 11 of the Constitution concerning the “old Canadian” frequencies be dropped. This lead to much discussion on the issue, plus brought into question again the current “peg boards”. Rodger Young advised that there are still problems at the North Field with the new system [none at the South Field]. As a result, it was agreed that these issues would be looked at by the North and South Field Managers who will report back to the Executive.

The issue on the use of cell phones close to our flight lines was raised again ..... we all recognize that there are conflicting views on the likelihood of signal interference caused by cell phones in close proximity to our radio transmitters. Both MAAC and Futaba suggest that a potential problem exists. After much discussion, a resolution was put forward to limit cell phone usage to the picnic table / parking areas at our fields. The resolution went to a vote and was approved.

The possible moving of the IMAC contest to the South Field was raised again. Noise levels and concerns about the impact of larger aircraft on our neighbours at the North Field are driving the issue. It was suggested that some people may take this as an excuse to get by the established noise levels, which OMFC members feel we can not afford to allow, at either of our fields. It was decided that more thought is needed on the IMAC contest issue, however, whatever happens, it was agreed that the 96db level will be monitored and invited contestants advised [by way of our promotional and advertising material], that noise levels will be checked and any aircraft not meeting

the standard, will not be allowed to participate.

While no contests or event dates are set in concrete for 2000 at this point in time, the following contest / event Directors have been approved:

IMAC Contest [likely dates June 10/11]	Erik Genzer
OMFC Airshow	Dan Morgan
Pattern Contest	Jim Eichenberg
Electric Fun Fly	.. John McNicol
Tri-Club Co-ordinator	Bert Armstrong
Scale Model Rally	Al Farmaner

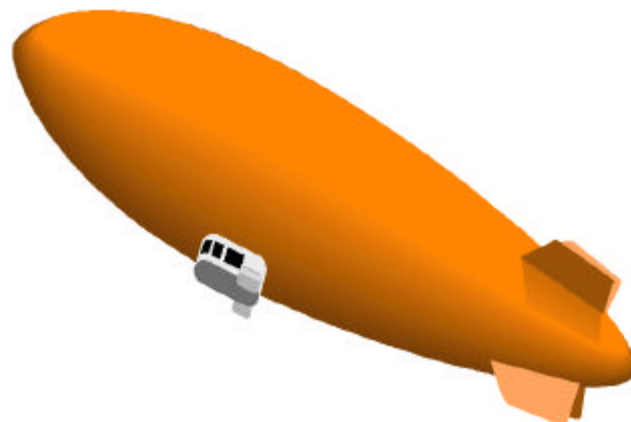
**New for 2000, a Glider Meet Hanspeter Keller**

Erik proposed that the February meeting be our OMFC “Swap Meet” and that this be held on Sunday, the 6th of February from say 10 am to 4 pm.....more news on this to follow at a later date.

Erik passed out a note giving details of those people looking to offer “mentoring” services and those people looking for help. The people designated thereon should contact each other. A copy of the note is attached to this Fliteline.

The question of new “fencing” was discussed at the meeting and has also been discussed by the Executive. There is a recommendation from MAAC on the subject and cost is obviously a factor. The issue will be looked at by the Executive over the winter months and will be the subject of discussion at a future meeting.

As noted above in the events “2000“, it was agreed at a recent Executive meeting that a Glider meet will take place next year and Hanspeter Keller will be the Event / Contest Director.



The meeting was turned over to Rodger Young to award “Wings Certificates “ to the 1999 successful “Pilots”.

Rodger announced the 1999 “Wings” recipients and asked them to “come up front and be recognized“.....they are:

- Jeff Deel
- Curtis Cvet
- John Ross
- Dan Berroya
- Alex Berroya
- Bob Floyd
- Mike Bauman
- Tim Bauman
- Jamie Leibold
- Miguel Camerena



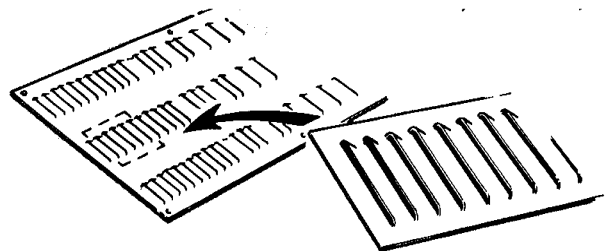
Rodger thanked all the Instructors / helpers, without whose help the training could not happen.....including:

- Mike Ross
- Jim Eichenberg
- Chris Kanski
- Kim Vasiliades
- John Kaminski
- Jim Hickey
- Frank Pilih
- Bert Armstrong

Rodger also awarded “Instructor Pins” to Mike Ross and John Kaminski. Again, special thanks from OMFC!!!

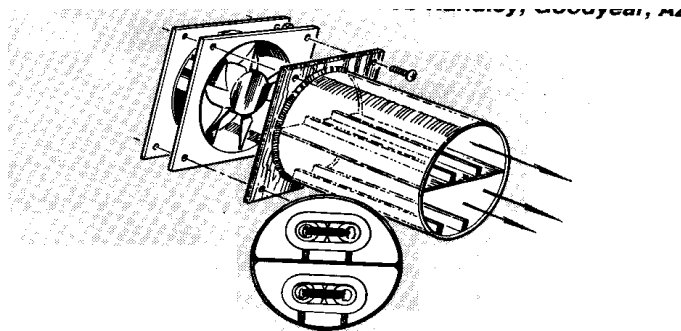


## Modeling Tips



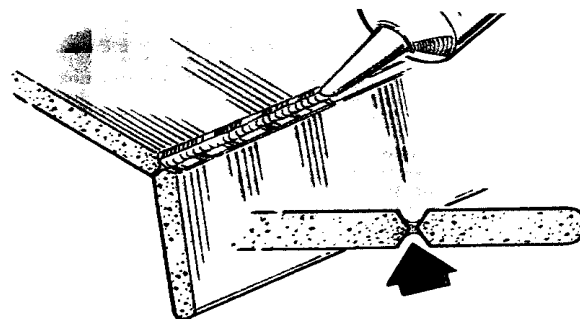
### READY-MADE LOUVERS

Plastic attic vents have many small louvers, and they're ideal for an SE 5a or a Fokker D-VII. Made of thin vinyl, these vents are tough and scale-looking, and they only cost about \$3.75 apiece. *Edward Hillen, Mastic, NY*



### NI-CD COOLING TUNNEL

Great for electric-powered models, this tunnel is made out of a plastic soft-drink bottle that has been glued into a hole made in a 1/8-inch-thick plywood plate. Using screws, mount a small 12V cooling fan on the plate. (These fans are available at electronics stores for about \$10.) The fan draws less than 250mA, and it can be safely operated using a car battery. A 1/16-inch-thick plywood deck and some balsa rails hold the packs and allow the air to circulate. *Marc Arys, Machelen, Belgium*



### HINGE SEALS IN A TUBE

When your entire model is covered, you can create neat, aerodynamically efficient gap seals by deflecting the control surface to its limit, then running a thin bead of clear silicone rubber along its length, taking care to avoid the hinges. Smooth the bead on both sides with a wet tissue, wipe and leave to dry.

*Les Mason, Santa Ynez, CA*

## *Memories from WW 11*

### *From Don Field*

The weather was really lousy. Cloud base about 150 ft or less in driving rain .....visibility almost non-existent.

We were returning to base from our mission to Frankfurt, making our landing approach in the Lancaster through all this appalling crud on our SBA system [ Standard Beam Approach ]. We hit the outer marker at about 600 ft in solid cloud but shortly afterwards, almost at the inner marker, things cleared a bit and as the pip-pip-pip sound of the inner marker came and went, I suddenly saw the threshold sodium flares dead ahead. Chop the throttles - flare-thump-splash-not the best landing ever, but down and rolling!

My dispersal point was close to the landing end of the active runway, so I had to taxi back all around the perimeter track. I had just come to a full stop when another Lanc suddenly appeared out of the driving rain, flying low over the hedgerow in front of me. It was slewing madly to get lined up with the runway....there was a brief roar from the Merlins as the pilot made a last second major correction.....then it vanished into the rain. I heard a crashing thump....then another ..... and then nothing....

We all held our breath. No fires or explosions or other expensive noises.....it was beginning to look like they may have made it. The radio came to life. It was the other pilot.....“ O.K. J.C. “ he said.....” I’ll take over now.”....

## Flight Test

i e e t t

I recently took my flight test in a Cessna 172. The weather had been windy at the time of my scheduled flight test so I elected not to fly after I had completed my 2 hour ground part of the flight test. Four other dates came and went as the winds continued to blow. I started to get nervous but then that nice day arrived. Before going to the airfield, I called the weather service and got good news, although they told me there may be some lake effect cloud.....

The examiner and I took off and headed west. My 200 mile cross country trip essentially “started” at my pre-determined altitude of 4,500 ft over the Rockton tank farm.

At this point, I was to do the necessary checks and radio calls, including, opening my flight plan and have the aircraft set up for cruise. Rockton was my kick off point and the village of St.Georges my first check point; Paris was my second checkpoint.

Crossing over Highway 6, I am now clear to climb beyond 3,500 ft, and I am at 2,400 ft. I tell the examiner I am starting to climb to 4,500 ft. At each 500 ft, we have to level off, look around and, if clear, resume the climb. 2,900, 3,400, 3,800....at 3,800 ft the sky above still looks clear although it is hazy but I am certain that it will stay clear above and stay free of cloud....the ground and the horizon are still clear and I can see for 10 miles at least.

I reach 4,200 ft and level off.....a huge black cloud is smack in front of me....“where the f— did that come from” I say delicately into the microphone.....without waiting for an answer I know will not come, I reduce power, pull off the carb heat and also “slip” the aircraft to lose altitude without going into the cloud [which is a “NO NO”]. I get down to 2,600 ft before I can see under the cloud and I feel a brief sense of relief until I realise that I have overflowed the Rockton tanks and also my first check-point and completed none of my primary checks and radio calls! I summon all my skills and tell myself to calm down and promptly go into a panic attack...” how can I get lost in the first 10 miles of my cross country”, I ask myself..... I tell the examiner I am lost.....[I don’t think he needed me to tell him!]....and that I will go into a “box” to get my bearings, do my checks etc.....after a few minutes, blood returns to my brain, I find myself and get back on course. The examiner has not said a word all through this.... after a few minutes of deafening silence, I announce “ made a bit of a mess of things have’nt I ”. After a few seconds the examiner says, “You did exactly what I hoped you would do and did it safely” .....I was speechless, you could have knocked me over with a feather. The rest of my flight and exercises went fairly well and after landing I was told “ You have passed”.....my response....”You’re kidding”.

We exchange a few laughs and I finally start to relax..... after a couple of minutes the examiner walks away, turns around and says “ You know, I can’t recall a student pilot ever getting lost so quickly before.....”.

## December Meeting

Tim Deel has arranged for a 30 minute demonstration from Loctite at our next meeting , which will be of interest to us all. The presenter will be Mark Murphy.

## Closing Comments

The "Financials" for last year are attached to this Fliteline, any questions should be referred to Mike Ross or Erik Genzer.

The Aurora "Swap Meet" is scheduled for March 12th, 2000 and their announcement is attached.....note the closing time frame for table rentals, if you are thinking of trying to sell some stuff!

The OMFC Mentoring response memo, referred to on page 3 of this Fliteline is reprinted below to save space.

We still have Web Page problems, so hard copies to all.

Don't forget  
Next Meeting Date  
December 6th!!



## Mentoring Memo Reprint

From: Erik Genzer

### Mentoring responses

The following members responded to the questionnaire last month regarding mentoring. It is your responsibility to contact those members who have expressed an interest in helping members develop their skills. We will begin to add this list to the web site for next month.

### Willing Mentors

John McNicol 905-821-9629	Electric Models
Mike McDermott 905-820-1015	Warbirds / detail
Miguel Camarena 905-845-0807	Building, planes & rockets
Bill Sikma 905-827-6912	Building

### Members interested in assistance

J.P. Wright 905-274-2784	Flying instruction, 2-5pm July / August
Ron Blackman 905-527-3947	General Help
Bob Zacharczuk 905-845-3861	Motor adjustment / maintenance inc battery maintenance and wire bending / soldering.
Ken Rutter 905-785-9700	General help, including grandson .

This is the beginning. Please add your name to this list if you are interested in assisting new members, or if you would like to have the name of someone who can assist you with a building question. Pass your names to me during the next meeting.

Erik

That's all Folks!!!