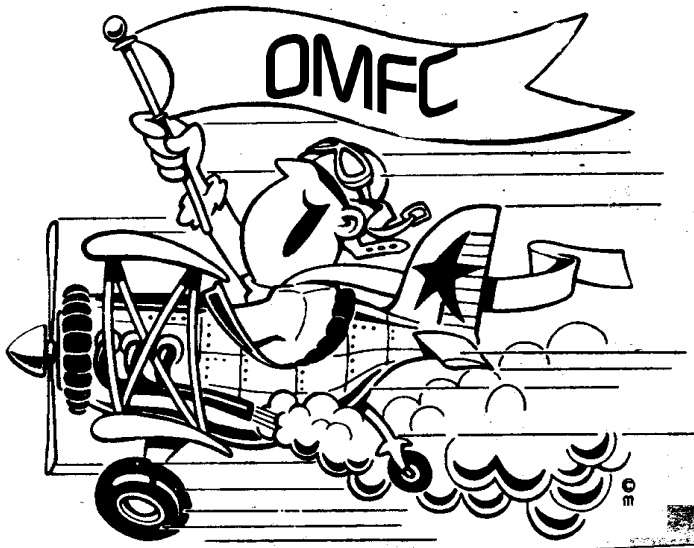


OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club
April 2000



April Meeting

Erik opened the meeting and reminded everyone that the May 1st meeting, which is of course the time to show off those winter modelling projects at our annual “Beauty Contest”, will be the last meeting until the fall session. Erik also noted that Toledo was fast approaching and that he was looking forward to the trip with a bunch of members and of course to the camaraderie and wholesome fun [a more accurate description is boozing and pigging out!].

In a more serious tone, Erik asked Wayne McKee to give members a run down on the progress to date of the “Searching for a New Field” committee. Wayne advised that he has been talking to friends with the Ontario Realty Corporation which is a Government body about land that may be available locally and he will be pursuing this and other avenues over the flying season. In the meantime, a form will shortly be sent to members asking for their input into the kind of facility they would like [i.e, a “wish list”]. We will no doubt have to travel further than at present as development is all around us. Noise is an issue of course as is the size of the field, wind and sun direction etc. A question from the floor asked about the status of our earlier discussions with the City of Oakville vis-a-vis flying over the dump north of Dundas.....Rodger Young answered that assuming we end up with alternatives, the dump location is

not really well suited, the flat land parts have sunk big time and sinkage is a real problem.....we could level one year and have to do it again the following year, plus we would need to build and pay for, a fairly long access road. We will keep you all advised of developments.

Dan Morgan gave an overview of the 2000 OMFC airshow set for June 25th. Dan needs “volunteers” and anyone interested in chipping in should contact him @ 825-2556.

Dan is also looking specifically fora helicopter pilot or two; a couple of students willing to put on demonstration flights; a choreographer plus a bunch of people to help with all the other chores involved! Dan is hoping to get some combat stuff for the event, plus a mysterious “magic carpet”. There will be a beautiful large scale Lysander present, a Sopwith Camel, a PBY, plus a 43% Tiger Moth. Sounds like this will be a fun event this year; lets hope the weather plays along!

John Cook showed off a new airplane he has designed..... unlike many of John’s designs, this one looked like a normal airplane.....then he totally confused everyone by saying that it flies without the “build up” type wings needing to be covered!!!! The plane will tumble and do all manner of crazy things....now, there’s the guy I know.....engine size .25 to .46.....he has plans available if anyone is interested.

Erik then handed the meeting over to Kim Vasiliadis for his talk on helicopters.

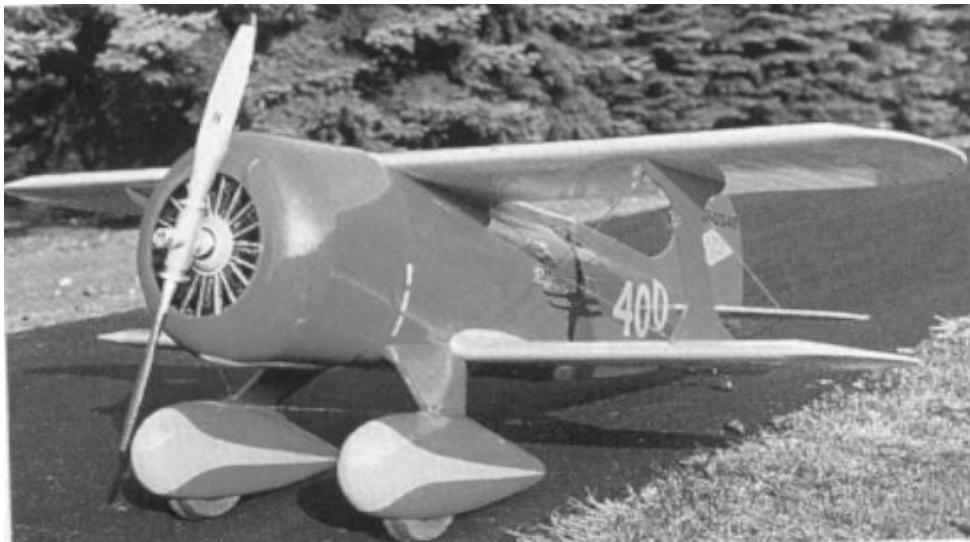
Kim started by saying that the first thing an interested party should know is that you will need buckets of cash.....spare parts are expensive, especially on older models, and chances are, if you’re a novice, that you’re gonna need more than a few spare parts! If this doesn’t scare you off, Kim recommends that you buy a book on how to set up / fly helicopters. There is lots of precision involved; no roughly assembled trainers like most of us start out with on the airplane side. Setting up a helicopter means linking throttle with the pitch of the blades and balancing has to be an exact science or else the thing will tear itself apart. Kim suggests that flying a simulator will help, although this cannot be the only answer.....learning to hover and to move forward slowly takes hours of concentration and patience. Bigger helicopters seem to work better and are easier to see and therefore control. Special tools are needed to balance the blades and a “pitch gauge” is also needed.. You will also need a radio capable of helicopter flight, and Kim suggests that you will need at least a 5 servo capability.

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



If you are still reading this.....Kim suggests that you take it slow and steady, get lots of extra parts at the outset.....the season is short and you don't want to get held up waiting several weeks for parts to come in. Safety is a prime concern as helicopters can fly apart.....it's not easy and it takes a long time to master the simplest manoeuvres.

Other than that says Kim, it's great fun!

Erik then handed the meeting to Rodger Young as CFI to go over some of the club's flying rules.

Firstly, advised Rodger, the club's rules and regulations are contained on the web site, plus members can ask Mike Ross for a copy of same. It is important to read these. Many of the rules involve courtesies and of course common sense. A few years ago, we had 13 mid air accidents in one year and much of this was attributed to a lack of understanding / implementing many basic rules. The problem was most serious at the North Field where most student pilots fly.

When you arrive at the field, impound your radio until you have set up your aircraft; then take your pin to the board and set it on the correct frequency and take your radio.....if another pin is on your frequency, you will have to wait until your frequency is clear. At the North Field last year, several people forgot to put their pins on the board and turned on their radios.....this type of carelessness can create a disaster and possible injuries to any of us. Frequency control is a must. Last year a member was dismissed from the club as he would not follow the rules despite repeated warnings.

Don't forget to range check.....find out if you have a problem BEFORE you go up! Try to keep your engines / mufflers pointing away from spectators, if you have to check out / run up your engines for more than a few seconds, go to the edge of the pits or corners of the field.

Membership and MAAC cards must be displayed on your flight box so that we can all see who is a qualified member. Guests must also have MAAC cards visible. OMFC members must of course have a "Wings" certificate; older radios must have a "gold sticker".....newer radios no longer incorporate these stickers.

Mufflers must limit noise levels to 96DB @ 3 meters. Noise levels are deceiving to our ears, a busy 049 can seem to be louder than 96 whereas a large 4 stroke may appear quieter but it may not be.....that is why we have sound monitors at our fields.

Aircraft are to be started in the pits and walked to the flying area and pilots are to stand on the pads provided... maximum 5 at one time.

Flying is from 9am to dusk every day except Sundays and Holidays when we start at 11am. During those months / times when school is open, the North Field cannot be used until after 4 pm. There are restricted "no fly areas" and boundaries.....make sure you know where they are! We have a new neighbor at the North Field, complete with "greenhouses" (no, we are not kidding).....this is in addition to the church, BMX track and golf course, so please be careful!

A question was raised about gliders.....same rules advised Rodger. If you are not sure of the field layout / design, walk it, look at it as it will help with your perspective.

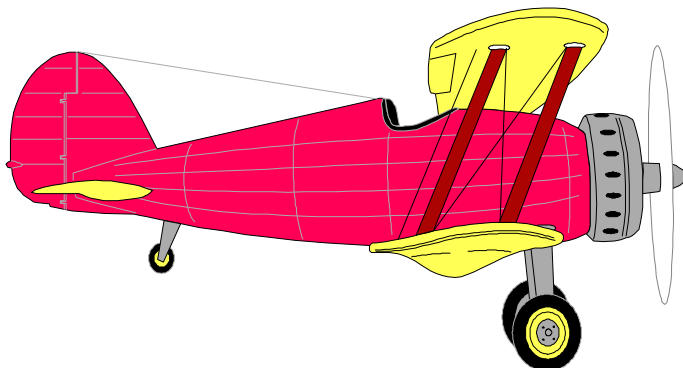
When flying, follow the leader, i.e. fly a left or right circuit, not both.....do not do a loop down the middle of the field unless you are sure that no one is behind you.

Rodger went on to advise that when a flight is finished, take your radio back to the impound and take back your peg to free up the frequency.

Rodger also reminded everyone that ground school for both student pilots and pilots taking the advanced flying classes is on Tuesday May 2nd at the meeting hall on Pacific Road. The advanced flying course is subject to a fee of \$25.00 and this will include the contest fee for IMAC or the OMFC pattern contest.

May Meeting

The May meeting is of course the "Annual Beauty Contest".....see you there!!



Toledo 2000

Wing Nuts on the Loose

At 6:00 p.m. on April 6th, we were scheduled to leave from Rodger Young's house. We had a forty minute delay because Vince Watkins forgot his passport. Way to go Vince!!! Vince will figure prominently in the following days. We finally got under with Rodger, Vince, Wayne McKee, Chris Kanski, Erik Genzer and myself. As expected, the excitement level was high in anticipation of a good time. As we were driving up Trafalgar Road, it began. Rodger produces a bowl of salad to eat. For those of you that don't know Rodger well, he only eats one meal a day. It starts in the morning and ends when he goes to bed!! Then Chris starts with "Are we there yet?" From that point on, it was like being in the car with my kids..."I have to go to the bathroom....I'm thirsty...(and the ever present)...I'm hungry". The joking and the wit ran high all the way to Woodstock. We stopped at a roadhouse for dinner, got sage financial advice from Wayne in the form of $15+6+48$ and refreshed ourselves for the gruelling journey ahead.

We get to the boarder at Detroit around 11:00 p.m. It is interesting to note how people get quiet as the border gets closer. We reach the border and I, of course, choose the slowest line. After some brief and direct questioning, we are deemed suitable to enter the Land of the Free. It must have been my good looks because it wasn't based on the company I was keeping.

We finally arrive in Toledo and check into the hotel just after midnight. We get to sleep at about 1:00 a.m. or so and I get up at 6:45 a.m. We all meet for breakfast around 8:00 a.m. and prepare for the day. The drive to the show and parking are no problem as there are plenty of spots in the area for the Seagate Centre. We all get our tickets to cover the two days and the fun begins. We go upstairs to the swap shop first....just in case there is a good deal or two to be had. We "scooped" that out for about forty-five minutes and were shocked at the prices. Used airplanes were priced at top dollar, i.e. a built Eagle, no motor or radio for \$250.00 U.S. This was typical of the pricing on built planes...the kits weren't far off retail price as was the other hobby supplies we use. I also noticed a lot of "junk". The swap shop quality seems to be deteriorating over the years as are the number of vendors.

Now, down to the main event. Upon entry into the main hall, the first thing you notice are the people jammed into

the first two rows of booths. I bypassed them at first to give the crowd time to move on. Conley Engines was in this row and they always draw attention with their 1/8 scale Chevy and Viper motors. At first, the displays are overwhelming. You suffer from information overload as you try to take in the whole scene. You are bombarded with the models that are on display for competition, the vendors' booths, the sounds of running engines and turbines and the general "busy" atmosphere. When your senses settle down and you begin the process of going up and down the aisles, you realize just how big this show is. All the major players in the radio control market are present along with the retailers for these products. Some manufacturers sell direct at savings, all offer information and technical advice.

I spoke with the "Names" we are all familiar with....Dave Platt, Wendell Hoestettler and Anne Peppino to name a few. All were extremely personable and helpful. Anne had on hand a set of Jack Swift Travelair Mystery Ship plans that I couldn't pass up. I can't wait to build it.

The first day of the show you spend getting the "lay of the land" so to speak. Who is where and with what. I ran into a number of club members taking in the show. It seemed that half the club was there. One thing that I noticed was that even with the crowds, people were polite. I heard a lot of "excuse me" and "I'm sorry". This could be because modelers are a polite crowd or the fear that they were packing a gun...remember you are in the States.

We all met at the end of the day, tired and sore but still excited to be there. Off we go to dinner along with Steve Johnson and Bob Hudson. The restaurant across the street from our hotel is called Rapheals. The food is good and at a reasonable price. I got my tail waxed at eight ball by Vince and Wayne but, otherwise, had a very enjoyable evening. Some very good and informative conversation surrounding the upcoming IMAC competition.

Returning to the hotel, we wound down in one of the suites with a few drinks and conversation. Vince decides to take a forty-five minute shower thus blocking up from the ice bucket. Way to go Vince!! We persevered and got our ice from the ice scoop. Vince comes out of the shower, takes the scoop and puts it in the sink...not the ice bucket. Must be the training he got in Newfoundland. Way to go Vince!! We finally retired about 1:00 a.m.

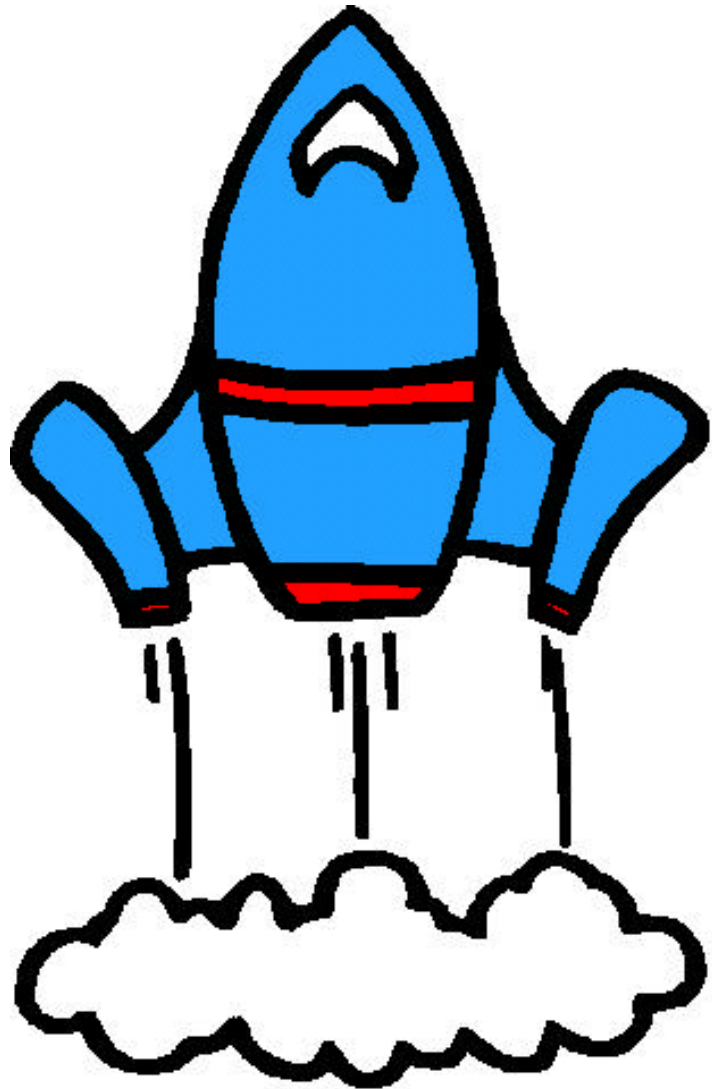
Day two started about the same as day one except for the determined look of hobby shoppers itching to spend money...or was it a hangover...hard to tell other than the loss of appetite in some people. Again we arrive at the show and check things out. After a couple of hours, Vince asks me for the keys to the van and a hand to take something there. I asked him what he bought and he refused to tell me. Wayne offered to give him a hand and off they went. I had a bad feeling about this but we will get to that later. We all go through the show and pick up the items that we spotted the day before. I got a couple of kits for the kids and a ton of batteries. The battery prices are excellent. We are meet and prepare to leave. On the way back to the van, Vince tells us that there might not be room for the things we bought. We get to the van and discover a 40% Extra inside. Talk about cramped!!! It didn't concern me much as I was the driver. The guys in the back were jammed in. Way to go Vince!!

We left Toledo and headed for the border. On the return trip, we went through the tunnel to Windsor. The Custom's Officer gave us an interesting time. He asked the usual questions and then wanted to know where we had been and what we had to declare. I explained that we had been to the model plane show in Toledo and we had some model plane stuff in the van. He looked through the window and saw the big boxes. He wanted to know what was in them. I told him it was a plane. The guy got a funny look on his face and said "there's a plane in the van?". Luckily, Wayne leaned over and said "it's a toy plane". At this point, the Officer lost interest and waved us on. That was close. I thought we were going to be inspected. Way to go Vince!!

There is a restaurant there called "The Tunnel"; absolutely spectacular ribs. Again, the stop for food and drink. The conversation and the comedy ran high and we all thanked Mr. McKee for his hospitality. We get back on the road and start to experience a bit of snow. Thankfully, nothing serious. On the drive back, we noticed the proliferation of fields by Petrolia and London that would make great flying sites but, unfortunately, too far from home. We finally arrive at Rodger's and begin to unload. We noticed that the boxes Vince brought along are large enough for him to sleep in, which is what he will need when his wife sees the bill. Way to go Vince!!

Oh well, it's over for another year. Good time had by all. Good company. Good comedy. Good show. I highly recommend that you gather some friends a got for 2001. I can't wait.

Tim Deel



Tony Farrier

OMFC has been advised that Tony Farrier has recently passed away. Tony is a past member who moved to the Grimsby area some time ago. At the request of Tony's wife, Phil Soden will be holding a "Hanger Sale" at Phil's home at 1244 Honeysuckle Crescent in Oakville on Saturday May 6th between the hours of 9am and 12am. Phil advises that there are several kits, complete and unfinished aircraft available, plus engines and radio gear and all the other gear we all use.

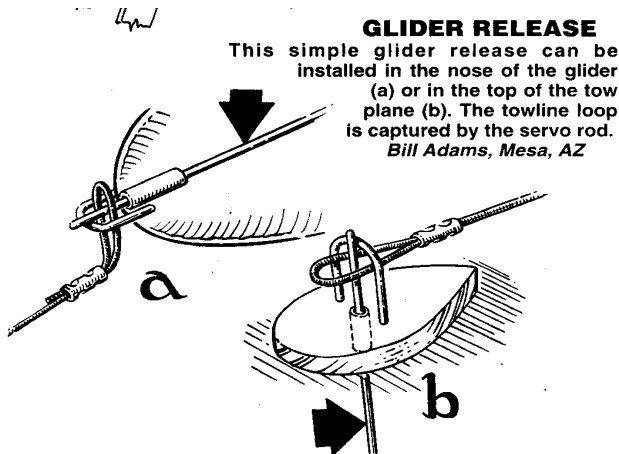
Cockpit Humour

Don Field was recently heard trying to communicate with a young German visitor at the South Field who was asking Don about his aircraft and who was also excitedly trying to touch it. Here is a part of what Don imparted to the young German...

" Das ist ein remotengeschteren flugenmachiner mit ein single spitzenbanger undt ist nicht fur fingerpoken undt mittengrabben "

Editor's note: Don, I think it would have been easier to suggest that he flokenzy off.

Modeling Tips



10 MODEL AIRPLANE NEWS

Closing Comments

FYI Pilots [MAAC approved] and guests invited to attend "Waterbirds 2000" Fun Fly at the Oshawa club field at Darlington Provincial Park on July 10th/ 11th For more information, please contact Erik Genzer @ 905-607-9675.

Apologies to 25 year membership award member Nick Rosenboom for my incorrect spelling of his name in the February/March Fliteline.....Sorry Nick.

Following the Beauty Contest, the last official Fliteline of the season will be issued [restarts in September] complete with lots of pictures and details.....until then.....



Dat's all Folks!!!