OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club
April 2001

SPRING IS SPRINGING

Remember to Attach Your Membership Card to Your Flitebox

The April meeting of the Oakville Model Flying Club took place at the Brampton Flying Club (Full Size) at 7:30 PM on the 2nd of April. The guest speaker for the evening was the President of the Brampton Flying Club, Donald Olson. Don spoke on the Brampton Flying Club and the Great War Flying Museum.

The Brampton Flying Club was formed in 1946 on rented property at Brampton. They had a grass strip and they stayed on that land until the Government wanted the land back. The property the Club is now on, is 225 acres and it wasn't much in 1970. They had one grass strip, a primitive club house, and primitive hangers. Now they have 2 paved runways and the Club house has had addition after addition. The membership now stands at approx., 1400 pilots. The work of the Club is done by a small number of "Sustaining Members", who are interested in seeing that the club goes on. "Sustaining Members" are appointed to their positions.

The Club tries to be a good member of the community but that is difficult when you are an airport. The Club has 30 aircraft of their own and approx., 150 airplanes are parked at the facility. Annual membership is $150.00. It is quite simple to become a member - a bit of cash and good health is all that is needed and they will sign you up as a new member. A person interested in becoming a pilot requires a medical and to fly with an Instructor. Normal set up is 2 one hour lessons per week on a pay as you go system. The required Ground School takes 15 weeks with one le s-son per week. All in all it is estimated that it takes 3 or 4 months to learn to fly. Average cost for a Private Li-cense , - 50 hours (average) - approx., $4000.00, Ground School @ $1500.00. Once you have your private license, you won't loose it. Brampton supplies check rides if you haven't flown in a while. They also offer a separate insur-ance policy for each flight. This policy protects you as a pilot.

Don then began to speak about the "Great War Flying Museum". In 1970 several of the long term members of the Brampton Flying Club decided that they were going to create a museum for WWI aircraft. The "Great War Flying Museum" was started with 3 members. The first aircraft they undertook to build was a Fokker D7. Next was a Fokker Tri-plane which was completed in 1983 at a cost of approx., $25,000.00 and free labour from the members. Then came a full size SE5A, which was finished in 1987/88. Their fourth aircraft was a Newport 28 that has just been completed. Under construction at this time is a Sopwith Camel. It is estimated that the Camel will require 5000 hours of labour and materials totaling $20,000 to $30,000.00. When the Camel is completed they would like to start construction of a Fokker D8.

These aircraft are <u>not</u> original WWI aircraft. They are being built from plans and are being equipped with mod-ern engines and all the required modern avionics. There are now 40 members of the museum at a cost of $150.00 per year. The aircraft are being flown by members of the museum, using a strict criteria to ensure the ex-pertise of the pilot. You can take a flip in one of these aircraft by purchasing an Associate membership for $100.00. Don advised that with the speed of these aircraft, the open cockpit is hard on you. (Windblast and June bugs)

The museum opens on weekends beginning on the 24th of May and stays open until Labour Day. A donation is requested for a tour of the museum. (Usually $4.00). There is also an Annual Fly in Weekend at the Club on the weekend after the CNE closes.

" If you have never gone up to the Brampton Flying Club, you should consider taking a drive to see the place. From an original purchase of 225 acres, the club has grown into the largest private flying club in Canada. There are now approx., 1400 pilots and it appears that construction never stops. Truly a testament of what can be done when like minded people get together" - Editor

OMFC 2000/2001 Executive

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Vice President:	Brian Anderson	**South Fie ld Manager:**	Frank Pilih
Past President:	Erik Genzer	**Social Director:**	Martin Visentin
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SOUTH FIELD CLOSED UNTIL FURTHER NOTICE

As you may or may not know the South Field is closed until further notice. The reason is not the soft road and parking area, but it is a request from the new owner. The property has been sold to Great Gulf Homes, who have no idea who Oakville Model Flying Club is or any of our history. They have asked that before we fly on the South field that we supply them with a copy of our insurance policy and that we enter into a "Lease" arrangement with them. A copy of our insurance has been supplied and we are just waiting for the corporation lawyer to draw up the "Lease" agreement.

The Executive does not view the request from Great Gulf Homes as anything more than prudent business practice in today's business climate. It is felt that the lease amount will just be a token amount, with the main function of the document directed at ensuring that we vacate the property after a 30 or 60 day notice.

As soon as the field is re-opened, the small sign at the gate will be removed and the info will be posted on our web site. In addition, calls will be placed to the rabid south field flyers—Don, Dave, Larry, Nick, Keith, etc.. . . .

OMFC Dates for 2001 Season

May	4/5/&6th, 2001	Toronto Aviation Show. Willem Sikma. Downsview Airport Toronto.
	7, 2001	OMFC Beauty Contest 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
	8, 2001	OMFC Wings Training Programme Ground School. 7:30 PM 785 Pacific Rd. Oakville.
	22, 2001	OMFC Wings Programme, Northfield. (Drumquin Park) 6:00PM
	26, 2001	OMFC Electric Fun Fly, (John McNicol) North Field
June	9/10, 2001	OMFC Scale Aerobatics South Field. (Proposed Contest)
	24, 2001	OMFC Air Show. 12:30 to 3:00PM, North Field (Dan Morgan)
August	4/5th, 2001	S.E. Zone Precision Aerobatics Contest, North Field, (Jim Eichenberg)
	11/12th 2001	OMFC Aero Tow South Field, (Frank Pilih)

Florida Jet Rally - Dave Slote

The RAMS club I joined provides volunteer help to Frank Tiano who promotes this event. Tiano is the US distributor for Zap and we sold glue, t-shirts and ran the radio impound. The event ran from Thurs to Sun. the first week of March and warm sunny weather held until Sun which was rained out. About 95% of the jets were turbines and ranged from trainer style to dual jet fighters and even two huge DC-10 that used two engines and flew like fighters. I spoke to one of the pilots and he said these large models are very easy to fly, as those who have large airplanes can confirm. The flight line was very busy in spite of strong winds but the streamlined models did not seem to be affected. Most pilots displayed great skill until Sat. when we witnessed three major crashes. One pilot got disoriented and FLEW into the ground, another crashed down wind with no power or airspeed and the third crashed and burned. About half of the plane, starting at the rear was scorched. Estimated damage between $5,000 to 10,000 US! Hard to tell what could be salvaged. The amount of support equipment being used is also impressive -- air tanks, computer monitoring, fire extinguishers, fuel containers, smoke systems and fancy radios. Many names you would recognize such as Bob Violet, David and Jason Shulman, Tony Frakowiack(sp?),Dave Platt.

John McNicol will be pleased to know that the only craft with four fans was electrically powered and flew each day in the high winds. Penetration was not great but the sound was terrific. Incidentally, the turbines, even dual jets, were very quiet in flight and made the most sound during warm up and taxi. The odour of all that propane and kerosene did become overpowering if the breeze swung toward the pits. Lots of Hanger Queens as usual at any event but many fliers had two or three planes that did fly. Big bucks or wealthy sponsors. There was always two or three flyers waiting for certain frequency pins and seldom was there less than two planes in the air from 9AM to 5PM. Flyers from Germany, South America and even Canada. Peter Horasowitz from Bolton attended and then camped in the park where I am located for most of Bike Week which is a whole different story. Much more beer, Harleys and bare flesh, most of it female!

O.M.F.C. WINGS PROGRAMME

The wings programme will be under the direction of the Chief Flying Officer, Roger Young. It is slated to begin on Tuesday the 8th of May 2001, with a "Ground School" at Unit 13. 785 Pacific Rd., Oakville at 7:30 PM. While attendance at the Ground School is not mandatory, new flyers will be missing a very important part of learning how to fly model aircraft. Besides Roger, most of this years Instructors will be present to assist the new pilots, with the safety checks of their aircraft and discussion about field etiquette., etc. We ask that the new pilots bring their planes as most of the meeting is spent checking the aircraft so that it will be ready to go when the flying classes begin. *(There is nothing worse, than showing up at the field to fly and finding that your model is not airworthy and can't be flown)* By attending you will have two weeks to correct any shortcomings that are pointed out before the flying starts. Training this year will be on Tuesdays and Thursdays from 6:00 PM until Dust and on Saturday from 9:00 AM until 12:00 Noon. This schedule will continue until Labour Day.

2001 BEAUTY CONTEST

For the information of new members, Oakville Model Flying Club hold a "Beauty" contest each May at our regular meeting. (*In fact the Beauty Contest becomes the meeting)* The models entered into this contest are the winters work of members, and they are judged on their "Beauty" or outward appearance. The classes this year are the same as last.

- **SCALE**: These models must be a scale model of an actual aircraft. Any modeler of any age or ability may enter this class.
- **SPORT**: These models are anything that we fly. (*If its not scale its sport)*. Any modeler of any age or ability may enter this class.
- **NOVICE**: Can be any model that we fly. The entered model must be the **"first"**, model built by the modeler of any age or ability.
- **JUNIOR**: Can be any model that we fly. The entered model must have been **built** by a Junior member. (*Under the age of Seventeen)*

Judging is done by the membership in attendance at the meeting. Decisions on Classes, will be made by a member appointed by the Executive. His/Her decision will be "Final".

BRING YOUR BEAUTY OUT AND LET EVERYONE GET A LOOK AT IT

METAL FOR MODELERS by Roy Vaillancourt

STEELS - There are basically two types of steels that could be used for modeling. Carbon Steel and Stainless Steel.

Carbon Steels - Carbon Steels come in a variety of alloys. Too many to list here. The predominant elements in Carbon Steels are Iron and Carbon. The Carbon content can range from a few hundredths to just over 1 percent. (Low Carbon Steels - 0 - .3%, Medium Carbon Steel .31% - .7%, High Carbon Steel .71% - 1.3%) Carbon Steel in its various forms represents more than three-quarters of the steels in production today. Carbon Steel is generally fine grained, and has little to no alloying agents. Most Carbon Steels are classified as hot rolled, cold drawn or cold rolled and are available in bar, sheet, wire, tubing, and structural shapes. They can also be forged and casted. Carbon Steels are heat treatable to a degree. The carbon content is what gives these steels their heat treatable strength properties. For example; the higher the carbon content, the stronger the material can be heat treated to. The music wire we use for landing gear is one of the medium Carbon Steels heat-treated to a tough condition. One draw back to these steels is that they contain high amounts of Iron. This means they rust easily. They should not be left bare, as they will form an oxidation layer of rust. Unlike aluminum, this oxidation layer keeps on going until it has taken over the whole part. Eventually the part will deteriorate and disappear. Leaving you with a pile of rust…… The best cutting agent for carbon steels is plain old motor oil, 30W works the best, straight out of the can or bottle. Finishing steel is very easy. Clean off all oils and sand off all rust followed by a wipe down with thinner. Apply a coat of primer as soon as possible and finish off with the colour of you choice.

STAINLESS STEEL - Stainless Steels are high-alloy steels well known for their outstanding corrosion resistance. Valued for tough mechanical properties such as high strength and extreme thermal capacities, they provide, low maintenance and long service life. Typically Stainless Steels are iron-nickel-chromium alloys with a generally high percentage of nickel. There are two classes of Stainless Steels, Non-Ferric (300 series) and Ferric (400 series). The Ferric class (400 series) contains a higher percentage of iron and approximately 12% chrome and even though these steels are classified as "stainless" they do rust. The 400 series is magnetic and is heat treatable, while the 300 series is not magnetic (generally) and is not heat-treatable. The 300 Series contains a higher percentage of nickel and approx., 17% chrome. It is the higher contents of nickel and chrome that gives the 300 series their corrosion resistance. Most fasteners such as nuts, bolts and washers are of the 300 series. In cases where extreme high strength is required, nuts and bolts would be made from heat treated 400 series and then coated to prevent corrosion. The best cutting agent for most Stainless is USED motor oil thinned with a little Kerosene. The older the motor oil the better. You know, the stuff that Tim drains out of is car after 70,000 miles. Don't mix it with rocks or sand, just add a little Kerosene and your good to go. Finishing any Stainless is just like finishing any Carbon Steel with one exception. The non-ferric series does not rust and therefore does not require any finishing at all if you don't need it painted. It can be left bare and will hold its luster for a very long time. Much longer than most of Tim's models survive. The ferric series does rust so it should be given the prep, prime and paint treatment.

AND YOU THOUGHT THAT YOU WERE HAVING A BAD DAY.