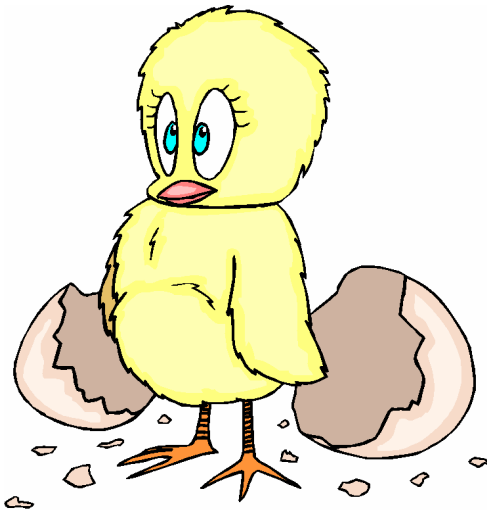


# OMFC Fliteline

The Newsletter of the  
Oakville Model Flying Club  
April 2005

Spring is sprung.....the birds is rizz  
I wonder where the airplanes is??



Let' get cracking!!!!

## *Opening Comments*

**H**i Y'all; I have returned from the Sunny South. I must tell you that I had an interesting time down there this year and you are all going to hear about it as I need to shed my load....a catharsis I think is the technical term. However, if you don't want to read about my tale of woe, turn now to page 2 - "April Meeting".

Before I start, I want to thank Jody for subbing for me by publishing the March Fliteline.....great job as always Jody!!! I understand I missed a great meeting.

Back to my trip..... the weather in Florida was a bit of a let down for the first couple of weeks....it really, really poured for several days....however, I am getting ahead of myself. I arrived at my friend's house late in the day [after 3 days of driving from Toronto] to find out that I was one or two days early [my calendar says different!] and, consequently, no bed.....no local motels available, so another 150 km drive for a bed! Appears my now ex friend's son was still in situ! [the pillock!]

Ahhh.....well says I [three days later], at least my darling daughter [presently living in St Petersburg] will welcome me with open arms and a warm bed! Some dream.....some Yank has moved in with his two kids.....the eldest at 12 is wearing black underwear with the bottom part thereof looking about as wide as the rubber bands I used on my trainer! I spent the next three days trying to be as casual and as tactful as I could be [that really was a stain for me as some of you will know].

On the second day of our visit, "the kids" decided they wanted to go to the local roller skating rink. As we arrived, the building walls were vibrating from the music...a liberal use of the word, I might add. Now I did roller skate when I was a kid....however, stopping is much harder than I remember... as is the floor, the walls and railings that I impaled myself on several times trying to stop from getting killed! If you can get your arms up before impact it doesn't hurt quite as much! My wife Nancy, who was conspicuously gloating, got two lovely shiners [where the sun don't shine....serves her right I say heh....heh].

After three truly memorable days, Nancy and I retreated to our Sarasota rental condo for a month of relaxation, sun and fun! It started raining shortly thereafter..... we had to turn the furnace on for just a few days. We went for a long walk when the rain stopped and while admiring a big mother of a fish in a local pond, I did not notice the fire ant nest I was standing in until about 100 of em got all over my left foot and decided to let me have it all at the same time! Pain!!!!.....I have never moved so fast tearing of my sandal, beating up on the little beggars until I was free of them. During the next twelve hours, my foot swelled up; I had welts and 26 large yellow heads of

poison for my trouble and, I almost forgot, almost went into toxic poison shock and had trouble breathing. After a few days when I could walk about [ and when I was not trying to peel my skin off to stop the itching !], we went to the beach for a swim but a Red Tide had moved in.....wish I had known that with a Red Tide comes certain respiratory problems [relatively mild to humans, so they say.....you just can't breath].....just what I needed on top of what I already had..... I was beginning to feel somewhat sorry for myself and wondered if I should get my last rights or do something Christian anyway.

To top it all off, the ocean was 10 degrees celsius cooler than usual and, at times, the beaches were covered with dead fish poisoned by the Red Tide [basically, an explosion of algae growth which occurs from time to time but does not normally come close to shore].

Fortunately, the last couple of weeks down there were nice.....really.

With the end of the month approaching, we laid plans for our return. We decide to leave on the first of April. as the en route weather at the end of March was looking a bit rough. What we did not take into account was the March Breakers returning home, the Easter holiday makers returning home [remember Easter came early this year] plus two million [give or take a few] Northerners also returning home.

The first clue that something was wrong was when it took about three hours to go the first 50 miles! It took 10 hours to get 500 kms and all the motels up to South Carolina were full! I have never seen so much traffic going nowhere. Normally, we reach South Carolina in 10 hours but not this year. We finally got a room using our cell phone but had to drive another couple of hours.

Knackered, we fell into bed believing the worst was over.....little did we know!

The following morning was bright and sunny.....we left the motel in good spirits.....all was well until we got to the freeway. Lets just say it was another bummer. We drove most of the day in very heavy traffic and, in the early evening, decided to take a short cut through the mountains to “ get away from the traffic ”! So, we left South Carolina at

celsius in the morning and arrived in West Virginia at minus 2 degrees celsius in 3 inches of snow.

It will be all clear by the morning I said.

We awoke to sunshine and plowed roads.....great! However, within 30 minutes of driving, the clouds roll in and as we leave West Virginia we run into a heavy snowfall which by the time we got to the Pittsburg area had developed into a blizzard. As we are approaching the Lake Erie to Buffalo corridor, we are now driving in very deep blowing snow [at least 9 inches], and down to one traffic lane; suddenly all traffic comes to a dead stop.....for two hours!!! After half an hour or so, I get out of the car, have a pee on the freeway and walk back a bit to find a friendly trucker..... they always know what's going on. It appears that some person with questionable parentage has stopped all the traffic on Interstate 90 by spinning out and blocking the highway. The snow was so deep and heavy that it took over an hour for them to send in heavy equipment and another hour to sort the mess out.....this is on a toll road! When the freeway was finally unblocked, we could not drive faster than 20 km for about an hour as the road was so heavily rutted.

The border finally arrived; it had stopped snowing and we sailed through. Within a few minutes, we noticed that there was very little snow here and by the time we reached Hamilton there was virtually none.....amazing. Home at last and in one piece.

This bundle of joy can be yours for only \$5,000.00 U.S.and, as Master Card says, “Priceless”.

## *April Meeting*

President Jim opened and welcomed members to the meeting. “Spring is in the air!” he proclaimed; then advised that the meeting would be primarily a social event, and that Jody would be showing some pretty wild “Crash Videos”.....in fact, most of Brian's flight's quipped Jim [ex President Brian managed to restrain himself but made it abundantly clear that the remark was going to cost him [Jim] dearly! Before starting the projector and the serving of the buttered popcorn, there are a few items to discuss:-

- The North Field is open and members are already using the field. Jim expressly requests that members

- keep all vehicles on the road / gravel areas, as much of the ground in the parking area is still very soft. Brian Anderson advised that he has found the North Field gate open.....this really is a “ NO NO”, so please take care. The field has already had some bright spark drive between the rocks and rut up the grass but, luckily, Milton has put some more rocks in along the edge of the field and that should solve that problem.
- The South Field road is open but it appears that before the road was open, another bright spark chose to lift the chain half way down the road and drive under and made a mess of the parking area. When the chain is up, it means you stop and walk down to fly. The benches and canopy have been moved further from the flight line in accordance with the new MAAC directives and the parking area has shrunk by about two parking spaces on both sides[ concrete blocks have been installed to show the new parking boundary ].

Bob Zack reminded everyone that he is looking for volunteers for the June Airshow and also talked about the Oakville Place Mall Show. It appears that Oakville Place is being difficult this year, to the point that we may have to look for alternatives. Further discussion will take place on this issue.

With housekeeping over, it was over to Jody to fire up the projector [kindly supplied by Wayne McKee for the evening].

The videos were a hoot!.....lots of laughter and stuff plus some heartfelt pain for the people involved in the videos.....we have all been there! After seeing about 150 crashes, we called it a night.

## *Executive Meeting*

The following items were discussed and to be included herein:-

- Changes of mailing and email addresses. Several members have moved and others have changed their email addresses without notifying the Treasurer or the Fliteline editor. As a consequence, both regular mail and email Fliteline newsletters are being returned. In February, yours truly called many of you to try to sort out the problem but this was only partially successful. As a result, in future, we will not be tracking you down. If you are not getting

Fliteline, it's up to you to notify the editor and we can then amend our records to reflect your current regular or email addressess. Obviously, you can go to the OMFC website to get Fliteline but we still need to keep our records current, so please help us help you.

- Electric Fun Fly. It has been decided that OMFC will sponsor an award to be known as the John McNicol award [don't tell him yet...we want to surprise the old fossil.....oops that is to say fastidious elderly Gentleman]. The Club will donate a \$25.00 voucher contained in a very special type of box that reflects the spirit of the Dark side and it will be illuminating in nature. John has been a pioneer in this side of the hobby and OMFC wants to recognise his dedication.
- OMFC Beauty Contest scheduled for May 2; the categories for the show will be:-  
JUNIOR [under 18]  
NOVICE [no age factor— first plane]  
SPORT  
SCALE  
Winners will be awarded plaques with photos of builder / model, at the Fall meetings.

## *WW 1 Combat*

By Dave “ Crosscheck” Fallowfield

After an 'April Fools ' slushstorm the weekend before, April 9th turned out to be a beautiful flying day at Drumquin. Sunny, bright blue sky, 12 deg., light SE breeze with a few SW (thermal) gusts in the afternoon. I'm glad we could share the field with some OMFC '3-D' flyers.

From the Toronto / London and Barrie areas, 8 pilots brought 15 WW1 combat planes that looked great from 15ft away; you had to get closer to appreciate the 'awesome ingenuity' of the 'Coro Artists'! Imagine: S.E.5, DH-2, Spad VII, B.e.2, Sopwith Dolfin vs. Fokker Dr-1's, D-7's and a D-2, plus a beautiful flying Albatros V [the ultimate winner !]; all in the air, recreating WW1 aerial combat. (Bloody April was a famous battle in 1917).

Most of the morning was spent test flying. We found that a 25ft string with a 30ft streamer worked out well. The first round started around noon and we cleared the field around 4:30 with 6 rounds completed. 3/4 plane heats. One midair, several 'dirtnaps', all of which were easily repairable.

There were a few landing gear field repairs, as most of us are used to flying the WW2 planes with 'permanent retracts'! (I know my left hand rudder/throttle stick needs some practice!). The scoring was: 120pts for bringing back your streamer, 100pts per cut, 25pts for a ROG takeoff, and 75pts for a landing (no noseovers). We also tried 'Observation Balloons' worth 100pts per 'pop'. (six needle balloons on the outer edge of the field.) It was fun because if you tried for the balloons you were almost guaranteed several attacking planes on your tail as you tried to climb back into the 'combat box' ! (4 'pops' counted but 2 lost their streamer trying !)

The planes flew realistically, on .25 engines with 42in span biplanes and 36in span triplanes. Our goal was to get them performing as equally as possible (we learned a lot). It sure is different than WW2 ! Mid 6th round; I found my plane stalled out in a downwind turn because I was 'looking for streamer left' rather than concentrating on my plane ! (easily repairable)

Results, of this 'unofficial' event:-

- 1st- Gary 'Bent' Tor.; AlbatrosV and D-7
- 2nd- Johnny 'Bochco' Tor; AlbatrosV, Sopwith Dolphin
- 3rd- Jeff 'Iceman' Lon; Dr-I, D-7, DH-2
- 4th- Dave 'Crosscheck' Oak; S.p.a.d VII
- 5th- Bob 'Bearcat' Barrie; S.E.5
- 6th- Alex 'Midair' Lon; Fokker Dr-1
- 7th- Dan 'Buzz' Tor; Fokker D-7
- 8th- Ted 'Dogfight' Lon. B.e.2 (DNS, radio problems)

Johnny 'Bochco' won 'Best Scale' with his Sopwith Dolphin.

We definitely had a fun day ! By June we should have a 'killer demo' for the OMFC Airshow... I'd like to thank my fellow OMFC members for the use of the field.

Take care, have fun! Dave



## *Closing Comments*

Please remember that Students involved in training this year should attend the ground school meetings, scheduled for May 3rd and May 10th. Please bring your aircraft, radio's and flight boxes so that your planes and equipment can be checked and, therefore, will be ready to fly on the first student night of May 24th. If you miss this opportunity, you may not be able to fly the first day as all aircraft need to be checked out before flight.....ESPECIALLY any new aircraft that did not fly in 2004.

That's all for now.....sorry this is late, I was waiting to include the WW1 Combat article!

## OMFC 2005 Executive

<b>President:</b>	Jim Eichenberg	<b>North Field Manager:</b>	Dan Morgan
<b>Vice President:</b>	Jody McConnell	<b>South Field Manager:</b>	Frank Pilih
<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		
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## OMFC Meeting Dates 2005

<b>May 2nd</b>	<b>Beauty Contest</b>
<b>May 3rd &amp; 10th</b>	<b>Ground School for new planes/pilots</b>

## OMFC Event Dates for 2005

<b>May 14th</b>	<b>W.W. 11 Combat</b>	<b>Dave Fallowfield, North Field</b>
<b>May 24th</b>	<b>First Student Training Flying Session</b>	<b>North Field</b>
<b>May 28th</b>	<b>Electric Fun Fly [Rain Date May 29th]</b>	<b>Jack Linghorne, North Field</b>
<b>June 4th/5th</b>	<b>Oakville Mall Display</b>	<b>Bob Zak</b>
<b>June 12th</b>	<b>OMFC Airshow</b>	<b>Bob Zak, North Field</b>
<b>July 30th/31st</b>	<b>S.E. Zone Pattern Contest</b>	<b>Jim Eichenberg, North Field</b>
<b>August 13th/14th</b>	<b>Aerotow/Gliders</b>	<b>Frank Pilih, South Field</b>
<b>September 17th</b>	<b>Scale Rally</b>	<b>Jody McConnell, South Field</b>