

# OMFC Fliteline

The Newsletter of the  
Oakville Model Flying Club  
December 2000

## Frozen Finger Fun Fly

The Fun Fly will once again be held at the OMFC North Field. You can plan on arriving at approx., 11:00 AM to partake in some of the hot drinks. (Coffee, Tea, Hot Chocolate). At 1200 Noon the flyers wishing to participate in the first official flight of the year will line up LeMon's style. At the "GO" from the official starter, contestants have to start their engines, and take off. An official flight will be a circuit of the field and a safe landing. Crashes do not count. Electric aircraft are welcome but they will be disqualified from the honour of first flight because they employ a motor not a engine. In case of snow, shovels may be employed to make a run way. By the look of the white stuff this year, contestants should consider "Hand Launch" which will be allowed. Skies/Pontoons are acceptable. If a student wishes to participate, it is suggested that he/she contact one of the clubs instructors and they can enter as a team. Even if you are not going to fly come on out and have a visit with other club members and congratulate each other at making it through another festive season.

This will be my first Fliteline since I took over from Mike McDermott, of the Woodchuck McDermott's. The last time I was editor, we prepared the Fliteline on a typewriter and then glued the columns to a sheet of paper. The whole thing was then reproduced and forwarded to the membership. Now, you sit in front of a computer and try to figure out what all the tool bars are for and why does your work keep disappearing. It will be a while before I can match the "clip art" (those funny little pictures) that Mike used as a filler when he didn't receive any help from the rank and file. I am hoping to generate some discussion (fights) over the next few months. I have some strong opinions about some of the aspects of this hobby. The main one is "Sound Attenuation" i.e. Noise. MAAC has suggested a limit of 98db. OMFC has a limit of 96db. This should apply to everyone and all events. More later.

## DECEMBER MEETING

The December meeting of OMFC took place on the 4th at our the Pacific Rd., meeting hall. This was one of the biggest turnout of members that I have seen in the last several years. The meeting was called to order by the President, Tim Deel at 7:30 PM. Tim proceeded to introduce the members of the new executive who were in attendance. This was also the first meeting that Tim presided over as President.

Tim proceed to give an overview of what he would like to accomplish during the next series of meetings.

1. A talk on Balsa, by the guys from Trillium Balsa. Hopefully at January or March meeting.
2. A talk on Nicad Batteries
3. A War Bird Night. Members bring in their war birds and if the interest is there, the executive will attempt to obtain several computers so that members can engage in "Dog Fights".
4. Set up a "Plans Registry", so that members can see who has plans that they might be interested in.
5. Constructors night—This would be geared to the new members. They could bring in what ever they are building and get some assistance.

Tim recognized the new Secretary/Treasurer, John Ross, and requested a readers digest version of our financial statement. John Ross gave way to the previous Treasurer Mike Ross (no relation) for the information. Mike advised that all the important transfers (money) had taken place and we will end the year with a reasonable surplus. A figure of \$10,000. was quoted but Mike didn't advise if this included the "Field Fund"

An email was received from Italy, apparently a gentleman is coming to Canada this summer to visit and would like to fly at our field. Umberto DiMarco, will handle the correspondence.

## OMFC 2000/2001 Executive

<b>President:</b>	Tim Deel	<b>North Field Manager:</b>	Bruce Dixon
<b>Vice President:</b>	Brian Anderson	<b>South Field Manager:</b>	Frank Pilih
<b>Past President:</b>	Erik Genzer	<b>Social Director:</b>	Martin Visentin
<b>Chief Flying Instructor:</b>	TBA/Rodger Young	<b>Field Acquisition Manager:</b>	Mike Ross

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**OMFC Web Site:** <http://www.omfc.org>

**OMFC E-mail:**

**For Sale :** Airtronics Vanguard 6 Channel FM Radio. Channel 39 c/w flitepack . All packaged in original box. Asking \$175.00, call John Spillett @ (905)624-2929 or johnspillett@idirect.com

**R/C Aerobatics Forum 2001:** Hosted by Ivan Kristensen at the Royal Canadian Legion, 919 York Rd, Guelph. Cost is \$5.00 at the door which opens at 9:00 AM. The show runs until 4:30PM. Guest speaker this year will be Frank Noll Jr., who will discuss 3D flight. Even though this forum is directed at the Pattern and Scale Aerobatics flyers there is something for everybody. Its well worth the drive to **Guelph**. There will be vendors and aircraft displays. (Bring your aerobatic plane and get entered in a draw).

**Mesicopters :** is about the size of a postage stamp with four or more tiny rotors that spin at around 50.000 rpm. Powered by tiny lithium batteries they could fly for up to 30 minutes. The trick is getting them to stay in the air. (Which is the same problem helicopter flying members of OMFC seem to have.—editor)  
For more see. [Www.newscientist.com/ns/19990605/whirlybugs.html](http://www.newscientist.com/ns/19990605/whirlybugs.html) (Courtesy of Richard Els)

## *OMFC dates for 2000-2001 Season*

January	8, 2001	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
	27, 2001	R/C Aerobatics Form 2001 Canadian Legion Guelph. Ont.
February	4, 2001	OMFC Swap Meet [Erik Genzer] 9:00AM 785 Pacific Rd., Oakville
March	5, 2001	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
April	2, 2001	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
May	7, 2001	OMFC Beauty Contest 7:30 PM, Unit 13, 785 Pacific Rd., Oakville

**Swap Meet:** Will be held at the Union Hall on Pacific Ave, at 1200 Noon, Sunday the 4th of February 2001. This will take the place of our regular February meeting. Tables are \$7.00 each, and there is a charge of \$3.00 per person to enter the Hall. (Table renters, enter for free). We are trying to make this one of the largest sales of equipment in the area. Each member should go through his/her equipment to see what is redundant. Then pool your equipment with some other members and rent a table. (Of course only one person gets in free, per table). Remember, one mans junk is another mans treasure but don't try to sell junk to

Wayne McKee apparently has a 1957 Chev. Rag Top. The President has approached him to talk about this machine at one of our meetings. I don't know if Wayne has put wings on this Chev, but you know anything can fly if you put enough power in it. I have heard that after purchasing this auto, Wayne will be hard pressed to make it to Toledo this spring.

Jim Eichenberg was asked to comment on the upcoming Frozen Finger Fun Fly. See the comments on page one.

John Cook advised the membership of a some elevator servo failures that he has run into recently. John suggests that you test your servos in the following way. With the plane and transmitter off, move the elevator up and down. If it moves freely there is no problem. If you suddenly run into resistance then you may have a problem. John's premise is that: By moving the elevator up & down, you are causing an electrical field to be created by the windings of the servo motor. (Mini generator). As long as this created charge can not get out to the servo circuit board you are OK. John has had recent failures that indicate that this charge is feeding back into the servo circuit board and causing the servo to fail. For further details give John a call.

Plans are underway to obtain additional storage and transmitter area at the Northfield. Bruce Dixon and Umberto DiMarco are looking for a new shed to be set up later in the spring. The lovely green edifice from a previous executive will remain.

The Executive will consider expanding the Student Training next year. Either adding an additional night or running the Saturday training longer. Bruce Dixon advised that he will be available to fly with any students on Saturdays & Sundays during the winter. If anyone is crazy enough give Bruce a call.

Willem Sikma advised that he is going to try and run a OMFC booth at the Aviation Show at Downsview during May next year. We had a booth there in 1998 which was quite successful. Willem is looking for volunteers to man the booth and supply models for display. I was involved in 98 and it was well worth the donation of my time. If you are interested in aircraft (full size) this is the place to go.

Give Willem a call before all the slots are taken.

**Aircraft Display:** Garry Wilkinson, brought his Pesco Special to the meeting. This aircraft is 6 years old, weight 33 /34 lbs, and has had a number of successful flights. The original flew for and dominated the Thompson Trophy in the 1930's. Gary's model is powered by a custom engine built by Chapman. Twin cylinder 70cc per & powered by gasoline. The Pesco wings are not to exact scale and are a bit larger than they should be. There are flaps and a total of 10 servos. Like the original Gary has found that the model likes to go fast and turn left. It is not the best with aerobatics. Because of the Pesco's very "slippery" profile Gary has found that he needs to land with approx., forty degrees of flap, for added drag to slow this model down. Garry advised that members should consider getting into Giant Scale. He has found that the models react like real aircraft, they are more stable and can be see easily.. The Pesco is for sale, with or without the engine, with or without the servos. Call Gary if you are interested.

We are still hunting for a Web Master. Burt Armstrong will help anyone with the web page if they are interested in becoming the Web Master.

To end the meeting the President Deel, wished everyone a Merry Christmas and a Happy New Year.

Please remember to come out for the Frozen Finger Fun Fly. You get to meet the nicest people.

## *Agenda January Meeting*

This meeting will be held on the 8th of January 2001. The executive is attempting to obtain a speaker for this meeting. The Wings presentations will be made (Roger) has assured the President that he is ready to go. In addition, Certificates of Appreciation will be presented to the Instructors from last year. If you were a student who received your wings last year, please plan on attending. The same thing goes for the Instructors.

**NOTICE :** from Secretary-Treasurer.

Thanks to all of the members who obtained their own MAAC cards and have sent in a copy. Would the others in this group, **Please send me a copy for the records.**

If you haven't yet renewed your OMFC membership, please remember to include the \$25.00 penalty for late registration. If you are reading this and have not renewed, Your too late.

## **Articles and Tips**

### Heat Treating Music Wire— Roy Vaillancourt

The music wire used by modelers to make landing gear and cabin struts is medium carbon steel heat-treated to spring temper or about 45 on the Rockwell C scale of hardness (RC45) On this scale RC20 is soft, RC45 is tough, and RC60 is hard. Tough wire can be bent and cut using the proper tools and techniques, but sometimes its just too difficult to work with.

One way to soften steel music wire is to heat it, which makes it easy to bend and form. But after heating and forming, the subsequent cooling — often at an uncontrolled rate —can make the finished wire too hard or too soft since its hardness is determined by the rate at which it cools. For some parts, the final hardness isn't critical. But a landing gear formed from wire softened too much won't spring back to its original position; and a gear made from wire cooled to a harder than normal state will snap on its first use. To restore the wire to its original specific spring temper, it must be heat-treated a second time and cooled at a controlled rate To form wire easily, first anneal it; next, form or bend it to the desired shape; and then heat-treat the part back to spring condition—that is, temper it.

First the wire should be annealed at the location to be bent. To anneal it, heat the wire with a torch until it becomes a bright cherry red — about 1400 degrees Fahrenheit. Let it cool completely to the touch. Don't quench it or blow on it. Just let it cool naturally away from any drafts. The wire should now be in the RC25 soft range, and it will bend easily. After forming, once again heat the wire with a torch until it becomes bright cherry red, but this time quench it—that is, cool it rapidly by immersing it in room temperature water. Plunge the steel into the water with a twisting, swirling motion to keep water vapor from insulating the wire against the cooling action of the water.

At this point the wire should be very hard, probably above RC60. To test the hardness, try to make a mark on the worked area with a file. The file should slide off without cutting into the steel at all. If it cuts the wire, try the heat and quench cycle again. If the file still cuts the wire, it isn't high carbon steel. Get another piece of wire and start over. When the file test signals success, the wire is ready for the final step, but not for use, because it's very hard and quite brittle, and will probably snap off.

The final step is to temper the wire back to the desired hardness. Tempering is a form of annealing but is controlled so that the steel achieves a specific hardness. Start by sanding the wire with steel wool or emery cloth. Then heat it gradually with the torch. Watch for the following colours as a guide: straw colour (350 degrees), followed by dark blue (600 degrees), and then medium blue (750 degrees). At this point, remove the wire from the heat and allow it to cool slowly. Don't quench it or blow on it; just let it cool naturally in still air. Once the steel returns to room temperature, it should be at the target RC45 hardness, which has a good spring temper. Try the file test again. You should be able to make a mark now, but only with some effort.

Besides parts for model planes, tempered music wire can also be used to make special purpose tools. Instead of tempering to 750 degrees (medium blue), stop at the straw colour stage. The wire will be at about RC60, which is still very hard, but not brittle. It can be used to drill wood and plastics, most aluminum and copper.