

# OMFC Fliteline

The Newsletter of the  
Oakville Model Flying Club  
December 2001

## DECEMBER MEETING

The Meeting was called to order by President Tim Deel at approx., 7:30 P.M. Tim reminded everyone of the upcoming premier event of the OMFC. The **“Frozen Finger Fun Fly”** This event proves beyond all doubt that there is something seriously wrong with R/C modelers. This event will take place at our North Field (Drumquin Park), at approx., 11:00 A.M.. Oakville Model Flying Club will be offering free Hot Chocolate, Tea & Coffee to all in attendance. It is also hoped that we can offer hot dogs, I used the word “hope” because the chili we “hoped” to serve last year got burnt, with the cook we’ve got anything could be possible. Hopefully that will not happen to the hot dogs this year. The event will follow the same procedures as other years. At 12:00 Noon a “LeMans” type start will occur, the first pilot into the air followed by a safe landing will be declared the winner of the prestigious “First Flight of the Year Award” The prize, as in other years will be to see your name in this award winning publication.

This year, hand launching of aircraft will be banned. This procedure was allowed last year, but the organizing committee has decided that it took away from the enjoyment of the spectators, watching someone trying to get a plane through 8 inch’s of snow. Electric aircraft are also banned from the official competition but you would be more than welcome if you wish to foster the “Dark side” to all in attendance. So come on out and bring your families. This is a great way to bring in the New Year and get the cobwebs out of your head. You too, can stand and marvel at what some people will do to see their name in print.

Keith Houston, talked about his experience with Frequency Pins. He now knows how people he has never met know his name. (They read the Frequency Pin. This is also why we require that your OMFC Membership card is displayed on your flitebox) Keith donated a number of wooden clothes pins to the Club and asked that if you make a pin, please put your name on it so that he will know who you are.

President Deel advised that Rodger Young had been appointed by the Executive to the position of Chief Flying Instructor for 2002, this announcement was met with applause from the membership. Rodger Young arose to comment on Motion #6, from last months Annual Meeting. “Student instruction be available any night so long as the frequency is not hogged” This motion was defeated so there is no change to our Constitution or By-Laws. Therefore there is no change to the previous practices of this club.

## Presidents Report

Boy this has been a long year! It seems that my last flight in August was years ago. A lot has happened since then, and there seems to be some confusion as to why some events have transpired the way they have. Maybe I can clear this up.

The major issue was that the Executive unanimously decided not to except John Cook’s membership renewal. There have been comments that there is a personal vendetta between individuals at the base of this. Let me assure you that this is not the case. No individual, including me, has that kind of power in this club or on the executive. The Executive makes team decisions and the majority vote carries. I think this is the first time the Executive has voted unanimously on such a major issue.

The discussion was based on a summer long history of events with John. He had multiple warnings as to his flying habits and his disrespect for club members and rules. He had received multiple suspensions, which he ignored, and displayed open defiance as to the wishes of the club. The final stroke came after a discussion with Wayne Bransfield, President of MAAC. He informed us that by not following club rules there is a chance that MAAC insurance would not cover John Cook in the event of a mishap. This presented us with a scenario where the Executive and the club

## OMFC 2001/2002 Executive

<b>President:</b>	Tim Deel	<b>North Field Manager:</b>	Vince Watkins
<b>Vice President:</b>	Brian Anderson	<b>South Field Manager:</b>	Frank Pilih
<b>Past President:</b>	Erik Genzer	<b>Social Director:</b>	Andrew Orange
<b>Chief Flying Instructor:</b>	Rodger Young	<b>Field Acquisition Manager:</b>	Mike Ross & Wayne McKee
<b>Web Master:</b>	Bert Armstrong		

### Secretary Treasurer:

John Ross  
1339 Grosvenor Street  
Oakville, Ontario  
L6H 3L4  
(905) 845-8789

### Fliteline Editor:

Jim Eichenberg  
1316 Gainsborough Drive  
Oakville, Ontario  
L6H 2H5  
(905) 849-9721  
E-mail: jeichen@idirect.com

become liable for any damages due to Mr. Cook's flying. Obviously this is unacceptable. Given Mr. Cook's history of defiance for the club rules, this left the Executive with no choice in the matter. If any of the membership sees Mr. Cook at one of our facilities and he has a model that he intends to fly, please notify the Executive immediately. If this happens we will be forced to issue a restraining order. **Remember, he makes us all liable .**

Another issue that was discussed by the Executive was that of Bruce Dixon instructing students. Bruce has been notified that he is no longer an instructor for OMFC. We told him that we would look at the decision again in the spring. This again was a unanimous decision by the Executive. Bruce has chosen to defy the wishes of the club, along with a couple of students. One of these students has been set up with an alternate official instructor for the "off" season and he still jeopardises the club by using Bruce. Another of the students has decided to fly by himself, without receiving his wings, because an outsider has told him he is good enough and the rules don't matter. **It does matter!!!!** As per the constitution, a student may only fly with an official instructor. Since these are the rules of the club, the same scenario may evolve as above. I ask the students to bear this in mind, as there may be ramifications of accepting instruction from Bruce or anyone that is not an "Official" instructor at this time. An Official instructor's list will be published shortly.

## *OMFC Dates for 2001 Season*

January	1st 2002	Frozen Finger Fun Fly. 11:00 AM, (Jim Eichenberg) North Field.
January	7th, 2002	Regular Meeting OMFC 7:30 PM, Unit 13, 785 Pacific Rd, Oakville, Ontario Don Wilson of Don's Bass & Balsa Wood
February	3rd 2002	Annual Sell Your Junk to Your Neighbour Swap Meet, Sunday Morning 9:00 AM to 1:00 PM (Eric Genzer,) Unit 13, 785 Pacific Rd., Oakville. This will be the February meeting.
March	4th 2002	Regular Meeting OMFC 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
April	2002	Regular Meeting OMFC 7:30 PM, Unit 13, 785 Pacific Rd., Oakville.

Bottom line with both scenarios is money. I don't have much, but I don't want to part with the little I have due to a liable suit from someone else's selfishness and stupidity. Neither I nor any member of the Executive have anything personal against these gentlemen, but we have been elected to care for the well being and direction of this club. We have made some hard decisions, probably harder than this club has ever seen, but I know they are the right ones.

On the lighter side, Frank Pili has donated a kit to the Oakville 540 air Cadet Squadron. They were thrilled to get it and send their thanks. Rodger Young, Henry Vanderbeek and I (don't know how I got roped into this) have volunteered to help instruct the cadets in their model building club. This should be interesting! I don't think Rodger has seen "stick and glue" for about three years.

The December meeting was well attended for the Sanyo battery presentation by Chris Thompson of Sanyo. Chris provided a wealth of information and answered any questions the membership had. It must be a good presentation, as I had to stop him as we were running out of time. Even then members were questioning him afterward.

For January we have arranged for Don Wilson of Don's Bass & Balsa Wood in Grimsby to come and give a talk and sell some wood. If you have a "speciality" order call him in advance and he can bring it to you. His number is 905 945 5647.

**On behalf of the Executive I would like to wish you all a Merry Christmas and a better and prosperous New Year. See you at the Frozen Finger Fun Fly!!!**

Tim Deel  
President  
OMFC

## NOISE

The following is not necessarily the position of the Executive of OMFC. It is an attempt to show that we at OMFC are not alone with our concern about noise. Below are several emails from the NSRCA (Pattern) discussion site.

"As most of you know I am a flier of both types of plane. Even competed in both at the Nationals two years in a row. This year IMAC, once again, had no writer to cover the IMAC event so I did it. I did it for several reasons, not least of which, being the idea that we all fly aerobatics and coverage by me would show no issue between the NSRCA and IMAC, at least in my mind. I was greeted and treated well by the IMAC contingent and felt good about the whole experience, even if I was teased a little by the NSRCA wags.

Then I wrote the following footnote to my IMAC Nat's coverage article, "Footnote: If you look at all of the contestants, particularly the winners, you can easily see that they all come from parts of America with wide-open spaces. Places where noise limits are not usually an issue. For the rest of us, and the Nationals, it is an issue of major concern that needs to be urgently addressed. I can say that the only negative issue that came up during the contest was the high noise levels of most of the planes. AMA site and practice site noise complaints cannot simply be ignored.

Scale aerobatics planes use large gas engines, singles and twins of very powerful proportions. These planes, and the pilots, use large amounts of airspace. On behalf of all R/C pilots, I urge the IMAC organization to immediately take a strong position on noise and institute a contest rule of "98 db over grass rule". Follow that closely by an emergency AMA rules proposal to change the rulebook accordingly. Let's close this barn door before the horse runs amok in the countryside and causes damage to the whole R/C community. The top fliers showed us that the planes can be made quiet and yet still deliver tons of available power. I hope I can also encourage the engine and muffler manufacturers to make good silencing systems readily available. Scale aerobatics does not need scale sound effects!"

As a freelance columnist I naturally reserve the right to have a free thinking opinion or two, as do all of you. My wife had experienced extreme difficulty due to the noise from the big planes and the AMA had Muncie-site complaints.

. You can add to that the problem of pattern pilots losing all of the practice fields due to loud IMAC planes practicing the week before. I thought that I might encourage the powers that be to get going on some noise limits. There are currently none for IMAC. Scale just brought in sound limits and penalties and I thought that IMAC would see the light.

The first thing that happened was that I received a large amount of extremely rude and venomous "Hate-mail". It seems that you are a "darling" until you say something that they don't like. The next thing that happened was that Joe Lachowski put in proposal to have noise regulations for IMAC. My wife signed it, as an AMA member and a believer in the proposal. She didn't have to but I was not going to stop her despite the obvious connection to me. (My wife is not a person that you dictate to!)

Then the fun really started. My phone began to ring a lot more. Despite the fact that it was not my proposal (I admit to inspiring it but had no say in keeping it in or withdrawing it) the IMAC community decided to make it look like an NSRCA attack on the IMAC noise freedom/constitutional rights. Dave Von L. is a member of the AMA contest board and he released the proposal to the IMAC "list", while it was still in technical review. More hate-mail. Tom Wheeler, the IMAC president, denounced in writing, the proposal as "rouge" etc. It may never have seen the light of day but the anti-NSRCA card was played to the full. Meanwhile not one single person contacted the originator of the proposal of the noise limits. (No value there if you are trying to blow smoke up my,,etc).

The proposal was thrown out by the AMA contest board so it will never be seen by the AMA membership in Model Aviation. IMAC is proposing a different set of noise limits. Sounds good on the surface, but it is not. They changed the distance and the said succinctly, the result is that a current 105db 3W 150 will still pass. As the NSRCA president I am not in IMAC's business. As an AMA member, and IMAC member I am. My personal tack is to continue to show how quiet you can make these planes. I have been impressed with a couple of suppliers who are marketing systems that work. My own 3W 78 twin got 94.5 db at 3 meters at the Nat's this year.

What I have learned from the above experience is what it feels like to be a reporter that says something unpopular. I have learned how vindictive people can be when you hold up the mirror and show them what you see. I have learned that rather than deal with the issue, that affects us all BTW, the leadership of IMAC will also attack the messenger. Let me tell you all, that as long as I am the leader of the NSRCA we will never attack an independent proposal for a rules change. We will always invite you to work with and through us but never will we take away your change-proposal AMA rights. I expect that I'll get blasted for this note but be assured I do not have a faint heart and I will not shy away from what is important and what I believe in. Those of you who know me and know what tough issues I have faced in my tenure as the NSRCA president, know that I will face the issues. Last but not least my analysis of the situation is that there are a lot of people connected to the "big & noisy" motor suppliers, (You know, they get free engines etc. and you know who they are!) that will do whatever it takes to keep the sales going, no matter how detrimental it is to the rest of us or the hobby industry!"

Regards,

Eric Henderson - AMA 131150

"Lest we forget, it is worth re-visiting. The guys who have been around since the days of flow-thru and simple stack types of "mufflers" remember how loud the pattern planes on which these were mounted, were. Then came tuned pipes, small props and 15,000 rpm on 60 size engines. To the pattern enthusiasts, it was music, although you needed earplugs to hear it properly. Very damaging music, to be sure, but music none the less. Couple that with the old AMA style of flying with a 1 mile by 1/2 mile footprint, and there was a recipe for lost flying sites left, right and center. Several key pattern experimenters played with large props, stretched pipes, soft engine mounts and reduced rpm back in the mid 80's and got the noise way down, to levels we enjoy today in many cases. The problem was perceived to be Pattern-induced, and perhaps it was. But pattern people solved it thru hard work, ingenuity and perseverance, paving the way for the present state of the art in Pattern and Sport Flying in general.

Quite a few columnists have written about lost hearing due to loud exhaust noise. I have tinnitus, but luckily it is a mild case, and my hearing loss is minimal. I started heeding their advice early on. I know a couple guys in my club who love racing and who simply can't hear unless I shout at them. Certain types of racing are also extremely loud, but the damage will likely be limited to hearing loss of the ones involved. But forget about what loud noise is doing to our hearing and concentrate on losing flying sites. Make no mistake: without flying sites we have no sport. I have been a member of two clubs in the past, that disbanded quickly, once our sites were lost. Loud racers do not pose the threat that aerobatic types do: their footprint is very small comparatively speaking.

The large aerobatic models require about as much room as the old pattern types required and are at least as loud as we were. We saw the light so to speak, and made the necessary changes to our sport. How many lost flying sites will it take before the large acrobat enthusiasts see the light. To paraphrase an old cliché, people who do not make themselves aware of History, set themselves up to repeat it.”

Matt Kebabjian

“I was determined to not reply to this thread, but I just couldn't stop myself any longer. I am more than willing to concede that there are noise problems with a lot of the planes in IMAC, but let's also look at the past. Matt goes into a little bit of history here. Was pattern suddenly quieted completely overnight? I don't think so. As Matt states quite eloquently, several key pattern experimenters started working on quieter systems. This became the trend, and caught on. Evolved, you might even say, but could another area be allowed that chance? Certainly not! Do an "End Run" on them, make EVERY piece of equipment that they currently own worthless, that should get rid of the noisy b\*\*\*\*\*s!

Don't get me wrong, I'm in favor of cutting down the noise that some of these big planes make. Eric stated that his 3W-78 measured 94.5 decibels, and that's commendable, but unfortunately, whether you like it or not, it's not nearly as easy to make a 100cc or a 150cc motor that quiet. I'm not saying it's not possible, but it is very difficult. especially with the way that technology has lagged behind in this area. It is being worked on, but allow IMAC to continue! The noise issue is important, but the only way to change it overnight is to not allow big planes to fly. Now, I know there are cheers right now, as a lot of you feel it's us against them, and that's NOT the case! The two disciplines are NOT mutually exclusive, they can co-exist, and certainly should be allowed to. Certainly, you will get hot heads in any organization, and that's not going to change either, but these people literally feel they are fighting for their section of the hobby/sport, and I have little doubt that there are a lot on this list that would fight just as hard if they felt that pattern was being threatened in the same way.

I must restate this one point, it's not a matter of one side against the other! We are ALL viewed as people that fly "TOY" airplanes by the general public, and if we can't even get along with ourselves, what chance do we have to get along with others?”

Respectfully,  
Jim Venables  
Jim,

“I would like to respond to your comments. I am a member of IMAC (#1810) and NSRCA (#733). I have flown in several IMAC contests as well as the 2000 IMAC Nat's at Muncie. The noise was outrageous at that time. On one day, they were flying speed trials with Dyna Jets in the C/L circles, (everyone knows how loud they are!) and as I was watching, standing near the fence, the IMAC planes less that 1/2 mile away were heard over the jets. Then I went up to site A and watched the C/L stunt finals. When two of the unlimited fellows took off from site C, every one at site A (3/4 of a mile away) turned and looked. I thought for a moment that the U/C pilot might loose his plane as he might be disturbed by the noise.

Now we hear that the leadership of IMAC is going to work on fixing the problem. That sounds great. I'm sure that most R/C flyers and club members are glad to hear this. We suppose, of course that they are serious. However, when I saw their proposal, I began to wonder, "Who are they fooling"? Now the proposal is to limit the noise to 98db at 25 feet instead of nine feet. They say this is because they can't measure noise at 9 feet. That's little strange, because I can measure noise at 9 feet with no problem. They then suggest that this is a good start. However, I would like you to do the math. I did. 98 db at 25 feet is about equal to 105 db at 9 feet. Guess what? That's where they are at now. So where's the improvement?”

Tom Weedon

Jim,

“That was a great sounding note defending the unnecessary noise of IMAC planes, but you got the pattern history wrong. While a "few guys played with noise reduction" nothing at all happened about noise reduction UNTIL THE AMA PUT IN THE 98 dB RULE. And they gave us just 2 years to comply. I know, I was there. The only reason the AMA put in a noise limit was because the FAI put one in for the Worlds. Otherwise, it would have taken years longer for the AMA to have noise limits. And the FAI was forced to establish noise limits because the governments in Europe started noise reduction programs and made the modeling comply. History has shown us that no

group lowers their noise levels on a large scale until they are forced to do so.

I measured a 120 powered IMAC plane and it was 115 dB at 3 meters. That plane will cost us our flying field we have had for 16 years. IMAC's noise cost us 3 practice fields at the NATS. And now they propose a noise limit of 98 dB AT 25 Feet. That is an insult to all of us being adversely affected by IMAC.”

Frank

“I'm sorry you missed the main point of my message. I am not defending the unnecessary noise of IMAC planes! I am all in favor of making them quieten down, and I apologize for getting the history wrong, thanks for setting me straight on that. You state that you were given 2 years to comply, and yet there are people here that are virtually insisting that IMAC planes must be quiet yesterday, or else! That's where I have the biggest problem with the issue. How much of a fight would you put up if you were told that all of a sudden, virtually everything you own is now useless, and you will no longer be allowed to use it? I would imagine that would cause quite a fuss, and rightly so. At this point in time, there are very few if any IMAC style planes that will accommodate a pipe system. There are NO places where I can go to buy an exhaust system that I can just bolt to my engine, and meet the same noise limits you have, and yet people are still insisting that I somehow do this. Progress is being made on the noise front, and I'm all for it, but in all reality, you CANNOT expect change overnight. As you said, pattern had 2 years, and that was only after the FAI put one in first. A person spends thousands of dollars on a plane, and with a quick swipe of a pen, it can't be used. Does that really sound fair? It doesn't to me, but then I'm on the outside looking at both sides of the situation, so I guess I don't get as clear a picture.

As I said, I'm not defending the noise of IMAC planes, but I do think it's only fair that they be given a chance to change without having to just junk virtually everything. I've heard a lot of people on this list complaining that they can't get a header for such and such an engine, well, in lots of cases with the motors in IMAC planes, there aren't even kits available to MAKE headers for them.”

Jim Venables

*Editor: The above messages are posted as information in a very important discussion and will not effect the 98db limit in everyday operation of the OMFC, but could effect a Scale Aerobatic Contest. The Executive of OMFC does not necessarily agree with any of the above positions. Bob Hudson, a member of this Club and the Scale Aerobatics interest group IMAC will hopefully advise us when the Sound Task Force has forward a proposal which is approved by the Executive of IMAC. Until that happens everything is speculation. But what must be seen (in my opinion) is movement to improve the existing problem of noise.*

*Attached to this issue of the Fliteline are the noise readings taken at the South Field during the past season. Other than ensuring that the models flying at OMFC fields are within the 98db limit, I have found this list very helpful in ascertaining what propeller and what fuel to use with a particular engine & air frame. You will notice that the Lawn Mower at the field was tested and registered 85 db. I wish I could get my G62 down to that level. Of special note was Dan Berroya's Midwest Extra 300. Dan started at 102db and by increasing the propeller size he got his level down to 98db, with no apparent loss in performance. Thanks goes to Frank Pilih and the other members who took part in this voluntary test.*

### **FOUR DOLLARS & FORTY-FIVE MINUTES TO 98 db** **OR, HOW TO QUIET DOWN A BRISON 6.4 TWIN**

Brison 6.4 C.I. Motors come with a “free” set of mufflers. These do nothing but divert the exhaust gases, and are very loud. More quiet aftermarket mufflers can be had for \$145.00 and up, and often require a bit of engineering to install.

The stock pipes can be easily modified by cutting them off 1.5” below the collector box and threading on two \$2.00 lawnmower mufflers. These are not the prettiest thing, but are relatively quiet and do not restrict the motor rpm.

Start by cutting off the pipes with a hack saw. File the ends smooth. Use a drill with a valve grinding stone or ream to taper the inside of the remaining pipe. The mufflers have a standard pipe thread and will self tap into the aluminum. Remove mufflers after threading on, apply red high temp RTV silicone and re-insert. These mufflers add little extra weight and operate at 98 db at full throttle as per AMA instructions.