



# OMFC Fliteline

The Newsletter of the  
Oakville Model Flying  
Club

December 2003

## December 1st OMFC Meeting Highlights

The President called the meeting to order at 7:30 PM. The Executive wanted to thank CEP, local 593 for the use of the large meeting room while they had their meeting in the smaller room.

With the construction ongoing at Drumquin park, there are new procedures in place to use the North Field. You must close and lock the outer gate when entering the Park area. This is to keep the public out of the Construction area. This is very important. Both gates will have a combination lock on them with the OMFC code.

The road into the South Field is now closed at the top of the hill. If you intend to fly there, you will have to park and carry your stuff down to the field.

At the November Executive meeting, the following people were appointed to these positions:

- Wayne McKee — Chief Flying Instructor.
- Bert Armstrong — Webmaster.
- Mike McDermott — Field Acquisition Manager.

On January 1st, 2004, the OMFC will host it's annual Frozen Finger Fun Fly. Meet and greet is at 11:00 AM and the Gun goes off at around noon. The new rules for 2004 are as follows:

- No starting engines and taking off until the real gun shot is heard. Period!
- No hand launching. Machines must T/O and land on their own undercarriage.
- Pro teams are again allowed.
- First plane to start, take-off, fly a circuit and successfully land wins.
- Electric flyers are welcome but cannot compete for the title of First flight 2004.
- The CD's (Jim Eichenberg) ruling will be final and cannot be appealed (It's his rubber ducky and tub!).

There will be Coffee, Tea, Hot Chocolate and possibly hot dogs.... if Jim can get his Coleman stove to light. He seems to have trouble with things that have to ignite in the cold.

The next meeting of OMFC is on January 5, 2004 and it is our How-To meeting. There will be demonstrations of Engines, Covering, Fiber Glassing, Balancing, Electrics and Scale.

Eric Genzer reminded the membership about the Swap Meet on February 1, 2004 and the requirement to advise him as soon as possible if you need a table. They are going fast.

Keith Houston came forward to introduce our special guest speaker, Don Fisher. Don got his pilots license in the late 1940's and has been deeply involved in aviation to this date. Don was hired by Trans Canada Airlines in 1951 and flew the DC-3, Super Connie, North Star, Viscount, Vanguard, DC9, DC8 and the B747 Classic. He was a Check pilot on the DC9, DC8 and B747. Outside of TCA, Don was very busy as a volunteer for many organizations including: Royal Canadian Flying Clubs Association, Brampton Flying Club, Federation Aeronautique International, Great War Flying Museum, Canadian Warplane Heritage Museum, Canadian Aviation Hall of Fame and the Canadian Sport Aero Plane Association.

Don has also been an airplane owner with the following types once in his hanger: C-170B, C-180, C-172, C-177RG and C-195A. Some of the types of airplanes Don has flown outside of his career with TCA/Air Canada include: Fokker DVII, SE5A, Nieuport 24, Harvard, Chipmunk, Tiger Moth, Cornell, Fleet Canuck, Beech Expeditor, Stearman and the Avro Lancaster.

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### Points of Interest

- Tim Deel is looking for volunteers to help out on Monday night with the Oakville Air Cadets. Contact him if you can help.

- The South Field Road is now closed at the top of the hill. If you plan to fly there, you will have to carry your things down to the field.

The frequency control board has been removed from the South Field. Please use caution when flying at the South Field and let other flyers know what channel you are on.

Please lock the gate behind you on the way in if you plan to use the North Field. The gate must be closed and locked at all times. Your cooperation in this matter is greatly appreciated.

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The President welcomed Don Fisher to the floor to talk about the Avro Lancaster that Don flies for the Canadian Warplane Heritage Museum in Mount Hope, ON.

The Lancaster evolved from the Manchester bomber. The Canadian built Lancaster was first operational in 1943 and was fitted with Packard Merlin 224 - 12 cylinder 60 degree vee-type liquid cooled in line engines with two stage supercharger producing 1629 HP. Frazer-Nash Front and Rear hydraulically operated .303 calibre gun turrets. Martin CE-250 electrically driven .50 Calibre Mid Upper turret, this turret moved forward approximately 5 feet to improve center of gravity. 430 Lancasters were built in Canada at the Malton, ON plant of Victory Aircraft.

Probably the most famous Allied bomber of World War II, the Lancaster had impressive flying characteristics and operational performance. The Lancaster was the RAF's only heavy bomber capable of carrying the 12,000-lb Tallboy and 22,000-lb Grand Slam bombs. The aircraft demonstrated superbly its right to fame with the daring and precise raids on the Ruhr dams in May 1943, and also the sinking of the German battleship Tirpitz in November 1944.

Thousands of Canadian aircrew and other personnel served with the RCAF and RAF's Lancaster squadrons in England. In total, more than 7300 Lancaster's rolled off the production lines in Britain and Canada. Only two still fly.

### **Lancaster Mk 10**

Manufacturer:	Avro
Overall Length:	69 feet 6 inches
Wing Span:	102 feet 0 inches
Height (tip of tail):	20 feet 4 inches
All-Up Weight:	61,500 pounds
Empty Weight:	35,000 pounds
Fuel Load:	15,509 pounds
Type:	100 octane aviation gas
Maximum -	317 mph
Patrol -	184 mph



In 1977, CWHM found a Lancaster in Ontario to restore. FM213, was one of the last Lancaster's built in Canada and did not see wartime service. CWHM formed a club to prepare to have FM213 moved to Hamilton and begin the restoration process. In 1988, FM213 was finally moved to Mount Hope Airport and the restoration process began. A Canadian Forces Helicopter was used to carry the aircraft from Goderich to Mount Hope.

Many companies donated supplies and time to help in the restoration of this airplane. Without that generosity and the help of over 1000 volunteers this airplane would not be the success it is today. The Lancaster that flies with CWHM made it's first flight on September 11, 1988 and is one of only two world wide that are airworthy. The other is with the Battle of Britain Memorial Flight in England.

Don the took us through the process of operating the Lancaster for CWHM.

- Engine Start—the Packard Merlin is a nice engine and easy to start.
- Taxiing—(with Air brakes) The Lancaster is hard to taxi and the brakes are not very good.
- Take-off—(full right rudder and a little bit of Air brakes) CWHM uses 7 or 9 lbs of boost depending on weight. Wartime was 14 lbs for T/O and 18 lbs for emergencies. Max weight for CWHM is 55,000 LBS.
- Climb—The Lancaster is climbed out at 140 Knots.
- Cruise—at 2-3000' and 2200 RPM with 2 LBS boost. She's noisy and vibrates. If not, something's wrong!
- Approach—115 Knots and then slowed to 95 Knots over the fence.
- Landing—Wheel landings are the norm. With the light weights CWHM flies at, you can run out of Elevator in the flair.

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This is FM213!



DND Photo



A question and answer period followed and Don answered all the questions asked by the members present. The Executive would like to thank Don Fisher very much for his time and presentation and Keith Houston for inviting Don out to our meeting.

Jack Linghorne is looking to buy or borrow plans for a Kaos .40. If you can help Jack please call him at 416-233-0230

Dave Slote has 3" x 4' x 4' Sheet Virgin White Foam for sale \$15.00 each. Call him at 905-567-1964 if you need Virgin White Foam!

## OMFC Executive 2003

<b>President:</b>	Brian Anderson	<b>North field Manager:</b>	Dan Morgan
<b>Vice-President:</b>	Jim Eichenberg	<b>South Field Manager:</b>	Frank Pilih
<b>Past President:</b>	Tim Deel	<b>Social Director:</b>	Don Wilding
<b>Chief Flying Instructor:</b>	Wayne McKee	<b>Field Acquisition Manager:</b>	Mike McDermott
<b>Assistant CFI:</b>	TBA		
<b>Web Master:</b>	Bert Armstrong bert@virtuhost.com		

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## OMFC Dates for the 2003/2004 Season

Jan	1	<b>Frozen Finger Fun Fly</b> , North Field (Drumquin Park). 12:00 PM
Jan	5	<b>Regular Meeting OMFC</b> , Unit 13, 785 Pacific Rd. Oakville. 7:30 PM
Feb	1	<b>OMFC Swap Meet</b> , Unit 13, 785 Pacific Rd. Oakville. 9:30 AM
Mar	1	<b>Regular Meeting OMFC</b> , Unit 13, 785 Pacific Rd. Oakville. 7:30 PM
April	5	<b>Regular Meeting OMFC</b> , Unit 13, 785 Pacific Rd. Oakville. 7:30 PM
May	3	<b>OMFC Beauty Contest</b> , Unit 13, 785 Pacific Rd. Oakville. 7:30 PM
May	22	<b>Electric Fun Fly</b> , North Field (Drumquin Park).
June	5 & 6	<b>Oakville Place Mall Display</b> , Centre Court, Oakville Place Shopping Centre
June	13	<b>9th Annual OMFC Airshow</b> , North Field (Drumquin Park)