

OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club

December 2004

Merry Christmases



Opening Comments

Well folks, it's me again.....Lord Woody of Woodchuck Manor of Woodchuck Lane! And, as it's my second time around, I intend to shame more of you into doing articles/whatever..... even a funny ditty [in good taste, of course,]; just hang it on an airplane story! So be prepared; no one will be spared [not even the Executive....heh....heh...heh!]. With so many aspects to this rapidly expanding hobby, there is so much more for all of us to learn..... so those that "know it"..... have to "impart it". Start preparing those articles before the "inquisition" starts!"

Meanwhile, on behalf of the Club, let me wish you all a very Merry Christmas and a Happy New Year! To those of us who celebrate different religions or beliefs.....all the best of the Holiday Season to you and yours!

November Meeting

Jim Eichenberg opened the meeting with the remark "welcome to the new regime" [some wagwho shall remain nameless, was heard to say "Jawohl, mein Führer"]. After some good natured ribbing, the meeting resumed. Jim asked if any newcomers were present and two of them introduced themselves; both had interested youngsters in tow!

Jim welcomed the guests and reminded the youngsters that, if they got into this hobby, it was in their best interests to keep "Dad" involved, as "capital", i.e. cash, is always in short supply!

Jim then declared that it would be a short meeting due to the scheduled indoor flight demonstration by Steve Johnson that was eagerly anticipated.

Jim reported that it has come to the Club's notice that people are leaving the North Field gates unlocked.....the last person to leave must remember to lock the gates[**both** fields]. A week ago, the gates of our new impound/flight shed were ripped off, and Jim and Jody had to go and repair them; an open gate makes it much easier for thieves and villains to get in and do their stuff. A few years ago, someone took a motorcycle onto the field and tore it up.....imagine what an SUV could do, especially at this time of year when the fields are wet and muddy....please, please, lock the gates behind you!!! Also, at the North Field, if you need to open the shed doors, please close the three bolts afterwards.

Many thanks to Percy Ford Smith for arranging for a truck full of gravel to get lost and lose it's load on our driveway and parking area at the North Field. Still on the North Field, there is no news on Milton's moving to phase two [creating nature trails] which has the potential to cause us problems down the road. We are constantly monitoring the field situation and, so far, 2005 looks fine for both fields. Both Milton and Oakville seem to be looking to help with solutions, plus we are looking into other options.

Turning to the South Field, Jim advised that the lane would be closed off within a day or two at the top of the small hill. Members can still fly, but they will need to lug their gear and all to the field!

Jim and Jody raised the issue of sound levels at our flying fields. During a recent review of the Club's Constitution, it was discovered that a supported motion setting 96 db as the Club's standard was passed in 1997 but was never enacted upon and we have de facto stayed with 98 db ever since. The situation has been reviewed by the outgoing Executive group and it was decided to leave the Club's standard at 98 db until the matter can be reviewed by the Club at the meeting in November 2005. We all realize that this is a thorny issue and it seems only fair to stay with what most Club members understood the level was anyway, until such time as the issue can be looked at carefully again.

Jim invited everyone, including family and guests, to the Frozen Finger event on January 1, 2005 at our North Field. The official contest for honours, starts at Noon. You can come early and practice and enjoy good company [Jim did not tell me who that may be?]. As usual, Jim's rules must be obeyed.....not enough space to list them all here folks [sides, he makes them up as he goes along]. Jim did say that the winner must "successfully" take off, fly at least one "complete" circuit and land [crash landings are acceptable and will enhance the mood of the attendees]. Hopefully, the antique cannon will behave itself this year and we will have no false starts!

Our finance man, John Ross, reminded everyone that January 1st is the last day that renewals for 2005 will be accepted before implementation of the \$25.00 late fee.

At this point, we broke for coffee and the meeting was handed to Steve Johnson to give a talk and demonstration on "Foamies".



Steve Johnson took to the floor to talk on the new hot sport of Foamie flying, i.e. tiny, light, quiet, electric aircraft [yes, this is the same Steve who flies gynomous IMAC mothers with big noisy motors]. Steve is a twenty year veteran of OMFC and has been active in all areas of our hobby, and points out that there is so much time when we in Canada cannot fly outdoors, so this new twist to our hobby allows him to fly year round, albeit indoors. These airplanes can perform very intricate manoeuvres such as torque rolls and hovering, and any other 3D manoeuver.



Steve got into this type of flying three years ago and started by shrinking large scale plans "down to size". Since then he says, designs have exploded, especially over the last 12 months. This coinciding with expanding battery technology. Forget Nicads and Nickel Metal Hydrates.....lithium polymer is the new hot product [and he means "hot"....these batteries can be very nasty if they are not treated with care and respect,



especially when it comes to chargingmore on this later. Steve enjoys 3D flying which suits indoor flying and these lightweight aircraft. There are three types of foam that are commonly used and, if you can make them yourself i.e. scratch, then they will cost about \$3.00 in material! The types of foam are 1] Blue fan which looks like thin blue insulation foam with a thin paper covering and is approx. one quarter inch thick; 2] Depron foam, is tough to get but great to use; and, 3] Zepron. All these are available at some, if not all, model shops. Kits are available and Steve showed us his European Stock Flyer [which is the aircraft shown in the accompanying photos]. This kit, about \$50.00, comes with all hardware and painted, complete with carbon fiber rods for wing leading edges and wheel mounts, plus wheels. The flat 28" wing works very well for slow 3D flying. Final weight, including motor, battery and servos is approximately 6 oz.- a 40" wing-span kit topping out at 13 or 14 oz. is also available.



It is the slow flying feature that appeals to Steve...he says he always wanted to do torque rolls and has learnt how to do this difficult manoeuvre by playing with these Foamies. He has crashed many times but, due to the lightness of these planes, they bounce well and when they do get wrecked, it takes just a few minutes to build a new one.....Brian, that's even quicker than an ARF!!! [it is rumoured that Brian has been seen playing with the dark side inside!]. The electronics are largely based on brushless electric motors which are smaller and more powerful than their forebears. "Outrunner" types are the newest design and Steve says these types are highly recommended by the experts. Lightweight, micro sized speed controllers can be programmed online. Steve says prices are really coming down and you can outfit these models for

approximately \$250.00-\$300.00. Motor prices can range from \$30.00 to the "sky's the limit"! Lithium polymer battery packs can pump out 1300 milliamps but, as mentioned earlier, they are not safe if charged incorrectly...chargers and batteries must be matched. These batteries can literally explode. These packs can be fully charged in an hour! Steve gets around 10-12 minutes of flying on a fully charged battery pack.

Steve says that when setting up the controls, you must allow for plenty of "throw".....about 60 degrees of aileron and elevator plus 50-60 % of exponential on all control servos. Ailerons and elevators are massive as is the norm with 3D type aircraft. Steve uses "blender" type hinges obtained from Hobby Hobby. Steve flies at Sheridan College and anywhere else he can find. For those of you who want to know more, please contact Steve direct.

Following his talk, Steve gave us a great flying demonstration; check out those photos! [courtesy of Harvey Slaght]. Thanks for the talk and demo Steve!!

Jim then closed the meeting with a "Merry Christmas everyone!" (bah! humbug).

Executive Meeting

Various issues were discussed pertaining to 2005. It was decided to have a "how to" meeting for January and Jim will contact the people to be involved. Wayne wanted the "Primer" for new students/pilots to be sent out again for 2005 and this Primer appears on Page 6. Student flying nights will be on Tuesdays, Thursdays and Saturdays and run from May 24 until September 3. Ground school for new pilots/aircraft will be May 3 and 10. Details of the Tri club event to be held at OMFC TBA. For other dates and events, see pages 4 and 5.



OMFC 2004/5 Executive

President:	Jim Eichenberg	North Field Manager:	Dan Morgan
Vice President:	Jody McConnell	South Field Manager:	Frank Pilih
Past President:	Brian Anderson	Social Director:	Don Wilding
Chief Flying Instructor:	Wayne McKee	Field Acquisition Manager:	Mike McDermott
Assistant CFI:	Brian Anderson		
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OMFC Event Dates for 2005

[some events/dates changeable/TBA]

January 1st	Frozen Finger Fly	Family Event, North Field
April 9th	W.W. 1 Combat	Dave Fallowfield, North Field
May 14th	W.W. 11 Combat	Dave Fallowfield, North Field
May 21st alt. 28th	Electric Fun Fly.	TBA, North Field
May 24th	First Student Training Flying Session	North Field
June 4th/5th	Oakville Mall Display	Bob Zak
June 12th	OMFC Airshow	Bob Zak, North Field
July 30th/31st	S.E. Zone Pattern Contest	Jim Eichenberg, North Field
August 13th/14th	Aerotow/Gliders	Frank Pilih, South Field
September 17th	Scale Rally	Jody McConnell, South Field

OMFC Meeting Dates 2005

January 3rd	“How to” Program	Jim Eichenberg and various pressganged members
February 6th	Swap Meet	Eric Genzer’s annual event
March 7th	TBA	Jim Eichenberg
April 4th	Video Entertainment	TBA
May 2nd	Beauty Contest	
May 3rd & 10th	Ground School for new planes/pilots	

Items for Sale

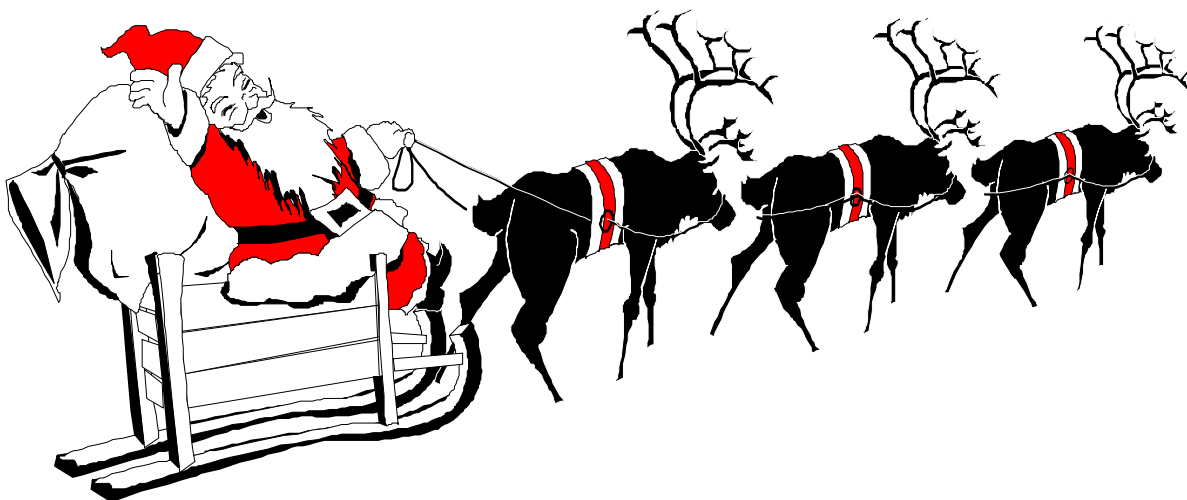
Great Planes Cessna 182 Skylane ARF; excellent condition; flies like a trainer, but on high rates is capable of considerable aerobatics. Aileron servo's, y-harness, wheels and tank included. \$195.00. With Saito 56, also in excellent condition add \$180.00. [Original costs \$267.00 & \$240+ taxes respectively].

Please call Henry Vanderbeek: (905) 844-1963

Closing Comments

That’s all for now folks!.....lots of stuff in the works and details to be ironed out. The Airshow and Mall Show being run by Bob Zak will need loads of volunteers as will many of the Club’s other events.....so please think about volunteering.....the sooner the better.....call the Event Directors and offer to help. We have a great Club, please help us all and lend a hand whenever you can.

The **RC Aerobatic Forum** is being held in Guelph on January 29th at the Royal Canadian Legion, 919 York Road, Guelph from 9 am till 4 pm; tickets \$5.00. If you are into IMAC, Pattern or Indoor Foam Flying, this is for you!! For more details, check out the web site [www. Ivankristensen.com](http://www.Ivankristensen.com) or call Ivan @ 519-763-0756.



Primer
Flight School Participants (A Must Read by Wayne McKee, CFI)

Although spring seems like a long way away, its time once again to plan for our Flight Training School. Here are a few recommendations for planes and radios that will help you get the most out of your flying experience. The right plane and engine can help you get your wings quickly and make the process a lot more fun.

Whether you're building you own plane from a kit, or purchasing an ARF (Almost Ready to Fly), make sure it's a TRAINER. These are the easiest planes to learn to fly with. They are very stable in flight and easy to repair(if necessary). All good TRAINERS use a tricycle type gear making takeoff and landing a little less challenging. Please stay away from tail draggers; you can build that Piper Cub you've always wanted to next year.

Here are just a few recommendations (these are 2004 prices!):

Carl Goldberg	-Eagle II in either the kit or ARF sell for around \$105.00/\$175.00.
Great Planes	-PT-40 kit or ARF sell for around \$95.00/124.00
Hobbico	-Avistar 40 ARF \$150.00
SIG	-Fourstar 40 for \$100.00 or the Fourstar 60 for \$122.99.
	-Kadet LT 40 for \$118.00 and the LT 40 ARF for \$177.99

For what it's worth, the Eagle II is my favorite.

Most beginners start with a 40 size plane which keeps the cost down but size does matter and a 60 size makes for an excellent trainer. (40 size use engines like an OS 46 FX while 60 size use OS 61 FX).

Now for engines. Nothing is more frustrating than losing flying time because of a poor performing engine. I don't think I will get much of an argument by suggesting the OS 46 FX. It may be a little more money, but is well worth it.

Radios

I won't get into the JR vs. Futaba discussions as both have their strong points. The two most common radios to start with are the Futaba T6XAS at around \$350.00 and the JR JRXF662 at around \$340.00; both include the servos and the receiver you will need for your trainer. Both of these radios have enough features to allow you to use them for years to come. Some of the lower cost radios have no computer features and you will outgrow them very quickly if you stay in the sport. One example is the Futaba SKYSPORT 4YF which sells for around \$200.00 and it will do the job to start.

Finally, you will require a trainer box and cable at a cost of around \$80.00. The trainer box or buddy box, allows your flight instructor to take control when necessary. The Buddy box is a required item to receive flight training.

Now for the accessories.

You must come to the field with enough equipment to be self sufficient. Most fliers will give you the shirt off their backs but running around borrowing volt meters, glow drivers etc just wastes valuable flying time. Here's my list:

Flight Box	Electric Starter	Digital Volt Meter
Power Panel	Chicken Stick (Hand starter)	Cool Power Synthetic Fuel
Fuel Pump	Flight Box Battery	Glow Driver

Well there you are, everything you need to get started. A good volt meter that will apply a load to your batteries is very important. Remember, just because you've charged you batteries, doesn't mean their OK. If you add all this up, you will be spending in the area of \$1000.00.