

## Merry Christmas!



### *Opening Comments*

Well, it's that time of year, Christmas and the Holiday Season is upon us once again. Time to enjoy, to reflect and to share good times with family and friends. Time for gatherings, warm fires and airplane kits under the tree not to mention a noggin or two with those close to you.

We at OMFC wish you all a Merry Christmas and a Happy Holiday Season and a great and sparkling 2010!!

### *December Meeting*

The meeting was opened by John Pretty who announced that Percy could not make the meeting and that the "fiberglass session" was postponed until the January 2010 meeting. Sorry about the very short notice.

We had a great crowd in attendance but no new members or guests showed up.

Jim Eichenberg started off the meeting wanting to talk about the January 1, 2010 "FFF" [Frozen Finger Fly]. As we all know, this is one of Jim's favourite Club venues. It's his chance to gear up for limited pyrotechnics as the official event starter.

Jim is hoping more actual contestants show up "next" year. We had tons of people out for the event "this" year but only

one member showed up with a plane! Jim said the awards next year will be fantabulous, splendiferous and expeallyogotious, so get those planes ready.

Hot chocolate, coffee and some sort of snake bite concoction will be on offer to chase away the renowned North Field snakes and cold! Don't forget to bring out the old wrecks [some wag wondered if that included his partner for life], damaged aircraft that are way beyond redemption etc., for the baptismal fire/Valkerie/Viking funeral pyre [i.e. bottomless steel 55 gallon drum]. Jim says there should be a lot less aircraft in the fire pit this year as Bert Armstrong burnt just about every aircraft he had last year and Jim has seen precious little evidence of any new models of Bert's in the air this summer.

Jim suggests we try to arrive between 10a.m. and 11a.m. for a noon shotgun start. He has run out of thunder flashes and is currently looking around for something else that will make a very loud bang.

There will be the usual weenies and pop for the kids. So bring out family and friends for a head clearing New Year's day tradition. As usual, no electrics can enter the contest but by all means bring them out to fly. We also ban professional teams [whatever that means?]. No appeals on results; Jim is king for the day. To win the fantabulous and astronomical prizes [TBA], you must complete a take off, fly one circuit and land safely [i.e. the plane must still be in one piece and flyable thereafter].

Regardless of weather, Jim will be there!!!

Next up was Erik Genzer. The March Swap Meet is on track, although it appears that MAAC did not include the event in the recent MAAC magazine. If you want a table, please call Erik for details. Terry Sears has now volunteered to help out in the future and will be learning the ropes from Erik. Thanks to Erik and Terry for supporting this important fund raiser for the Club.

John announced that Clair Murray, our South East Zone MAAC Director, had agreed to visit and attend our meeting and to say a few words.

Clair has recently taken over from Bob Hudson as

the South East Zone Director. Clair had been Bob Hudson's number two for many years and recently Bob asked him if he would be willing to take over the role of Zone Director and so, here he is! It's a unique position said Clair and also one that not many people want to do.

Clair started off by saying that he usually gets involved with small groups and on an informal basis, so addressing a meeting with such a large Club membership turnout was a bit different. OMFC he said is in MAAC's good books so to speak. We are a large Club with a good reputation and he thanked Brian Anderson and yours truly for the in depth information we had supplied to him re the OMFC flight training program in Lindsay some time ago. He was particularly impressed with OMFC's focus on safety issues within the training program. Clair admits that he has a safety issue "bent" and, in addition to being Zone Director, Clair is on the MAAC safety committee and is a great proponent of increased safety at our flying fields.

Clair got started in the hobby as a youngster, mucking about with balsa gliders, rubber powered models and then after finding out that the cost to get into RC in the 60's was "horrendous", he decided to take up control line flying, at his parents farm. However, he advised, he was pretty shaky at control line flying and this avenue did not work out too well for him .

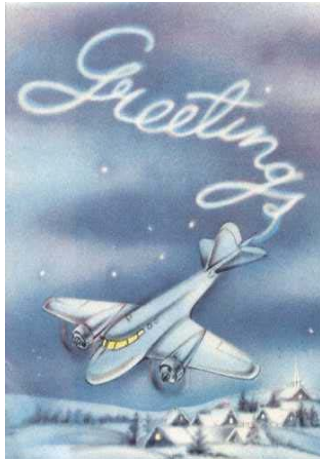
In the early 90's, his son had joined the Air Cadets and he and his son joined the Keswick RC club to learn how to fly RC. His son got his wings before he did and his son ended up teaching him to fly! Even at this early stage, Clair was interested in improving flight safety. One day while flying at the field with his son, an aircraft flying at high speed in knife edge flight, zoomed past his son's face not more than a few feet away. His son said he could feel the air flow rush by his face. The event was reviewed by MAAC but this close call made Clair more determined to get involved and that is when he joined the MAAC safety committee and he is still there today. In those days advised Clair, all you had to do to get your wings was take off, do a figure eight and land.

There was lots of discussion at this point from the floor about the various issues facing MAAC and the need for even more safety, and the role of the MAAC Insurance Advisory Group [which yours truly is on due to some 35 years in heavy commercial insurance]. Clair talked about these changes and, when questioned, yours truly advised that yes there had been lots of issues and

changes taking place during the year relating to the insurance program and that some coverage limitations have taken place. Happily, we have just been advised by our Insurer that if we do have an errant member causing a claim as a result of negligent/dangerous activity, breaking MAAC or club rules and voiding policy conditions, the Insurer will now continue to protect MAAC, the clubs and field owners even as the Insurer may not protect and defend the errant member "who will possibly be out there on his own". There will be official notification of this information by MAAC in the near future. Yours truly also advised that many of the changes were Insurer driven and not just as a result of our overall claims experience to date. The total MAAC/club/membership insurance premium versus the potential risk involved is not something many Insurers want to get involved with.

Rodger Young asked Clair how many safety issues in any one year did he get involved with and Clair alluded to the recent changes in the MAAC safety code and the cross over between the Safety group and the Insurance Advisory Group plus the fact that many issues are now driven by the Insurers.....all of the fairly recent field modifications and signs being a case in point. Rodger then brought up the situation where a few years ago, we were trying to oust a member for repeatedly ignoring club safety rules and, at the same time, we as a Club felt that he should have had his flying privileges rescinded and his MAAC insurance taken away. We got zero club support from MAAC and, in fact, ended up with a lecture from MAAC. Surely, said Rodger, it's in all our interests to get rid of a bad apple. Clair felt that the pendulum was now swinging the other way, pointing out that a new MAAC safety package had recently been released and was posted in the MAAC Magazine. [The bad apple issue Rodger raised will be the subject of further Club review].

Clair started to talk about the fact that MAAC will now be appointing an insurance adjustor for personal injury claims in the future and went on to say that our field caution signs are very important and that if one goes missing, clubs must replace them; he further feels we should even display these signs at swap meets [Clair cited exploding batteries and gave some graphic examples as one good reason for the signs].





In addition to the adjustor and field signs, there will be new field procedures for members to follow in the event of any incident likely to give rise to a claim. These include seeking medical attention, taking photographs where possible, keeping first aid kits [many clubs do not have first aid kits available] and water for eye and other incidents. Yours truly then interjected and advised that a new

field notice board will be created which will detail what to do in the event of an incident, complete with phone numbers of who to call and other actions to take. The introduction of an adjustor has come into the picture in order to get a quick “hands on” approach to any personal injury issue to control the situation right from the start. Yours truly also pointed out that if anyone is injured by an aircraft and has to go to hospital,.....the hospital can and probably will look for someone to pay the bill as this type of accident is outside the general accident situation envisaged by OHIP. Any meaningful hospital stay could be very expensive and someone may well be required to pick up this cost.

Clair went on to talk about his early teaching years and advised that he was involved in flight training but only with very small groups. Initially, he was training older people who had a host of issues, not the least was poor eyesight and coordination problems. He said he was surprised when he found out about the size and scope of the OMFC flight training school which is probably the largest in the country and again was very complimentary to Brian Anderson and yours truly about our doing it “the way it should be done”. To be fair, the OMFC program has essentially been in effect for 10 years or more and each new CFI has added to the program or improved it somewhat along the way, so the pat on the back belongs equally to all those who have gone before [Wayne McKee and Rodger Young, to name just a couple of earlier CFI’s].

Clair also mentioned that he came to the OMFC flight training open house session last year where students bring their first timer trainers to be checked out and he said he was impressed by what he saw and heard. Clair stated that, in his view, students should realize that it is a privilege to be taught how to fly and that safety issues are a prime requisite of that training.

He urged any student flyers in the room to really listen to what the instructors have to say while they are in training.

As the new South East Zone Director, Clair will soon be arranging a meeting of all 47 clubs in the Zone and the focus will be on flight training and safety, and OMFC will be asked to take a role at this proposed meeting.

Clair has yet another role and that is President of the Toronto Electric club. They have quite a lot of foamies; one club member came up to him last year with a Walmart foamie wanting to try for his Wings.....the aircraft he had was very small, had no wheels, and had received no safety checks.....the student almost hit him with the plane.....he did not get his Wings. Clair wants to start a training program based on the OMFC model and also wants to get some quality tables like the ones we have adopted. Too many electric modelers feel they do not need restraining devices but they had an issue this year where a large model on an opened ended table with no tie downs, took off at full throttle when the battery was inserted. The radio had the throttle control reversed. Unlike a gas engine, electrics tend to keep running no matter what and this model created havoc before someone realized what had happened and shut it down. Clair also feels that indoor flying “safety” also needs to be addressed, especially where big electric models are involved. He was at a recent meet and someone was flying a T REX 600 helicopter. Now this is a large model with fairly large carbon fiber blades. If something does go wrong with the proximity to lots of people.....just think about it. For a start, this type of helicopter should only be flown outdoors, not in a relatively small contained area. We must err on the side of safety. He is not saying no helies.....let’s just be safety conscious.



Alex Sorenson asked if there had been any audit performed on the type of accident/incident causing the most problems over the years. Clair felt aircraft out of control and hitting cars in the parking lot was the biggest “frequency” problem. He felt our safety net approach might be a way to go forward, but the concept has it’s challengers.

Jody McConnell asked about the MAAC Insurance deductible which Claire advised is \$5,000 each and every claim. MAAC retains \$4,500 of this amount. The remaining \$500 is split equally between the club involved and the club member who is responsible, to the tune of \$250 each. [This seemed to come as a surprise to some members]. It was also noted that if any member is flying at a club other than the one in which he is a member and causes an accident, he could be held responsible for the entire \$500.



Rodger Young asked if an instructor was involved in an accident during flight instruction would the instructor be held liable for the \$250, and Claire responded by saying that if the instructor was the person in control, probably yes. Brian Anderson then interjected and stated that as an instructor [and CFI], he would expect the Club to pick up this responsibility and said he will in fact bring it up at the next OMFC executive meeting.

Some more general discussion ensued before coffee and socializing.

The meeting was called shortly thereafter.



Old timer photos from Dave Slote

## *Executive Meeting*

- Lots of discussion about the MAAC insurance and the proposed new signage re “what to do and who to call” in the event of an accident, and more discussion will be taking place in the new year.
- Also much discussion on possible changes to OMFC’s safety rules. One change under discussion was helicopter flying. It had been envisaged that helicopter flying could take place in the area on the left elbow side at both fields. It has now been decided that this area should be left for engine tuning etc. and helicopters must be flown from the five pads used for regular aircraft. It is considered too dangerous to basically allow a helicopter to be flown essentially behind the normal flight line and behind pilots who are flying regular aircraft. If something goes wrong, a regular aircraft pilot may not see a chopper heading directly for him from behind. Flying “out front” like regular aircraft is the way to go. It will require members to stand down to allow a helicopter pilot to have free airspace when flying at either field.
- The Executive has agreed that in the event of an instructor being in control of an aircraft and an accident occurs during training, that the Club will pick up 100% of the insurance deductible. There will be more discussion on other aspects of the insurance deductible in the New Year.
- The Air Show was discussed for 2010 and a date was set aside if the event takes place, and that is Father’s Day, Sunday, June 20th. Don Wilding and John Pretty will be running with the ball. Jim Eichenberg and Frank Pilih will be responsible for safety and for pilot selection. [Hi Jim, you read it here first!]
- The Electric “FUN FLY” date will be Sunday, June 6th and “as usual”, will be run by Jack Linghorne.

## *Closing Comments*

At our January meeting, we will have the talk on fiberglass; how to make cowls/wheel pants and what products to use. Also, we will raffle off a complete fiberglass kit.... all the stuff you need to make beautiful cowls and wheel pants. It’s much easier than you think...honest!

And again, on behalf of OMFC,.....

***Merry Christmas/Happy Holidays  
And..... a Sparkling New Year!***

## OMFC 2009/2010 Executive

<b>President:</b>	Percy Ford-Smith	<b>North Field Manager:</b>	Bill Funnell
<b>Vice President:</b>	John Pretty	<b>South Field Manager:</b>	Frank Pilih
<b>Past President:</b>	Don Wilding	<b>Social Director:</b>	Terry Sears
<b>Chief Flying Instructor:</b>	Brian Anderson	<b>Field Acquisition Mgr.:</b>	Mike McDermott
<b>Assistant CFI:</b>	Mike McDermott		
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## OMFC Meeting Dates for 2010

<u>Date</u>	<u>Event</u>	<u>Contact Person</u>
Monday, January 4th	Regular Meeting	Percy Ford— Smith
Monday, February 1st	Regular Meeting	Percy Ford—Smith
Monday, March 1st	Regular Meeting	Percy Ford—Smith
Monday, April 5th	Regular Meeting	Percy Ford—Smith
Monday, May 3rd	Regular Meeting	Percy Ford—Smith

## OMFC Event Dates for 2010

<u>Date</u>	<u>Event</u>	<u>Event Director</u>
Sunday, June 6th	Electric fun Fly	Jack Linghorn
Saturday, June 20th	Air Show	Don Wilding/ John Pretty