

OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club
February 2002

2002 O.M.F.C. SWAP SHOP



Work on the 2002 swap meet started last October when I placed the ad in the MAAC magazine. As usual, nothing much happened for the first couple of months, but phone calls, emails, and table registrations gradually increased as the date neared. During the week prior to February 3 the weather was blustery with a couple of snowfalls (that actually needed clearing). However February 3 dawned clear with the temperature hovering around zero. Perfect weather to drive over to see what treasures could be found.

The tables were received on Friday afternoon and set up with assistance from my two sons and one girl friend. (She supervised). I arrived at the union hall about 7:30 A.M. on Sunday morning to let the exhibitors in the set up before 8:30. It didn't take long before crowds were pounding down the doors to find their treasures.

In total we rented 21 tables to a combination of dealers, exhibitors, and members looking to make deals and we had 118 paying customers. I think they were all in the hall at the same time. There were times it was hard to move around. I have the impression that about 2/3 of the items offered were sold during the meet. It was successful for everyone who attended.

Many thanks to my wife for manning the entrance and collecting the fees, to my sons for helping with the setup, and to the club members for helping fold and stack the tables at the end. Andrew Orange manned the coffee and donut table and kept everyone happy.

Let me remind you of the two swap meets still to be held this year;

Whitby Aero Modelers on February 24. & Aurora Model Aircraft club on March 10.

This swap meet has been growing steadily and I look forward to running it again next year.

Erik Genzer

OMFC 2002/2003 Executive

President:	Tim Deel	North Field Manager:	Vince Watkins
Vice President:	Brian Anderson	South Field Manager:	Frank Pilih
Past President:	Erik Genzer	Social Director:	Andrew Orange
Chief Flying Instructor:	Rodger Young	Field Acquisition Manager:	Mike Ross & Wayne McKee
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ARF's VS BUILD IT YOURSELF

Over the past few years, the number of ARFs appearing on the market has increased so much that they have become somewhat of an icon in this hobby. Everywhere you look in the model magazines are advertisements for a new ARF or ARC. They dominate the pages to the point where they want you to believe that this is the only way to go and that building a plane from scratch, or a kit is now obsolete. You can now build a plane in a couple of days, or in some cases even hours. I ask you this, "Where is the satisfaction in that"?!

Where is the pride, doing nothing but the final assembly on something that was made in a foreign country, in what some have called airplane sweat shops?! These planes are knocked out at around 100 or more per day and every one is exactly the same as the one before it and the one after - so much for ones' imagination. Yes it takes time to build that special model you fell in love with, but when it is finally finished, even if it isn't as perfect as you had envisioned, YOU built it with your own two hands. Your blood, sweat, and tears went into it and to see that creation of yours fly for the first time, now that's what I call pride of ownership!

You can enter that model in the club beauty contest and say to everyone who asks, "I built it myself" and can pass on to others what you liked and disliked about the kit thus educating the next guy to fall in love with that model. We can learn so much from a kit and pass on the things we learn to the next guy. By doing that we can continue to call ourselves modelers, and not buyers and flyers. To you guys out there who say I don't have the time to build, I ask you this - when do you get the time to fly then? To you guys who say I don't know how to build, that's what we have this great club of ours for. The years of knowledge and experience that this club has to offer is enormous, and anyone who has a question can get an answer that they can be sure will work for them. I myself have over 30 years in the hobby and I am always available to help out with any problem. All you have to do is ask and I'm sure that goes for the rest of the members in the club. Do yourself a favor the next time you want that new plane - try building it yourself instead of taking the ARF route. Try it, I think you'll like it and be proud of what you have accomplished..

Submitted by Steve Raby

OMFC Dates for 2001 Season

March	4th, 2002	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd, Oakville
April	1st, 2002	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
May	7, 2001 26, 2001	OMFC Beauty Contest 7:30 PM, Unit 13, 785 Pacific Rd., Oakville OMFC Electric Fun Fly, (John McNicol) North Field

OAKVILLE MODEL FLYING CLUB INSTRUCTORS MEETING

Monday, February 4th, 2002

1. Attendance

- | | |
|---------------------------------|--------------------------|
| 1.1. Rodger Young - facilitator | 1.11. Kanski, Cris |
| 1.2. Ahmad, Maqsood | 1.12. McKee, Wayne |
| 1.3. Anderson, Brian | 1.13. Ross, Michael |
| 1.4. Armstrong, Bert | 1.14. Vanderbeek, Henry |
| 1.5. Bridges, James | 1.15. Vasiliadis, Kim |
| 1.6. Deel, Timothy | 1.16. Watkins, Vincent |
| 1.7. Eichenberg, James | 1.17. Genzer, Eric* |
| 1.8. Els, Richard | 1.18. Orange, Andrew* |
| 1.9. Hammond, Thomas | 1.19. Ross, John* |
| 1.10. Kaminsky, John | 1.20. Schmitter, Helmut* |

* - Indicates an active participant but not wanting "Official Instructor" status.

2. "Objectives"

As CFI, I would like the support from the instructors of OMFC to help accomplish the following objectives:

- 2.1. *"A normal, middle aged, average skilled student who attends two sessions of instruction classes per week should be able to obtain their wings within one complete flying season. A complete flying season starts after Victoria Day and ends on Labour Day."*
- 2.2. *"To promote an atmosphere where students may learn the safe and fun operation of model aircraft."*
- 2.3. *"To produce competent and safe pilots that will be a credit to the reputation of the OAKVILLE MODEL FLYING CLUB when they fly their aircraft at another club's airfield."*

3. "Brainstorming Ideas"

An open call from the instructors, students and members for suggestions in a "brain storming fashion" to help meet our objectives.

- 3.1. After many a request, both verbally and written in the FliteLine, there was one written recommendation from the students and members. A couple of verbal suggestions (comments) were made over the past season but many of these require changes to the Constitution and others were considered in the lists below.
- 3.2. The "brain storming" suggestions to be implemented are as follows
 - 3.2.1. Have fun. Both the students and the instructors should enjoy their instruction times. The instructors should remind themselves periodically the difficulties that they had in learning "way back when". The students must remind themselves that the instructor's time is voluntary and that the student is being given the privilege of instruction... not the right. "Cool your jets and sit back and enjoy it."
 - 3.2.2. An increased emphasis on safety. This should be emphasized in, both, ground school and during instruction.
 - 3.2.3. The instructor should clearly define an objective for the student during each and every flight. Both, the objective and after-flight feedback should be discussed and written into the student logbook.
 - 3.2.4. The student must log each flight in his or her flight logbook and be signed by the instructor. Discussed and agreed that a more comprehensive logbook format would be beneficial. Helmut will obtain an example from the Burlington club. The student is reminded to make sure all flights are logged and signed. No credit will be given for un-logged flights.
 - 3.2.5. Instructors are to force the students into smaller or tighter circuits. This will benefit both the students learning and the overall safety with respect to our neighbors. The instructors are required to take over control of the "buddy-box" when the student is half way toward either the tree line (golf course) at the northeast end of the field or half way to Trafalgar or Britannia Roads. Instructors are also to take control if the student approaches the flight line, the school or BMX properties. These requirements exist even if the student appears to be "in control".

- 3.2.6. The existing number of flying sessions per week is sufficient and a new time slot would only require instructor and mechanic resources that we do not have. Agreed that it would be more constructive to ensure that existing resources be more equally allocated to the three time slots and specifically ensure that instructor availability concerns for Saturday mornings are addressed. (See section 4)
- 3.2.7. Richard Els has agreed to perform the very important task of “Flight Coordinator”. His duties involve making sure each student is ready for his or her instruction, as an instructor becomes available.
- 3.2.8. Enrollment in the OMFC Flight School is mandatory. Registration forms will be available from either the Web page at www.omfc.org <<http://www.omfc.org>> or the Secretary or the CFI. **This includes carry over students from previous years.** No charges will be applicable for registration. Registration is for administration purposes only so that we have a definitive count of students and to ensure we have accurate and up to date information for the club database. This will ensure we have no more incorrectly spelled or missing “Wings” certificates at the end of the season. Registration also will ensure that the student is aware of the conditions for instruction. Remember that junior students require parental attendance at the field.
- 3.2.9. The student enrollment form will include a section describing the aircraft. Models must be of the “trainer” category to be eligible for instruction.
- 3.2.10. Successful completion of the OMFC Ground School is a prerequisite to begin flight instruction. This will dictate that Ground School **must** be offered before the beginning of the flying season and also as required periodically throughout the flying season. Students enrolling during the flying season must wait until the next available ground school before beginning instruction. **Existing carry over students from previous years must also complete the new ground school. Remember... no ground school certificate = no instruction.** As an aside, I would suggest that new students who are waiting for the next available ground school be given the courtesy and privilege of seeing their plane in test flight and a few attempts at controlling the sticks either before or after a school session.
- 3.2.11. Successful completion of the ground school will require passing of a written examination of the students knowledge of:
 - 3.2.11.1. MAAC rules and regulations
 - 3.2.11.2. OMFC rules and regulations
 - 3.2.11.3. Radio impound and frequency control procedures
 - 3.2.11.4. Radio range check procedures.
 - 3.2.11.5. Basic radio and control installation, setup and charging
 - 3.2.11.6. Basic engine installation, setup and maintenance.
 - 3.2.11.7. Basic aerodynamics as it relates to:
 - 3.2.11.7.1. Pitch, roll and yaw axis of movement
 - 3.2.11.7.2. Lift, weight, thrust and drag forces acting on the aircraft
 - 3.2.11.7.3. Center of gravity and aerodynamic center
- 3.2.12. Instructors are required to keep the individual lesson to a maximum of 12 minutes. This includes the student starting his or her plane, the instructor discussing the objective and the feedback to the student after the flight. Therefore, I would suggest to all students to have their plane running and waiting for the instructor so as to not take away that time from their lesson. One to two minutes of the time should be used in discussion with the student after the flight. Make sure the student has the opportunity to know what he or she is doing right and where they need additional practice.
- 3.2.13. Agreed to create a specific “starting area” near the take-off end of the runway. Mike Ross agreed to design and build a complete portable starting station for the school. The starting station should include:
 - 3.2.13.1. Starter complete with sufficient battery that will not require undue frequency of charging
 - 3.2.13.2. Glow drivers that can be recharged from the starter battery
 - 3.2.13.3. “Chicken-sticks”
 - 3.2.13.4. Basic tools
 - 3.2.13.5. Inventory of glow plugs and props to be purchased by the student, if required.
 - 3.2.13.6. Minimum of two sets of aircraft “tie-downs.” All aircraft are to be secured before starting. No student or instructor is to reach over or around the propeller. All adjustments are to be made from behind the propeller.
 - 3.2.13.7. Basic tachometer
 - 3.2.13.8. Voltmeter, including an approximate 600 ma load. Voltmeter to be suitable for both Futaba and JR receptacles.
 - 3.2.13.9. Other items as required (to be determined by Mike Ross)
- 3.2.14. Instructors are requested to emphasize “slow flight”. Any fool can fly an airplane fast. Controlled “slow flight” and “approach pattern” is a requirement before landing can be attempted.

- 3.2.15. Instructors are requested to emphasize “trimming”. Students must be trained to trim their aircraft for constant altitude at various speeds.
- 3.2.16. Instructors are required to follow the curriculum as laid out in the flight manual. There are 12 blocks of instruction that must be followed in sequence and signed off and dated by at least two instructors. This does not mean that a student may not be starting into the next block before completing the present one. I cannot foresee a situation where a student would be working on three or four blocks in advance of a signed off block. These blocks provide specific milestones and feedback to both the student and the instructor
- 3.2.17. Agreed that the school must create a group of people for “ground crew” or “mechanics”.
- 3.2.17.1. All student aircraft must display a certificate of airworthiness to be issued by the mechanics group. The Certificate of Air Worthiness (C of A) is voided after:
 - 3.2.17.1.1. After any incident that requires re-gluing.
 - 3.2.17.1.2. After any incident that requires repairs to the covering.
 - 3.2.17.1.3. After any incident that involves radio control failure.
 - 3.2.17.1.4. After any major changes made by the student.
 - 3.2.17.1.5. In the opinion of an instructor, the airplane is not airworthy.
- 3.2.17.2. Poor flying or unreliable student aircraft will be withdrawn from instruction and given to the mechanics group for assistance in adjustments. This includes:
 - 3.2.17.2.1. Unreliable engines
 - 3.2.17.2.2. Misadjusted control linkages
 - 3.2.17.2.3. Poorly located C of G. Both forward and rearward.
 - 3.2.17.2.4. Bent or misadjusted landing gear.
 - 3.2.17.2.5. In the opinion of the instructor, the aircraft needs work.
- 3.2.17.3. Models with engine or mechanical problems that persist more than two consecutive flying sessions must be corrected and certified by the ground crew before further instruction time.
- 3.2.17.4. It will be the responsibility of the ground crew to test fly and certify an aircraft before it enters into the instruction cue.
- 3.2.18. Agreed that the students should be more proactive and possibly help teach each other during their waiting periods. A more advanced student could easily help in the “ground-crew” group.
- 3.2.19. Agreed that flight instruction is a privilege and not a student right.
- 3.2.20. An attendance sheet will be posted at the North Flying Field. This is only for feedback purposes to the administration of the flight school. For example, we need to know how many people attend each session.
- 3.2.21. The requirements for successfully completing the “wings” programme will require a written examination in addition to the flight test. The requirements for the written test are still under development. Preliminary requirements include:
 - 3.2.21.1. A complete knowledge of MAAC rules and regulations
 - 3.2.21.2. A complete knowledge of OMFC rules and regulations
 - 3.2.21.3. Display a reasonable knowledge of field etiquette (OMFC and other club fields)
 - 3.2.21.4. Display a total regard for safety above all else. Even to the point of risking damage to his or her aircraft to avoid an unsafe incident.
 - 3.2.21.5. Basic Aerodynamics
 - 3.2.21.6. Reasonable control of an aircraft as explained in the flight manual. This will include reasonable control under abnormal conditions.
 - 3.2.21.7. The average number of logged flights to be approximately 54. (This number may change as more info is gathered) This number is based upon 9 flying hours at 6 flights per hour. This number also agrees with our objective since there is approximately 12 weeks of flying at 3 sessions per week. If each student gets 3 flights per session attended and they attend 2 sessions per week, then they have 72 flights available to them. This requirement does not mean that some students may require more or less flights at the total discretion of the CFI. Also, during the solo or probation flying period, the student should be able to significantly increase the 3 flights per session. The student is reminded to make sure all flights are logged and signed. No credit will be given for un-logged flights.
- 3.3. The “brain storming” suggestions that require further investigation are as follows:
 - 3.3.1. Discussed the age-old subject of consistent terms. (i.e. “back stick” vs. “elevator” vs. “up” vs. “pull back”) No consensus was obtained regarding terms but agreed that more consistency would be a benefit.
 - 3.3.2. Designate specific instruction sessions to each student.
 - 3.3.3. Graduated License (Wings). This should be considered for Constitutional changes next year.
 - 3.3.4. Simulators available at the flying field or ground school
 - 3.3.5. A separate night for the mechanics

- 3.3.6. Create a brochure that describes the different planes and terms. (Hobby Hobby)
 - 3.3.7. Video for Instructors (Wayne McKee has training room). We can look in Toledo this year to see what is available.
 - 3.3.8. Change the Saturday session time slot to another evening session during the week. Since we appear to have problems getting sufficient instructors for Saturday, we could consider changing to another evening session. The drawback to this is that there may be some students, especially juniors, who may not be able to attend during the evening. Saturday mornings allow for greater flexibility in student schedules.
- 3.4. The “brain storming” suggestions that were discarded are as follows:
- 3.4.1. Do nothing
 - 3.4.2. Probation or solo flying students at the South field. This does not restrict, or encourage, some of our regular South Field flyers that also happen to be official instructors who want to assist a select student or two during the weekday. This is totally up to the regular flyers at the South Field. The student is reminded to make sure all flights are logged and signed. No credit will be given for un-logged flights.
 - 3.4.3. Increase the number of training sessions (i.e. 4 / week). We do not have enough instructors now let alone the ones that would be needed for an additional session per week.
 - 3.4.4. Limit class size
 - 3.4.5. Six planes in the sky at once
 - 3.4.6. Time limit to get wings. An over whelming number of instructors voted to discard this suggestion. We all know that some of our senior students take longer to learn but are the most appreciative and fun student to instruct.
 - 3.4.7. Payment. Discussed charging for flight school enrollment but was unanimously dismissed because the school wanted to retain their offered rather than their required services.
 - 3.4.8. Solo flights before mastering take-off and landing
 - 3.4.9. Minimum or maximum number of “buddy-box” flights
 - 3.4.10. Increase the time to say 15 or 20 minutes per flight lesson
 - 3.4.11. Designate specific students to an instructor. One of the strengths of our school is our versatility and cross-section of instructor skills and methods. It would be detrimental to learning to restrict a student to one instructor.
 - 3.4.12. Allow students to fly with other than “Official Instructors”. This would require Constitutional changes. Secondly, if any member wants to instruct then all he has to do is speak to the CFI. If that member is deemed qualified, then “Official Instructor” status will be granted. In the event of any dispute, that member may always appeal to the executive.

4. Schedule of “Official Instructors”:

- 4.1. Chief Flying Instructor - Rodger Young (905) 338-3879
- 4.2. Flight Coordinator - Richard Els (416) 255-3063
- 4.3. Tuesday Nights - 6:00 pm till dusk
 - 4.3.1. Jim Eichenberg (TL) (905) 849-9721
 - 4.3.2. Kim Vasiliadis (905) 824-6403
 - 4.3.3. Henry Vanderbeek (new instructor) (905) 844-1963
 - 4.3.4. Mike Ross (905) 338-5548
- 4.4. Thursday Nights - 6:00 pm till dusk
 - 4.4.1. Chris Kanski (TL) (905) 257-0762
 - 4.4.2. Wayne McKee (905) 820-1809
 - 4.4.3. Vincent Watkins (905) 821-8815
 - 4.4.4. Tim Deel (905) 829-1529
 - 4.4.5. Jeff Deel (apprentice) (905) 829-1529
- 4.5. Saturday Mornings - 9:00 am till noon
 - 4.5.1. Brian Anderson (TL) (905) 826-3168
 - 4.5.2. Thomas Hammond (905) 319-4275
 - 4.5.3. *Your name should be here*

- 4.6. Floating Instructors - no specific session commitment
- | | |
|-----------------------|----------------|
| 4.6.1. Jim Bridges | (905) 825-4004 |
| 4.6.2. John Kaminsky | (905) 820-2308 |
| 4.6.3. David Slote | (905) 567-1964 |
| 4.6.4. Maqsood Ahmad | (905) 281-8396 |
| 4.6.5. Bert Armstrong | (905) 567-0535 |
| 4.6.6. Frank Pilih | (416) 251-1619 |
- 4.7. The designation of (TL) above stands for “Team Leader”. Concerns that require immediate decisions are to be directed to the Team Leader of that session.
- 4.8. As can be seen from the number of instructor commitments for Saturday mornings, we still have a problem. Any support from either the weekday or floating instructors will help.
- 4.9. Instructors are requested to make a reasonable effort to honour their time commitments but we all know that instructors have personal lives too. If for any reason an instructor is unable to attend his designated time slot, please make every effort to get one of the floaters to fill in for you. We all realize that this is a volunteer position.
5. **“Carry Over” Resolutions from 2001 Season**
- 5.1. Instructors are requested to have the students planes taxi onto the runway at the leeward end and taxi off, after a flight, at the windward end. Taxiing down the runway or in front of the pilots should be minimized.
- 5.2. Instructors are discouraged from giving extra instruction at the North field outside of the regular session hours. The intent here is to give our open member pilots an equal opportunity to fly their aircraft without a student “buzz-box” flying uncontrollably around him. That said, if no one else is using the field... by all means... go ahead and instruct. If you do instruct on off hours... keep your flights to the 10 - 12 minute durations. Someone else may be waiting and not saying anything. John Kaminski and a few other instructors have in the past years started instructing during the middle of the afternoon since no one else was using the field. By all means, go ahead. This is strictly a courtesy thing and should not even have to be discussed, let alone enforced. The student is reminded to make sure all flights are logged and signed. No credit will be given for un-logged flights.
- 5.3. Students are strongly encouraged to have their own “Buddy-boxes”. The flight school may have some boxes available but it is not required to do so. Trimming and resetting a club “buddy-box” takes too much time from the student’s 10-minute flight. There will be no instruction without a “buddy-box” until the student can demonstrate reasonable control of the aircraft.
- 5.4. Instructors are required to get the students “yelling” out their intention to taxi, take-off, land, enter onto the field, etc. With the exception of David Slote, we have all been a little lacks in this requirement. David even goes as far as the other students at the flight line should verbally acknowledge the request. This is a very good practice.
- 5.5. “Official Instructors” will have a special nametag. This will allow the students to know who the instructors are and not have to say “hey you.” Similarly, the students are to write their name on the sticky tags provided. This is most important at the beginning of the season.
6. **Summary**
- 6.1. Despite the fact that this document appears to be very lengthy and formal, in many a case it is nothing more than documenting what has already existed.
- 6.2. The specific changes to the school can be summarized as follows:
- 6.2.1. An increased emphasis on safety
- Continue to better our public relations with our neighbors*
 - Minimize the possibility of injury to our pilots or the general public*
 - Reduce the student aircraft mortality*
- 6.2.2. Instructor to clearly define an objective for each flight and provide the feedback
- Accelerate learning*
- 6.2.3. Enrollment or registration in the Flight School to be formal and mandatory
- Better administration of the flight school*
 - Minimize the possibility of errors at the award ceremonies*
 - Less time spent at the field in administration and more on instruction*
- 6.2.4. Ground School is a prerequisite for flight instruction
- Minimize time spent at the field with Rules and Regulations*
 - Optimize the field time for flying instruction. Basics can be taught in the classroom*
 - Student will have a much better and necessary understanding of “how an airplane flies”*

- 6.2.5. An increased emphasis on the 12 minute lesson (including all after flight discussions)
More flights per session
Optimize the instructor and student attention span
- 6.2.6. A new starting area
Will make the Flight Coordinators job easier
Produce much less confusion which should translate into more flights per session
Minimize time spent by student with unreliable flight box equipment
An alternate student would be ready to take instruction in the event that the first-up plane has mechanical troubles - minimize wasted time
- 6.2.7. The creation of a more formal “ground-crew”
Better flying aircraft that will translate into easier and quicker learning
Student will receive better and more assistance in troubleshooting problems
Student will be more capable of maintaining his or her aircraft after graduation
- 6.2.8. A Certificate of Air Worthiness (C of A) for all student aircraft
Better flying aircraft that will translate into easier and quicker learning
This time spent by the student will be easily recovered by having a good flying aircraft
Will reinforce the idea of good mechanical installations
Make more instructor time available for “quality” instruction rather than existing with a poor flying aircraft
Eliminate the chronically ill aircraft from the instruction cue
Eliminate the wasted instructor time with students who refuse to keep their plane in good mechanical condition
Increase safety
Reduce student aircraft mortality rate
- 6.2.9. Written tests for both the Ground School and the Wings Certificate
Will produce a more knowledgeable graduate pilot
Provide a better picture for the CFI when evaluating the students capabilities
- 6.3. This is the largest number of changes, at one time, made to the school that I can remember. Any time we make this many changes; we will have corrected some problem areas while creating others. I am sure that some realignment will have to be made throughout the flying season.
- 6.4. We have made every effort to not over react to a small group of last year’s rebels but have also listened to and addressed their concerns.
- 6.5. As a team of instructors, mechanics and flight coordinators, we have agreed to support the OMFC Flight School. Suggestions and recommendations are always encouraged and welcome but we will react together as a team. We will discuss things as a team. We will make any further changes as a team. Anyone who feels the need to go “off on his or her own” will not be tolerated.
- 6.6. Now the hard part starts - we have to create a “ground-crew” team and that comes from member volunteers. Anyone interested?
- 6.7. I would sincerely like to thank all of the instructors for taking their personal time to participate in this valuable meeting. It is encouraging to see that most of these changes are developed from your ideas. You continue to make my job easier.
- 6.8. ***Let us have a safe and fun instructing season in 2002.***

Note: *New members with “Wings” status from other clubs or are “self-taught” and are applying for a check out flight require the following:*

A signed and dated photocopy of a valid “Wings” certificate

or

A signed and dated letter from their previous club stating that the applicant has safely piloted model aircraft for a specified period of time. The letter must be on club letterhead and signed by the CFI or President.

In the event that the applicant cannot provide the above, the applicant must enroll in the next available Ground School and into the Flight Instruction Programme. It is most probable that the applicant will only be required to fly, on a solo basis for a minimum amount of time, to display that he or she has an understanding of the club procedures and has reasonably safe control of the aircraft.

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