

# OMFC Fliteline

The Newsletter of the  
Oakville/Milton Flying Club  
February 2009



## Opening Comments

Hi y'all.....remember!! Sunday, March 1st is the OMFC Erik Genzer Swap Meet extravaganza. The event usually runs from 9.30 am till around 1.00 pm..... bring loads of cash! If you want to sell something with the proceeds to go to OMFC, just take the item down to the hall and give it to Erik.

## February Meeting

Percy Ford-Smith opened the meeting.....we had no new visitors or new members in attendance.

Percy gave the floor to Don Wilding who wanted to talk about the Air Show. As we all know said Don, attendance has been going down; we have not been making any money etc., etc.....plus, there is apparently little enthusiasm in the Club or in the Executive for the show to continue.

Well, said Don I think that the Air Show helps us with the community; it helps attract new members and the kids enjoy it. Over the years, we have given 6 tons of food plus some cash to the Food Bank. Therefore, I have agreed to take over the running of the Air Show with John Pretty. The revised later date which is Sunday June 21st [Fathers Day], should help pilots get more spring airtime and, hopefully, bring out the families again like days of yore! From the floor, Jodi McConnell felt the later date was a big plus.

Bert Anderson also expressed the view that the earlier date may have kept some families away as school exams were taking place at that time. Someone mentioned the Oakville Water Festival as a concern but Don advised that we cannot cover all bases. From the floor, Bob Zak said that we may have to contend with more heat with a later date but several members recalled last year's very wet and windy Spring which severely reduced practice flying time. My main concern said Don is pilots, and most pilots seem happier with the later date.

Don asked members to put up their hands if they have flown in one of the Air Shows??.....about 20 hands went up.....so how many of you are hoping to fly this year he asked.....about 6 hands went up. How many of you are willing to show up for Mall Shows asked Don and 20 plus hands went up.

In addition to the Air Show said Don, we are also planning at least 2 Mall Shows. Mall Shows attract people, and Club members who have participated have said that they enjoy the experience.

Someone suggested using the Oakville Mall. Bob Zak advised that while we had gone there a few years ago, the management made it clear that they really were not interested in having this event in the future. The event was moved to the Hopedale Mall and the people there worked well with the Club. Bert Armstrong asked if the Club was considering a Milton show and Don answered "yes".

At this time, Rodger Young jumped in with both feet wanting to know if a change in format was being considered .....Don asked what he meant and Rodger replied that he felt the Air Show has got stale. He went on to say that the event is not supported well; more help is needed, more advertising is needed and volunteers seem to be few and far between..... [None of these comments are far from the mark.....Club members have been slow in coming forward to help out in previous years and Bob Zak has carried a heavy load.]

Rodger reminded everyone in attendance about how much help this type of activity needs and he offered to jump in and support Don Wilding and John Pretty. "Well"...said Don.....looks like we have a committee and an Air Show!! With that, a list will be left on the table and, hopefully, a few more people will put their names down during the break.

Don pointed out that Bob Zak had a basic format listing the info and items that need to be addressed and that can be used as a base. Don felt that the Show seemed like a “go” and he would discuss it at the next Executive meeting.

We then had a coffee break and the raffle.

The list of winners looks like we have our very own lottery rigging going on. John Pretty [VP] won....Jim Eichenberg [ex everything in the Club] won and Don Wilding [Past Pres] won. Just before the draw, Percy was showing off the aircraft calendar that was included in the raffle and Steve Goldring asked if the draw could be held up so that he could buy a ticket....he had not realised that the calendar was included in the raffle. Well, guess who won the calendar?????..... Steve!

After the break, John Pretty stood to introduce our speaker for the night.....Percy Ford- Smith. Now it's not well known but Percy jumps out of planes .....600 times to date!

Here is Percy's story written by himself.

## ‘Percy Plummet’ Skydiver for hire, you call, we fall

I initially got an interest in skydiving from a TV program called “Rip Cord” in the fall of 1965. My first contact was to visit the flight lounge at the Mount Hope Airport just north of Hamilton. There just happen to be two people in the next hanger who were just about to go up for a jump and they needed a willing passenger to pay \$5 to be an observer. Being strapped in the rear seat on a Cessna 172, I got to see everything up close, including the entire free fall of the jumpers as the pilot banked the plane with the door poised downward. From that point on, I was hooked and wanted to personally experience what I had just seen.

In those days, it was quite an effort to get a plane owner that would allow you to use his plane and also to find a pilot that was willing to fly. Flying a jump plane is quite different as the first thing you do is remove the starboard door. This really impacts as it is now noisy, windy and cold inside the plane. Added to this you have a moving cargo as the jumpers begin to deplane. It a jump altitude of 2200 feet it is hard to get a pilot to put on the wheel brakes. This is necessary so a jumper can stand on the wheel in order to make a successful exit. Many times the pilot would remember

to apply brakes on the first student but not the second or third resulting in a very unorthodox exit.

My first jump was on February 6<sup>th</sup> of 1966. This was done as a static line jump, where the student back pack is attached to metal ring on the floor of the aircraft. Free fall is just a matter of 3-4 seconds as the static line opens the back pack and extends the whole canopy before it releases. Once open, the chute has the capability to “fly forward” at about 4 mph and can turn a complete circle in about 20 seconds. Steering really gives you the choice to pick the field you want to land in and not run into a tree. On that jump I got to within 40 yards of the target. I was elated and ready to go again. Our drop zone was in Binbrook and I can vividly remember riding back to Mount Hope sitting on the back deck of an MG. In the next sequence of jumps, I had to do through 5 static line jumps where I had to show the jumpmaster that I had the presence of mind to pull a dummy ripcord that had a yellow ribbon attached to it. After doing this I was able to exit on a 5 second delay and pull my own ripcord for the first time on my 8<sup>th</sup> jump. On my tenth jump, I got to go on my first demonstration jump and do a 10 second delay at a campground site called Courtcluff Park near Freelon. Still being a student, I was spotted (as to where to exit) by a jumpmaster and unceremoniously landed in a neighbour's front yard.

It wasn't too long before I heard of ‘Burnaby’ a proper drop zone with a dedicated plane and pilot near Welland. This plane was also a Cessna 172 but had all the upholstery removed as well as the right front seat and had a Snohomish door which was hinged on the top and opened up towards the wing. This place was a full time drop zone where they jumped every Saturday and Sunday and holidays and had a landing spot 40 feet in diameter filled with pea gravel to reduce the effect of a hard landing. They even had a target in the center which measured 6” in diameter.

Unfortunately, I had to return to school and resumed jumping in South Portland, Maine. Here I joined up with a group of ex US Army guys who had a Cessna 180 to jump from. Once again this meant no door in flight. It was here that I got my first 15 second delay. This was an important factor due to the fact that you reach terminal velocity after 12 seconds. That's where gravity is counteracted by wind resistance and is approximately 120 mph. It wasn't long before I was making 30 second jumps from 7500 ft and improving my ability to make a proper turn on course and eventually venturing into barrel rolls and the ever adrenalin producing back flip. In this period of jumping, it was a major accomplishment to just pass a baton stick, but it wasn't too long before we exchanged other things and even experimented with passing oranges and on one occasion tried to pass a water melon. [Ed note....”tried to pass??”]

On February 18<sup>th</sup> of 1977 our club (The Falling Stars) visited Manchester, New Hampshire, to compete in a “parashoeing” contest. This meant that one had to land as close as possible to a pair of snow shoes, take off the parachute harness and reserve, put on a set of snow shoes and run 100 yards. On my first jump, I was “spotted” by an unfamiliar jumpmaster and exited the Cessna 185, not over the drop zone, but over a frozen river. Not knowing the thickness of the ice or whether I could make it to land, I decided to go to the opposite shore of the river, where I landed between a set of railroad tracks and telephone lines. It was at this point where I decide that from now on, I would be doing my own spotting. On the next jump I did my own spotting and got the snow shoes on and ran the 100 yards in 55 seconds.

After returning to Portland, I purchased a state-of-the-art canopy called a Para Commander. This chute had a forward speed of 12 mph and had phenomenal turning characteristics. Accuracy on landing was in the 2-5 yards range and on my 35<sup>th</sup> jump did a ‘hook-up’ with another jumper. This means that two jumpers exit close together, and as they are in free fall, use their hands and feet to manoeuvre their bodies so they can join hands. This is extremely difficult at first as you have to match falling speeds and be sure that you don’t pass over the other person and lose your support, or even worse, have a mid-air collision.

It was on a demonstration jump in the Maine Mountains near Andover, that I got to do my first jump with a smoke grenade. This device is either hand held or taped to your boot and is used to let the crowd see you as you plummet to earth. This one, being hand held meant that since I didn’t start the smoke on time, it was still smoking after my chute opened and I got orange smoke all over my jumpsuit and harness. On another demonstration jump, we went up to Houlton, Maine and it was so windy that we actually got out of the plane over Canada and drifted back to land in the US. By now I had 50 jumps and doing jumps of 60 second delays from 12,500 feet with many manoeuvres and hook-ups and had chalked up fifteen minutes of free fall time.

[This is the end of chapter 1.....chapter 2 next Fliteline??? Percy did deliver his full speech but yours truly spent most of the time coughing his lungs up outside and did not take most of his talk down.....so Percy had to put to pen to paper.....sorry about that Percy.]

The meeting was closed.

## *Executive Meeting*

- Due to the enthusiasm shown at the February meeting and the signing up of many volunteers, the Air Show is on and set for Sunday, Father’s Day, June 21st.
- The Hopedale Mall Show date was set for June 6th.
- The outdoor North Oakville Mall show was set for Saturday, June 13th with a rain date of June 14th.
- Becoming an issue at flying fields is “smoking”. In future, the Club will be designating smoking areas at both fields which will be away from the pit and flying areas. Some members are smoking at or near the pit areas and some are leaving cigarette butts all over the place. Please use the smoking areas when they are set up. Thank you.
- An area at the extreme left of the North Field parking area will be cordoned off to allow vehicle access to the pit area. When you see the yellow tape there, please do not park in front of it thereby blocking the access route. Thank you.
- Student Ground School for 2009 is set for Tuesday, May 5th. Obviously, only new students will be required to attend to have their new aircraft checked out.
- The 2009 Flight School training will commence on Tuesday, May 19th and end on September 9th.
- Some of us are not displaying our MAAC and Club membership cards on our flight boxes. Please ensure that you display these items.....we have so many new members and we do not necessarily know who is a Club member with MAAC certification.

## *Closing Comments*

In last month’s Fliteline I noted our FFF firewood was donated by Larry Henley.....I screwed up; it was Larry Simmons.....Sorry Larry and Larry!

John McNicol has some photographic equipment for sale.....please see Page 5.

In the interest of bringing new product information to Club members....Bruce McFetridge [Hamilton RC Club] is involved in the selling of professional video type equipment/accessories that can fit **inside** your aircraft.....please see the advertisement attached to the back of Fliteline.

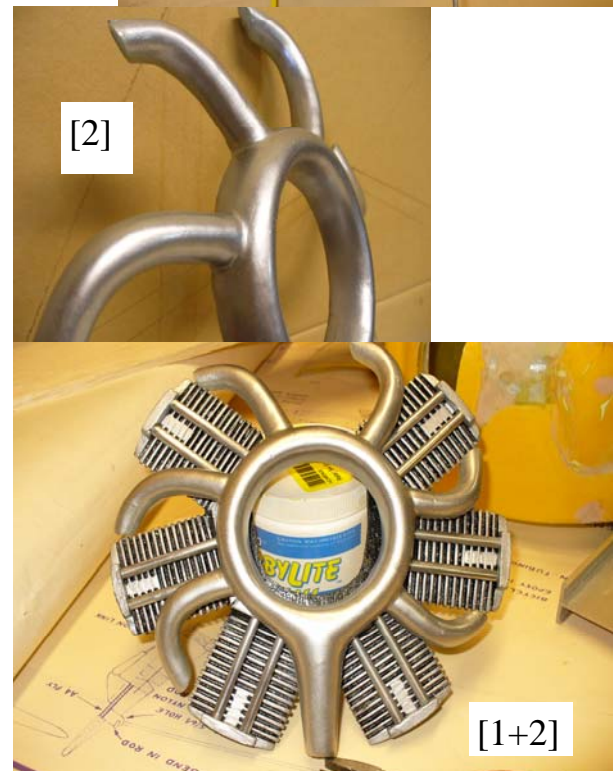
Bruce can be reached @ 905-338-6389 or by email at.... b.mcf@sympatico.ca

## *Ed's Bucker Jungmeister*

As most of you are aware, I "toted BIG TIME" my Bucker Jungmeister last summer and am building a new one from scratch.

The "hole" in the cowl is 8 1/4 inches in diameter and even an OS 120 looks lost on it's own. I, therefore, decided to remake my fake engine and have made up a new bulkhead [1] which represents 6 cylinders of the 7 cylinders this aircraft has. Now I have not attempted to make a "scale" fake engine....I have attempted to copy the OS 120 cylinders. [On my Zero fighter, I made a much more complex fake motor but I did not want to go to such lengths on the Bucker]. The bulkhead [1] is just flat plywood and is supported at the end of the motor mount and touches the aluminum cowl. The finning thereon is made from 1/16th balsa strips just glued to the plywood and the aluminum tubing is from Hobby Hobby just polished up a bit and glued on. The fake motor is then painted black and the finning silver paint put on with a fine paint brush. The exhaust gathering ring [2] is made up from blue insulating foam. This stuff is light, can be cut, sanded, glued etc.. I just made a donut then cut out the "C" shaped exhaust pipes also from the foam, and sanded it all till I was happy with the shape and finish. I then put 1/2 ounce fiberglass around the donut and pipes. When dry, a gentle sanding, then glue on the pipes and wrap small pieces of fiberglass over the joints where the donut and pipes join. Again, when dry, sand to shape and finish with a quick aerosol spray paint job and it's done. I am very pleased with my new gathering ring which I feel has turned out better than my first one. It really does not take much time to make aircraft body parts from foam. As I said above, I could have gone on to make a more perfect product but it looks just fine, as is, to me.

I have made up foam intakes for my Hurricane. You make the outside solid shape, glass it and then hollow it out. ...easy, light and very realistic.



### Photographic items for sale

- 1. Two Bowens strobe lights with stands and umbrella type reflectors. Original cost over \$ 2000. Including carrying bags
- 2. Beseler 4 x 5 enlarger with cold light head modified by Zone VI.
- 3, Vivitar 6 x 6 cm enlarger with colour head. Extra lenses for both enlargers

All of the above equipment is in excellent condition. \$750 the lot .....or best offer.

Please call me if you have questions at 905-821-9629 or email me at john.mcnicol@sympatico.ca

John McNicol

Dramatic "Sound Barrier" photographs sent in by Andre Czarnecki.....thanks Andre!



Wonder why this flight was delayed?? Take a look at the BIG pussy cats enjoying the shade. Unfortunately I kept the picture and lost the member email!



Oldest Boeing Airliner.....sent in by half a dozen members, including Dan Morgan, Manny Eiberger and Wayne McKee.....thanks guys.



# That's all Folks!

## OMFC 2009 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>	Jack Devito
<b>Chief Flying Instructor:</b>	Brian Anderson	<b>Field Acquisition Mgr.:</b>	Mike McDermott
<b>Assistant CFI:</b>	Mike McDermott		
<b>Web Master:</b>	Bert Armstrong	bert@virtuhost.com	
<b>Secretary Treasurer:</b>	John Ross	<b>Fliteline Editor:</b>	Mike McDermott
	1339 Grosvenor Street		mike.mcdermott@sympatico.ca
	Oakville, Ontario		
	L6H 3L4		
	Telephone: 905-845-8789		

## OMFC Meeting Dates for 2009

<u>Date</u>	<u>Event</u>	<u>Contact Person</u>
Monday, April 6th	Meeting	Percy Ford-Smith
Monday, May 4th	Meeting/Possible Beauty Contest.	Percy Ford-Smith

## OMFC Event Dates for 2009

<u>Date</u>	<u>Event</u>	<u>Event Director</u>
Sunday, March 1st	Swap Meet	Erik Genzer
Tuesday, May 5th	Ground School [new students only]	Brian Anderson
Tuesday, May 19th	Start of Flight School	Brian Anderson
Saturday, June 6th	Hopedale Mall Show	Don Wilding
Saturday, June 6th	Electric Fun Fly	Jack Linghorne
Saturday, June 13th [14th rain date]	North Oakville Mall Show	Don Wilding
Sunday, June 21st	OMFC Air Show	Don Wilding
Sunday, August 9th / Monday, August 10th	Glider Aerotow	Frank Pilih
Tuesday, September 9th	End of Flight School	Brian Anderson



Actual video stills



Suction cup included.

The Motorsports HERO Wide is a waterproof wireless digital video camera for motorsports. Its quick-release design simplifies quick mounting the camera to your car, motorcycle, helmet, etc. Developed at the track, the camera shoots 1080p resolution 30 fps wide-angle video with sound (turned up or down), captures the g-force, speed, and angle of driving (or riding) at the limit, records 56 minutes of video to a 32GB SD card (not included). 3 higher capacity AAA batteries will last for 2 hours of video recording. Also shoots 5 megapixel still photos and a photo every 2 seconds; mode makes automatic photo taking simple. It includes image camera, focusing quick-release mounts for surface baseplates, curved surface baseplates, and universal triple pivot suction cup. Works in sub-zero temperatures when using Energizer Lithium batteries.

Specifications/Details

Model / Color	1 Motorsports HERO Wide / Black
Area / System	Class 10, 170MBps min RW
Features / Extension	Auto
Resolution / Maximum Frame Rate	1080p, up to 30 FPS
Video / Video	1920 x 1080 pixels, 30 FPS, 1080i, 720p, 720i, 480p, 480i
Self-Timer / Continuous Shooting	15s
PC Extension / Manufacturer	2008 / 2008, video included / iStockphoto.com
Weight / Dimensions	200g, 70 x 40 x 25 mm
Operating System / Software / Application	Windows, Mac OS X, Linux, Android

56 minutes of 1080p video recorded at 30 fps (video using a 32GB SD card not included)

- 3x sequences with photo burst
- Auto Photo Every 2 or 5 seconds mode
- Adjustable sound recording levels
- Lithium batteries recommended - 2hrs video capture or 1945 photos at 5fps (every 3 seconds) made with 32GB SD
- Waterproof 100'
- 1 year warranty



GoPro  
Be a HERO.  
Sports Camera System

Motorsports  
**HERO** WIDE  
On-board video camera