

# OMFC Fliteline

The Newsletter of the  
Oakville/Milton Flying Club  
February 2011



- Gord Weeks discussed the setups for proper take-offs and landings of models – how to fly circuits and how to ensure proper use of the runways.
- Denis Dubois led a discussion on how his club goes about organizing a flight instruction program, with examples on how his club approaches the subject.
- Doug Anderson of the Long Sault Flyers gave his insights into setting up, organizing and running scale events.
- The discussion format at the zone meeting was very well received, and more of this style will be held in the future.

Hi y'all.....hope you are all handling this somewhat tougher than normal Winter well. We have had a few warm days lately, so Spring really is on it's way. Club members are flying at the North Field and it will not be long before we are complaining of the heat again. Bring it on!!

## *February Meeting*

Yours truly missed the February meeting [skiing in Sun-Peaks, B.C.] and Andy Sulkowski reported on the meeting; here are his notes of the meeting. Thanks again Andy for steeping into the breach!!

The meeting was brought to order by President John Pretty with 22 members in attendance.

The first order of business was a report by Jim Eichenberg on the special MAAC S.E. Zone meeting held to elect a new Deputy Zone Director. Bill Thorne agreed to let his name stand for nomination, and he was elected by acclamation, so Bill is now our DZD. Congratulations.

Following the above elections, four discussion sessions were held:

- Jim Eichenberg gave a talk on 'the obtaining and retaining of new members'. A very timely topic for both MAAC and its member clubs, as the new insurance rules allows people to fly anywhere (with permission) regardless of whether they fly at club sites or not. This is naturally affecting the numbers of flyers who actually join clubs (ours included).

Next was a series of reports on OMFC 2011 upcoming events.

First up is the Swap meet on February 13<sup>th</sup>. Erik Genzer reported that most of the tables have already been rented (16 of 17), and there will be some commercial entries included.

The OMFC Annual Beauty Contest, held at the May meeting, is on for this year. The categories so far are Kit/Scratch built, ARF, and a new one "previously flown and rebuilt". That one should be interesting – we've all got something in that category!

The Annual Air Show will again be held on Fathers' Day this year. There followed a discussion as to the fate of the two static (mall) shows. Most members felt that the current set-up, while providing some entertainment for a small section of the public, was not really helping the Club acquire new members. It was decided that both the Hopedale Mall and the Upper Oakville Mall shows would not be held this year. Instead, the Executive would consider other ways of generating positive publicity for the Club – perhaps a presence at local festivals, or talks/demonstrations at schools, colleges or youth organizations. The remaining summer events are as listed in the Fliteline. Jim Eichenberg reported that the annual Pattern Contest will be held on the weekend of August 13<sup>th</sup> – 14<sup>th</sup>. There was also a brief discussion on a proposed Scale Fun-Fly, to be held at the end of the season (probably a date in September), but the MAAC calendar would have to be checked first to avoid conflicts with already scheduled events.

Jim gave us a brief summary of the Club's financial position. Despite the large outlay for the grass-cutting equipment and the fact that we are only at just over 100 members, our position is quite good (positive bank balance). The North Field lease has been renewed, and Milton has agreed to keep the lease cost steady (beyond C. O.L. increases) for the next several years. We will pay the South Field lease in March as per usual, and will continue to do so on a year-to-year basis until Great Gulf Homes notifies us that we must vacate.

That concluded the business portion of the meeting. The meeting was adjourned for a coffee break and to give everyone time to get their raffle tickets.

The break was followed by the evening's feature speaker. Bill Funnell introduced Carl Groskorth, a retired Air Canada and RCAF pilot.

Carl is currently the CFI and Past President of the Halton Hills Model Flying Club; his topic for the evening was his experiences flying the F-86 Sabre Jet for the RCAF. Carl joined the Air Cadets in 1953, and got his private pilot's license through a flying scholarship in 1955. He joined the RCAF in 1957, and was registered in pilot training on Course 5801 (Jan. 1958). He began his training in Centralia on DeHavilland Chipmunks, then transferred to Alberta to move on to Harvards. After some flight time on T-33's, Carl was then moved on to the F-86 Sabre Jet and posted to 439 Squadron, in Marville, France in November of 1959. 439 was the "Sabretooth" squadron, and its crest was a Sabretooth tiger. After his tour of duty in France, Carl returned to Canada in November of 1963, and joined Air Canada in 1965. During his time with Air Canada, he flew DC-8's, DC-9's and Boeing 767's. Carl retired from Air Canada in 1998.

Carl's presentation consisted firstly of a twenty minute slide show taken while he was stationed in France. The pictures were mainly of RCAF Sabres, but also included other RCAF support and training aircraft, as well as Sabres from other national air forces. Carl mentioned that by the late 60's the F-86 Sabre was no longer current enough to reach the cruising altitude of that era's bombers and fighters, so there was not a great deal for the Sabre squadrons to do in Europe other than training exercises.

The second part of Carl's presentation featured a twenty-five minute film (8mm), again taken mainly at the 439 Squadron base in France, but also containing rare gun-camera footage taken during live-fire exercises at a range off the coast of Sardinia. Also featured was footage of formation landings and take-offs, and views of intercepts

by the Sabre Jets of various ('friendly') fighters and bombers.

Carl's commentary during both the slide show and the film was both highly entertaining and very informative. So, a big thanks to Carl Groskorth for taking the time to come to our meeting and share his experiences with us!

Andy Sulkowski.



## Swap Meet

The Swap Meet appeared to be the most popular one we have had and here is the report of Erik Genzer.

Report on the 2011 Swap Meet :

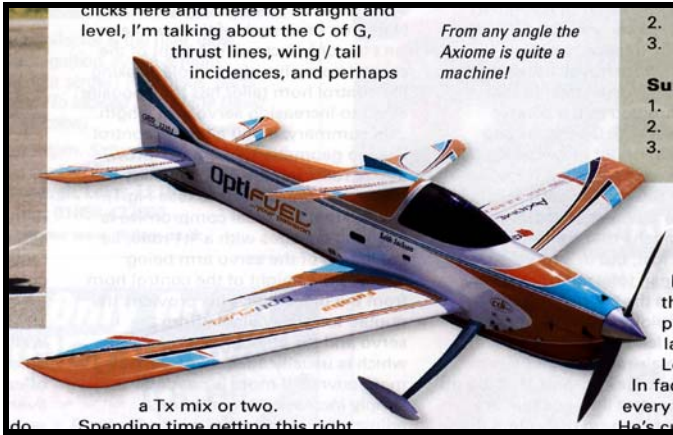
The last few weeks of January and February have been cold and snowy, but fortunately the temperatures have started to climb just in time for Valentine's Day, and of course, the annual Toronto West Swap Meet. The high was supposed to reach 2C, but the wind chill definitely cooled the spring like temperatures.

We had a total of 21 tables available for rent, with a 22nd donated by Jim Eichenberg. All of them were occupied with toys ranging from some really mean looking IMAC type machines to antique aircraft with everything in between.

Terry Sears co-administered the event with me again, which yours truly really appreciated. This year, with much input and legwork by Terry, we were able to select a date that did not conflict with the annual football Super Bowl in the U.S., or with any of the swap meets being held by other clubs in the region. As a result, attendance was up this year from 75 paying customers last year, to 88.

The results of February's swap meet are as follows:

|                               |                 |
|-------------------------------|-----------------|
| Table Sales:                  | \$220.00        |
| Entrance fees 88 people @ \$5 | <u>\$440.00</u> |
| Total revenues                | <u>\$660.00</u> |



to the website, that should not be, so I have reset the timing and suddenly I have tons of compression! I am hoping that I have discovered why the engine lacked so much power. I can't wait for Spring to see if I can fly in a wind without praying first! I also checked the other 90 and the timing on that was also way off but, to this point, I have never run that engine. I did not really need the new engine but I am sure glad I purchased it!

## Swap Meet Photos

Swap Meet Cont:

|                          |                 |
|--------------------------|-----------------|
| Expenses;                |                 |
| Advertising              | \$144.90        |
| Room Rental              | \$ 65.00        |
| Net Contribution to OMFC | <u>\$450.10</u> |

Even yours truly managed to grab a bargain that I will be flying this spring. Toledo is only a month away and summer is nearly here!

I'll see you at the field with my new Ultimate Bibe!

Erik

### Editors Note:

Many thanks Erik and Terry.....\$450.00!! That is **great** money for the kitty!

A little true story.....yours truly purchased a brand new "in the box" Laser 90 four stroke at the Swap Meet. This is an engine from the UK and sells very well over 'ome.

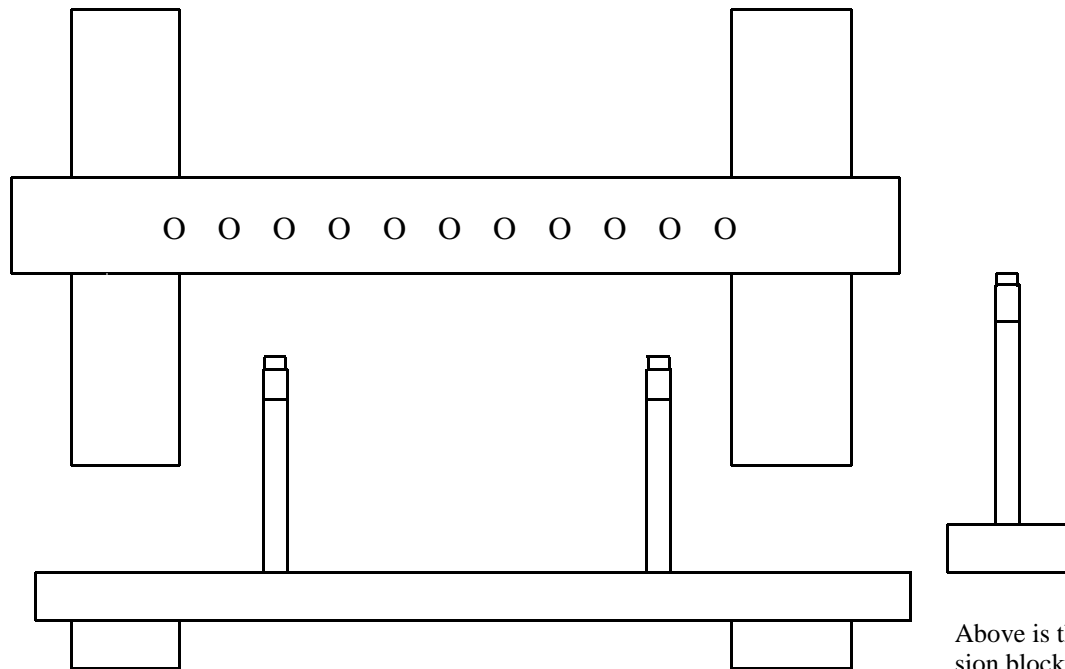
I have two laser engines that I got when I purchased two Jack Swift Bi Planes several years ago. One, I have now realized is a Laser 100, and the other is a 90 that I have rebuilt with several new parts. The 100 powers the orange Great Lakes aircraft that I fly from time to time. I am always nervous when I fly this aircraft as, in any sort of headwind, the airspeed drops like a rock and scares the pants off me. The engine does not seem to have the power of a 75 four stroke but it is smooth and has an amazing sound with Jack's scratch built muffler.

I decided to check out the Laser web site and noted that the timing set up for the Laser 90 and 100 is identical. "Let's check it and see, says I". Pulling off the back plates of both engines I quickly noticed that the intake cam was at least 10% more advanced on the 100 than the new 90. According



## Closing Notes

Yours truly has seen a great simple airplane balance gizmo on a You Tube video and a sketch is attached. Anyone can build this, even ARF builder supreme Brian Anderson! It can accommodate virtually any size of aircraft....large or small, it does them all.



Above is the extension block.

All three sections are cut from wood approximately 2 inches wide and 1 inch thick. The longer piece with the holes drilled in it is approximately 18 inches and the side pieces are approximately 12 inches. The side pieces need to be screwed to the longer piece to form the above shape. If you just use one large screw on each side piece, you can turn the sidepieces in for storage. Obviously, it can be made larger for the bigger models.

The drilled holes [obviously, do not drill the holes right through] have to be sized to take a standard wooden pencil complete with an eraser at the end. The holes should be small enough to hold the pencils fairly firmly and not allow the pencils to move about. The eraser end provides a nice cushion for your aircraft and prevents the aircraft from sliding off the pencil. Drill as many holes as are needed to allow for varying fuselage widths. If you have an aircraft with a deep fuselage, you may have to build blocks for each pencil if you need more height. These blocks will also need a dowel or similar, to fit into the bottom of the block so it can fit into the main section pencil holes.

I guess if you are making a 20 lb model or larger, you may have to improvise a bit with the above.

That's all for now.....see you at the March 7th meeting.....same time, same channel.

Tom Bakoni of Hobby Hobby will be our guest speaker!

See y' all soon!



## OMFC 2011 Executive

|                                 |   |                                |                             |
|---------------------------------|---|--------------------------------|-----------------------------|
| <b>President:</b>               | John Pretty   | <b>North Field Manager:</b>    | Bill Funnell                |
| <b>Vice President:</b>          | Terry Sears   | <b>South Field Manager:</b>    | Jody McConnell              |
| <b>Social Director:</b>         | Louis Csefko  | <b>Field Acquisition Mgr.:</b> | Mike McDermott              |
| <b>Chief Flying Instructor:</b> | Brian Anderson  | <b>Fliteline Editor:</b>       | Mike McDermott              |
| <b>Assistant CFI:</b>           | Mike McDermott  |                                | mike.mcdermott@sympatico.ca |
| <b>Web Master:</b>              | Bert Armstrong<br>bert@virtuhost.com  |                                |                             |
| <b>Secretary Treasurer:</b>     | Jim Eichenberg<br>1316 Gainsborough Drive<br>Oakville, Ontario<br>L6H 2H5 Telephone: 905-849-9721 |                                | jeichen@idirect.com         |

## OMFC Meeting Dates for 2011

| <u>Date</u>     | <u>Event</u>  | <u>Contact Person</u> |
|-----------------|---|-----------------------|
| Monday, March 7 | Regular Meeting and Presentation by Tom of Hobby Hobby "Where Are We Going" Tech Wise | John Pretty           |
| Monday, April 4 | Regular Meeting and Nicolas Jacobs "Electrics"  | John Pretty           |
| Monday, May 2   | Regular Meeting and Beauty Contest incl. "ARFS"                                       | John Pretty           |

## OMFC Event Dates for 2011

| <u>Date</u>            | <u>Event</u>                    | <u>Event Director</u> |
|------------------------|---------------------------------|-----------------------|
| Tuesday, May 3         | Training "Ground School"        | Brian Anderson CFI    |
| Saturday, June 4       | Electric Fun Fly                | Jack Linghorne        |
| Sunday, June 5         | Rain Date — Electric Fun Fly    | Jack Linghorne        |
| Sunday, June 19        | OMFC Air Show                   | TBA                   |
| Saturday, August 6     | Glider Tow, South Field         | Frank Pilih           |
| Sat./Sun. August 13/14 | S.E. Zone Pattern Contest       | Jim Eichenberg        |
| Saturday, August 27    | Helicopter Fun Fly, South Field | Jody McConnell        |