

Important Notice!!

The February meeting is cancelled!!

Unfortunately, the school board have kept us dangling and alternate facilities are also not available. As a result, the "swap meet" will be moved to the April meeting.

The executive have also decided to turn this into a more meaningful event by inviting other clubs in our area to attend plus also invite the local model shops. Over the past couple of years, interest in the swap meet has waned and, hopefully, having more clubs involved and the model shops, will be a win-win situation for everyone.....Hey, maybe we can getta sum deals outa dis!

OMFC
....Meeting Cancelled....

Happy New Year!

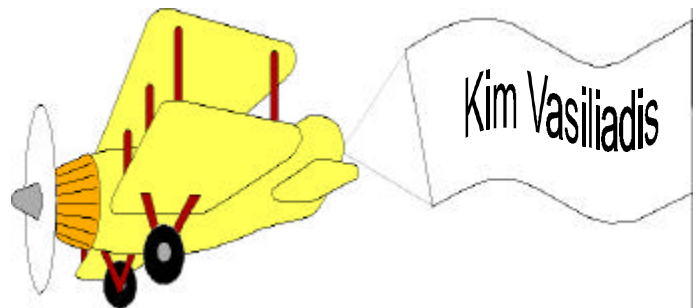
Frozen Finger Fly

Well....the New Year's Day "frozen finger" first to fly in 1999 was truly a frozen fingers day....the temperature was -14c and, with the gusty wind, the wind chill was somewhere in the -30c range. No matter however, what with the bright sunshine, Jim Eichenberg's raging fire and so many people at the field greeting everyone with good wishes for the New Year, the event was a warm start to the New Year.

People started showing up just after 10 am and, by the "official" start time at noon, we had between 30 and 40 people in attendance....there could well have been more but people were coming and going [retreating to their cars for a quick warm up...and possibly a toddy or two]. We had a solid group of 15 to 20 members, wives and children standing round the fire enjoying the coffee, hot chocolate, cookies and donuts. I did not think anyone was nuts enough to fly but we were all surprised when Guillaume Saucier and Bob Hudson teamed up to fly a quarter scale Cap 232 [at least, I think that is what it was]. The flying was impressive, complete with smoke and I noted that it was better than I can fly even in July.....several people agreed with me [???]. They put on quite a show, taking several turns each to fly and rush back to the fire to warm their fingers! Unfortunately, this flight took place before the "official" startup time, so it did not count.

At contest time, we had about 4 pilots trying to start up plus one team who had managed to start up prior to the "official" time and refused to shut down for fear of it not

starting again.....officially disqualified by Jim, they none the less soared into the air at noon. The pilot was Tim Deel supported by Frank Pilih. The "official" Frozen Finger contest winner was Kim Vasiliadis who also won last year.....Congratulations to Kim and to everyone that flew and to those who tried but whose engines flatly refused to co operate with the weather!



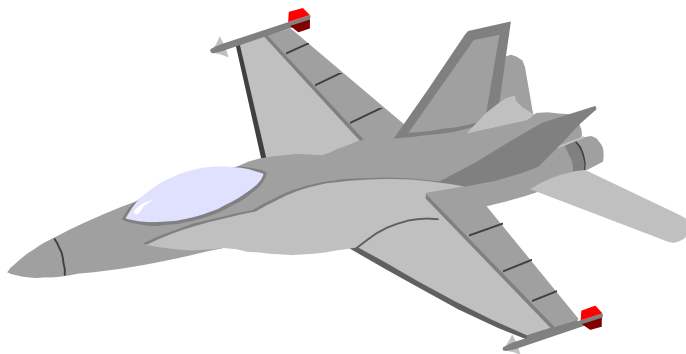
January Meeting

Erik opened our meeting and reviewed the ideas and suggestions presented in December and also talked about the following:-

- Reminded everyone that the Guelph R/C aerobatics forum was JANUARY 31, 1999.
- The meeting date for February was "up in the air" due to school board activities. Fliteline will advise further.
- The March meeting indoor flying contest will be different this year.....we will not be using the MAAC model. People will be encouraged to design their own planes.....we will be offering 2 prizes; one for flight duration, and one for the plane that shows the most initiative / imagination (it will have to fly for at least 5 seconds). Rodger will have a variety of plans available on the web site and we will be including some designs in next month's Fliteline. Let those minds loose and turn on the creative juices!
- Before turning the meeting over to Rodger Young for his foam wing demonstration, Erik asked Mike Ross to

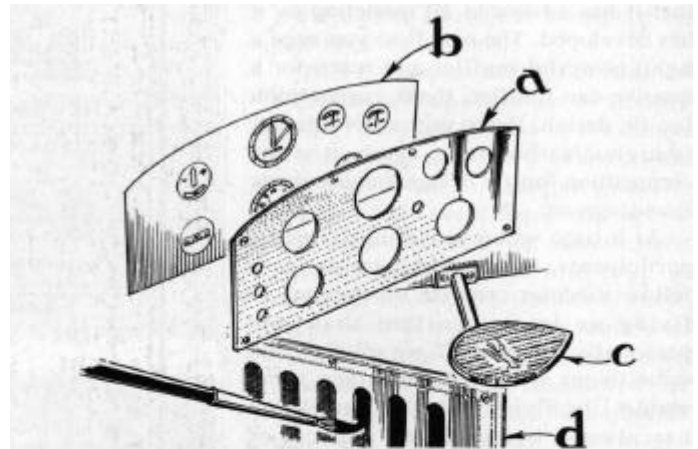
- give a brief overview of the club's financials. Mike advised that 1998 was a good year for the club, advising that at year end 1997, we were essentially \$1,500 in the redwe are now approximately \$2,800 in the black! Mike also suggested that, if our usual crew of "late renewing members" continued their practice, the club would be happy to continue to take their money!! The financials will be prepared and released in a few weeks.
- Jim Hickey asked to address the members and advised that there would be a "mall show" on February 20, 1999 and asked for club members to bring their models for display. The showing of our models to the general public helps Jim and we can always use the free exposure of our hobby to the general public....a greater understanding of what we are all about helps us overcome any concerns they may have about our unique hobby and also can attract new members for the club. For further information, please call Jim Hickey at (905) 847-9946 (Store) or 845-4189 (home).
- Rodger also advised that Dan Morgan had "volunteered" to run the summer "Airshow" on June 27, 1999 but reminded members that Dan will need lots of help to work with him in talking to potential sponsors, the City and in the general promotion of the event!

We then moved on to a great demonstration of "how to" make foam wings by Rodger who brought what looked like a giant hack saw with a thin wire for a blade.....the wire gets hot and slices through the foam like a hot knife through butter. To guide the wire, the frame of the guismo rests on a "made up" wing rib attached to each end of the rough foam.....impressive.....if anyone wants more advice or help, please contact Rodger at (905) 338-3879.



Modeling Tips

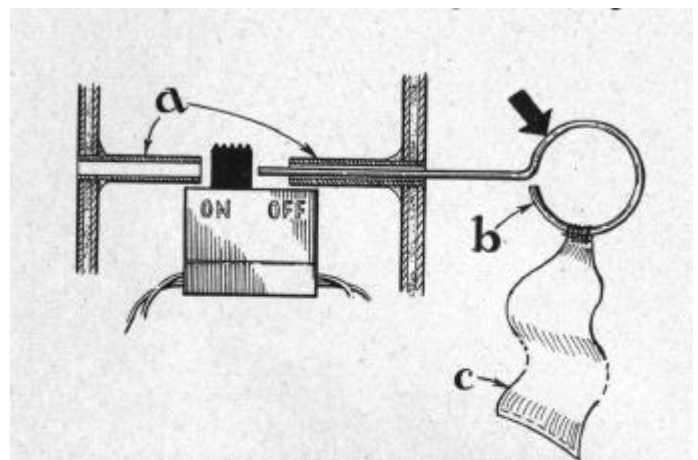
As promised earlier, I am incorporating a couple of "tips" each month which, hopefully, you will find of interest. These are taken from various Model Airplane News magazines.



COMPUTER EMBOSING

For a great embossed look, lay out instrument panels, etc., with a CAD or graphics program, then do dot-matrix printouts on self-adhesive, hardware-store, aluminum-foil tape. This instrument panel (a) has a nice dot-screen finish. Remove circles to show the instruments (b), which were done on glossy paper with a LaserJet color printer. The beautiful embossed foot step (c) replicates the cast-alloy Fairchild 24 step, and (d) is a typical louvered engine panel, which can be cut out or filled in with black paint. Cross-hatched, or "quilted" interior panels are also possible. Note: don't remove tape from printer, as the ink contains a lubricant for the pins.

Bob Charron, Lynn, MA



HIDDEN PUSH/PUSH SWITCH

Glue Nyrod guide tubes (a) through each fuselage side (aligned with the switch), then use a coat-hanger wire "key" (b) to push the switch on and off. The brightly colored flag (c) allows the key to be found if dropped in the grass.

Mike Taylor, El Paso, TX

Upcoming Events

We are now ready to schedule the OMFC club events for 1999 and, from this point forward, we will show these events on each Fliteline plus, of course, non OMFC events that are of interest to members. Please note your calendars!

- **January 31:** The Precision Aerobatic Forum in Guelph at St. Ignatius College. Various demonstrations / manufacturers / suppliers....many things of interest for all flyers.
- **April 30 / May 1&2:** The Toronto Aviation and Aircraft show. OMFC participating ! While primarily for full size private type aircraft, planes like the Extra 300 will be on display! Bill Sikma is looking for a few more volunteers to attend the show, plus needs a display table.....30" x 60" would do. Bill is also looking to make up a "banner" possibly on "old style" folding computer paper.....please call him @ 827-6917.
- **May 22:** OMFC Electric Fun Fly. This event will be run by John McNicol (Contest Director). Please contact John for details @ 821-9629.
- **June 12 & 13:** OMFC IMAC contest. This event will be run by Frank Pilih and Erik Genzer (Contest Directors). Please contact Frank @ 251-1619 and Erik @ 607-9675 for more details. This is an event where interest is growing and we want to encourage all members "to have a go!" Any aircraft can be used, even trainer types. There are no type or size restrictions and there are skill level contests to suit just about anyone with their "wings". Details of the "basic" routines will be made available at club meetings and, hopefully, with the February Fliteline. Also, see Bob Hudson s IMAC letter attached.
- **June 27:** OMFC Airshow. This is our day to support the community / show the general public what our hobby is all about. Our food bank support helps lots of people and this helps our profile with city fathers. More details on this important event to follow.
- **July 2,3,4 & 5:** Canadian Nats.....1999 is the 50th Anniversary and will be held in Tillsonburg. It will be the largest Nationals in the history of MAAC! Details in December's MAAC.
- **July 31 / August 1:** OMFC Pattern contest. This event will be run by Jim Eichenberg (Contest Director). Please call Jim @ 849-9721 for more details.
- **August 7:** Tri Club invitational fun fly at Bronte Creek field. This event, which took place at our North field last summer, was a huge success and the event promises to be even more fun in 1999! Don't miss this one! More details will follow later.

- **August 28:** OMFC Scale Model Rally and Barbecue. This event will be run by Mike McDermott (Contest Director). For 1999, we are hoping for a larger turnout of Scale Models and pilots, plus we will be offering free food and soft drinks to all attendees with or without a plane,so there will be no excuse not to come out and have some fun! More details to follow.

A NOTE TO ALL CONTEST DIRECTORS!

The MAAC Sanction form filing requirement and requests for MAAC advertising will be handled by yours truly so, if any of you have "special " advertising requirements, please contact me as soon as possible!

Cockpit Humour



During a long delayed evening flight across the Atlantic, our paratrooper, Kowoski starts to get agitated when the pilot announces that, due to an engine problem, one of the four engines will be shut down and, consequently, the flight will arrive overseas even later.....Kowoski starts complaining loudly about the aircrew, the pilot and the aircraft! Imagine then, the ruckus, when just as Kowoski is starting to calm down, the pilot announces that a second engine needs to be shut down and the flight will be delayed by at least another hour. This sends Kowoski loopy..... jumping up and down, cursing everyone, including, questioning the pilot's parents marital status! One hour later, the unthinkable happens.....the pilot announces that a third engine has to be shut down and the arrival time will now be extended by a couple more hours! That does it.... Kowoski rushes into the cockpit and screams at the pilot "let's hope you don't lose another @#%^!!) engine, cause if you do, we'll be up here all @!#\$%^ night !"

Newsorthy Items

As noted “up front”, the February “Swap Meet” meeting is cancelled.....by moving the “Swap Meet” to the April meeting and inviting other clubs and local model shops (Jim and Tom, hope you are reading this!), we are hoping to revitalize interest. This can be a win –win situation for everyone.

Bob Hudson has written to the club about his involvement and interest in IMAC.....he wants us to pass on information to you, and I can do no better than include his letter which is attached to the end of this Fliteline.

The Aurora Model Aircraft Club’s 4th annual “Swap Meet” is on Sunday March 7th, 1999.....This is a large Meet and this club hopes to become “Toledo North”.....why not make a day of it???? See flyer attached to the end of this Fliteline.

This is the first month for Fliteline to go “e.mail ” to those members with e.mail capability.....another milestone.....enjoy!

Jim Hickey is advertising in the Fliteline; see his ad attached.

Info Bulletin

I have been taking “full size” flying lessons and I gotta tell ya, that flying full size is, in many ways, easier.....you are inside it, feeling everything that is going on.. I am not a very good model flyer (I said it first!) but I am learning more about what makes an airplane fly, plus the importance of rudder controls. In learning to fly full size, several exercises revolve around slow flying, stalls, spins and spirals.....all of these exercises need lots of rudder.....no doubt my model does also, but I am having trouble transferring how I fly the full size plane to my model flying.....I know this sounds dumb, but I suspect I am not alone in my limited use of rudder.

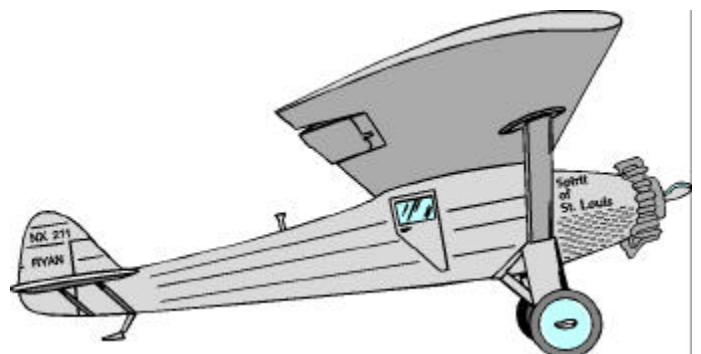
One exercise I have to do (slow flight), is hold a given altitude, keep the nose up, slowly reduce power to almost stall speed and keep the airplane steady just using rudder for both direction and to “pick up” a dropping wing by using opposite rudder.....the ailerons are kept in the neutral position.

To create a stall, the nose is pulled up a little more and speed further reduced.....all while maintaining the same altitude.....at stall, the aircraft stops flying and drops..... at this moment, power is applied, the nose is dropped a little to lessen the angle of attack and you catch a dropping wing with rudder, not the ailerons, because the aircraft is stalled and the wing is not “flying” and the ailerons don’t work!

Essentially, in a stall situation, an aircraft is not technically flying, the wing is fully stalled and the ailerons do zip, except possibly get you into more trouble if you employ them. A spin is also a stall; to get into a spin in a full size aircraft, you approach stall speed then quickly apply and hold full rudder and ailerons left or right..... your choice. To stop the spin, after a couple of rotations, you neutralize the ailerons, apply opposite rudder until rotation stops, push the nose down a little to get the aircraft flying again and then recover. A spiral is different in that, if the aircraft is “spinning” but airspeed is increasing rapidly.....in this case, you reduce power, level the airplane using ailerons and rudder and gently pull out of the dive.....this time the aircraft has not stalled and therefore the ailerons will work .

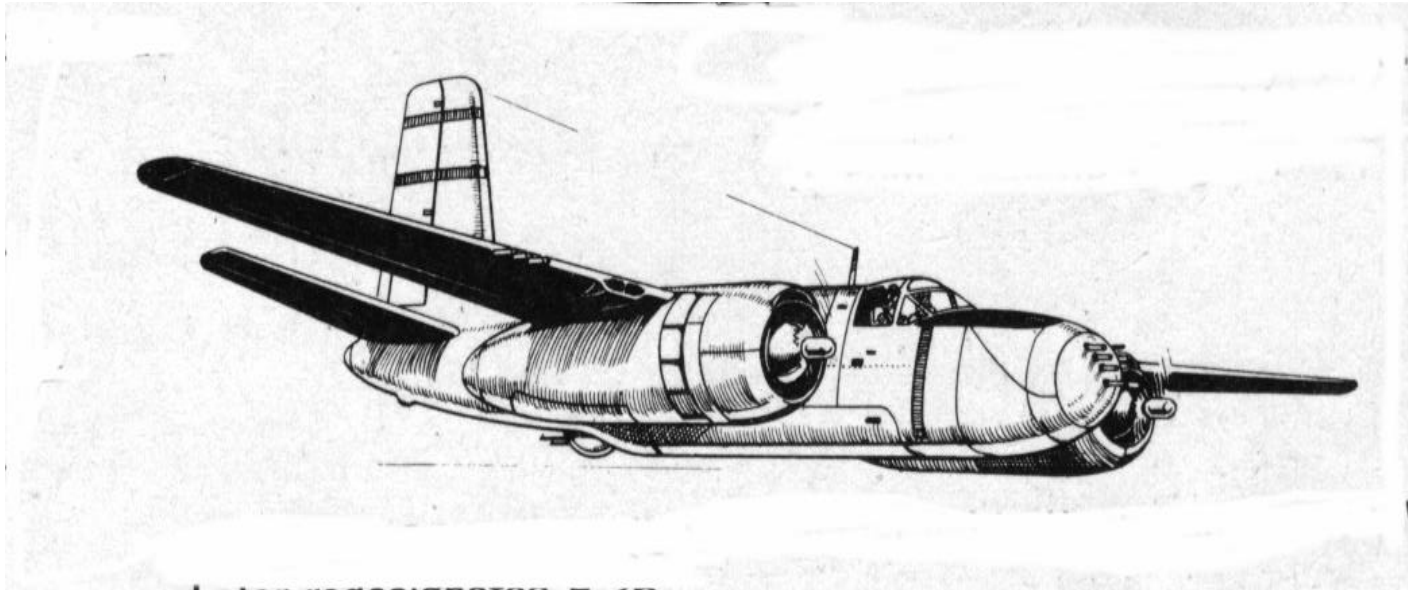
Hopefully, I have not totally confused everyone.....all I am trying to do is possibly give you a bit more insight. If you are flying slowly or your angle of attack/speed creates a stall condition and you start to lose control of your aircraft, it may be a stall or spin situation, which can escalate into a spiral; you may even want to try some of the above but do your “HASEL” check first (**H**eight i.e., make sure you are several mistakes high; **A**rea i.e., what or who is underneath; **S**afety i.e., close doors and check seatbelts; **E**ngine i.e., low power setting; **L**ookout, i.e., make sure nothing is in the immediate area.

I now know what I am doing wrong and why.....If I could just apply this knowledge to my model flying, I would be over the moon.....in 1999, I will do better!!!! Qualified Pilots need not abuse me on sight!



OMFC Monthly Contest Picture

Only two members managed to identify last month's aircraft...Grumman Tigercat....Ian Ross and Frank Deluca. We can do better than that!!!!. Have a go at this month's aircraft.....don't forget, free coffee and a chance to win some fuel! Write down your guess on a piece of paper and hand it to yours truly at the meeting or to Don MacDonald.



OMFC 1999 Executive

President:	Erik Genzer	North Field Manager:	Kim Vasiliadis
Vice President:	Tim Deel	South Field Manager:	Larry Sheehan
Past President:	Rodger Young	Social Director:	Don MacDonald
Chief Flying Instructor:	Rodger Young		

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OMFC E-mail: rgyoung@cgocable.net

Items for Sale

1. Great Planes CHEROKEE, 40 size, well built, never flown, nice colour scheme in red and yellow, includes wheels, fuel tank and strut covers. Price \$180.00.

To include Magnum Pro 45 ABC, spinner, prop and new Bisson Muffler...all in excellent condition....Add \$70.00.

To include Futaba FP 6FG 6 channel radio plus 5 servos.....all in excellent condition....Add \$120.00.

2. Great Planes PIPER J3 CUB, 20 size, well built, 3 flights only....yellow and royal blue, includes wheels and fuel tank. Price \$160.00.

To include Thundertiger 25 ABC, spinner and prop.....3 flights only.....Add \$80.00.

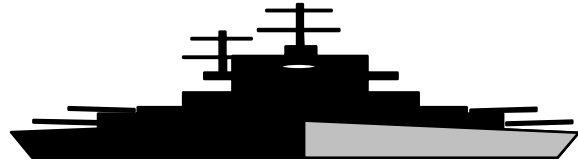
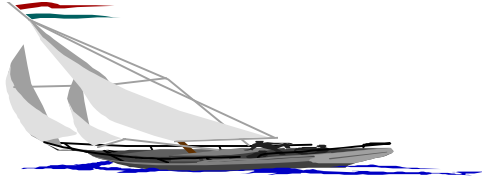
For further information contact Henry Vanderbeek @ (905) 844-1963.

Closing Comments

Rodger Young has reminded me that we have new members and perhaps they do not know that we meet on the first Monday of each month (excluding June, July and August), unless otherwise advised. Meetings are usually at White Oaks Secondary School, again, unless otherwise advised. A warm welcome to our new members!!!

Rodger also told me that in the mid 80's, our club put out a fabulous Fliteline, containing articles from a number of our members, including Jack Swift and Don Field, to name just two. We are going to reprint some of these articles and, hopefully, we can encourage members, new and old, to write articles for Fliteline.....so please put those creative juices to work!!!

I will be away for a bit in February so those of you wanting to put items for sale in the Fliteline or contribute articles, etc., should leave me a telephone message, send a letter or an e.mail, or contact Rodger Young who, as you know, does the web site.....Rodger and I communicate often and can and do send messages back and forth and he is willing to help out (he doesn't know he has volunteered yet)

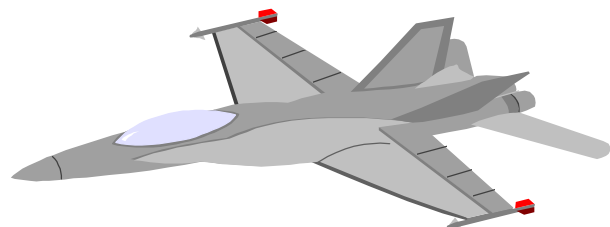
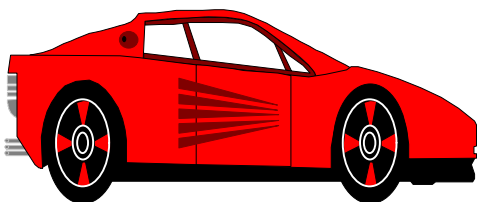


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Bob Hudson IMAC 1865
905-858-2396 bob_hudson@total.net
http://www.total.net/~bob_hudson

Oakville model Flying Club
c/o Mike Ross
2140 Munns Ave
Oakville, Ontario
L6H 4K4

To the OMFC Executive

I noticed in the latest OMFC newsletter one of the topics suggested for "meeting presentations" was with regards to IMAC.

As some of you are aware I am very interested in IMAC (Scale Aerobatics). This past summer was my first full season of IMAC competition. I competed in the Sportsman level, and attended nine contests in the IMAC North Central Region. Contests attended were everywhere from Cleveland Ohio (two in this area), Terre Haute (Indianapolis) Indiana, Chicago, Toledo Ohio, Pontiac Michigan, Lansing Michigan, London Ontario, and of course, Oakville Ontario.

IMAC, in the USA, is divided into six regions geographically. Starting in 1999, Ontario has been officially included in the "North Central Region" of IMAC. Members of OMFC and HMMFC also traveled "on the circuit" with me to some of these contests mentioned above. There are also a few flyers in Toronto who attended with us at a couple of these contests, and they intend to join IMAC this year.

I have opened an official IMAC chapter, Chapter 51, in Ontario. We have a handful of IMAC members in our chapter now from clubs such as Oakville Model Flying Club, Mississauga Model Flying Club, and the Halton Hills Model Flying Club. Our MAAC Scale Aerobatics Chairman, Randy Brown is a Chapter 51 member and lives in London Ontario.

Interest in IMAC and (MAAC) Scale Aerobatics is definitely growing here in the Toronto and Southern Ontario area. I have given a presentation this fall at a Humber Valley Club Model Flying meeting.

If the club were interested I would be pleased to organize a couple of the members of Chapter 51 to give an IMAC presentation at a forth-coming OMFC meeting. We could clarify questions about IMAC, especially with regards to contest procedures, 1999 rules and aerobatic maneuvers and sequences for the 1999 season.

In the mean time I would appreciate it if you could pass on my name, phone number and Internet address to the club members. (Please note email and Internet addresses are all in lower case)

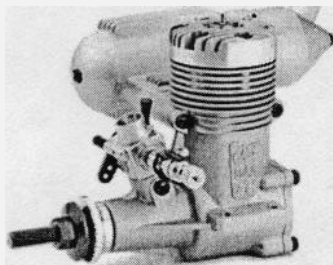
Thanks,

Bob Hudson, 1865

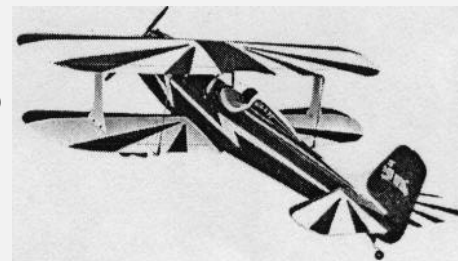
Aurora Model Aircraft Club

SWAP MEET

Exhibition & Auction



Sunday March 7th 1999
Royal Canadian Legion, Br. 385
105 Industrial Parkway North
Aurora, Ontario



BIGGER and BETTER,

INCLUDING MANUFACTURERS AND SUPPLIERS OF
R/C EQUIPMENT

Swap Meet & Exhibition Sales 9 am to 2 pm

Auction at 2 pm

(10% to club)

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