

OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club
January 2001

Frozen Finger Fun Fly

The six annual Frozen Finger Fun Fly is now history. Approx., 70 spectators and flyers attended. Thanks goes to Frank Pilih, who helped me put up the windbreak on what must have been the coldest and windiest Thursday in history. Thanks also to Brian Anderson for the quantity of wood that kept some of the participants warm.

It was interesting to observe the different methods being employed to assist the competing aircraft to get airborne. Kim Vasiliadis, his brother Bill and his family moved enough snow to land a 747. It was obvious that Kim had not received the December Fliteline and that his model was on wheels. Other members had skies or floats attached to their models and just hoped for a straight run. Milan Paynton and crew chief Jim Mansfield had other ideas. Jim a perennial attendee and contestant knows how to apply any regulation to his advantage. It was noted that Wayne McKee showed up with just seconds to go. I don't know if he was actually late or this was some misguided attempt to throw the opposition off their game. I.e.: keeping his beauty warm until the last second.

At exactly 1200 Noon EMT, (Eich Mean Time), the starting gun went off. First into the air was **Milan Paynton**. At the direction of crew chief Jim Mansfield, A.J. Roper, started the engine, Jim stood up and threw the plane. Even though Milan had just received his wings this year, he regained control of the plane just above the ground and flew the required circuit. 2nd Place went to **George Zacal** with the assistance of instructor Bruce Dixon. George was using skies and after some initial plowing the plane became airborne. 3rd place went to **Jim Strzalkowski**, with the assistance of instructor John Kaminski and his pit crew, son Robert and grandson Alex. Alex was supposed to be the pilot but everyone got caught up in the LeMan's start format and the plane got launched before Alex could get too the transmitter.

Also flying was Kim Vasiliadis with his brother Bill as crew. I saw Kim's plane go roaring down the newly constructed runway sometime after Milan's but before George (1st & 2nd). Insufficient rudder caused the aircraft to veer into the snow mountains that lined the Vasiliadis's runway. This incident has been classified as a "Crash" by the ruling body of the FFFF. Congratulations **Kim Vasiliadis**. You have been awarded the first official crash of 2001. Curtis Cvet with his father as crew, tried valiantly to get his low wing aircraft airborne. The plane just kept bogging down in the soft snow. Curtis eventually got airborne for a flight (or two). Curtis is also a new pilot this year. David Fallowfield with his father as crew, moved his aircraft out past the snow mountains plowed up by the Vasiliadis. David wasn't fast but he got a flight in. Last and certainly not least was Wayne McKee. All his plans lay in ruins with a plane that could not or would not move in the snow (skies and all). After quite a bit of work, his crew chief, Mike Ross, stood up and threw the plane into the air and it stayed airborne for a least a few circuits.

Our illustrious President, who arrived late, was extremely disappointed to find that "his" frequency taken. With a broken heart and for some reason a smile on his face, he left his noble machine, (a Nobler with skies) in the car. Another "Hanger Queen" was owned by the DiMarco boys, Umberto & Stefano. It is rumoured that they waited until everyone went home before they brought out their beauty for a couple of circuits.

I would like to give a big thank you, to all the members who attended. A special thanks goes to those who flew, particularly since the majority of them are new to this hobby. It was particularly nice to see the families attending, in particular three generations of Strzalkowski's. Making this entire meet a little bit more enjoyable was Bruce Dixon who arranged to have the driveway and parking area plowed so that we could drive to the field.

The winners are show on page 2 with some of their crew. From left to right, 1st, 2nd & 3rd.

OMFC 2000/2001 Executive

President:	Tim Deel	North Field Manager:	Bruce Dixon
Vice President:	Brian Anderson	South Field Manager:	Frank Pilih
Past President:	Erik Genzer	Social Director:	Martin Visentin
Chief Flying Instructor:	TBA/Rodger Young	Field Acquisition Manager:	Mike Ross

Secretary Treasurer:
John Ross
1339 Grosvenor Street
Oakville, Ontario
L6H 3L4
(905) 845-8789
E-mail: TBA

Fliteline Editor:
Jim Eichenberg
1316 Gainsborough Drive
Oakville, Ontario
L6H 2H5
(905) 849-9721
E-mail: jeichen@idirect.com

OMFC Web Site: <http://www.omfc.org>
OMFC E-mail:

Rear Row (L to R)

Milan Paynton
George Zagal
Jim Strzalkowski



Front Row (L to R)

A.J. Roper
Jim Mansfield
Bruce Dixon
John Kaminski

Photo : Bert Armstrong

OMFC Meeting dates for 2000-2001 Season

January	27, 2001	R/C Aerobatics Forum 2001 Canadian Legion, Guelph, Ont.
February	4, 2001	OMFC Swap Meet [Erik Genzer] 9:00 AM, 785 Pacific Rd. Oakville
March	5, 2001	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd, Oakville
April	2, 2001	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
May	7, 2001	OMFC Beauty Contest 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
	26, 2001	OMFC Electric Fun Fly, (John McNicol) North Field

JANUARY MEETING

Took place on the 8th of January 2001 at our Pacific Ave meeting hall. It was called to order by the President, Tim Deel, at approx., 7:30 PM. The turnout of members was even larger than the December meeting.

The first order of business was a report on the Frozen Finger Fun Fly by Jim Eichenberg. Jim also read a letter from Ivan Kristensen, inviting all members to attend the R/C Forum at Guelph on the 27th of January.

- ◆ The President announced that the annual Electric Fun Fly will be held at the North field on the 26th of May. John McNicol will once again be the CD.
- ◆ Umberto DiMarco gave an update of the correspondence from the Italian modeler. He is coming to Canada this summer and wanted some contact with modelers here. Umberto passed around some pictures of the flying field in Italy.
- ◆ Eric Genzer reported on the Swap Meet to be held on the 4th of February in place of our February meeting. Eric has booked 20 tables in addition to those available at the hall. They will be rented on a first come, first serve basis, for \$7.00 each. With each table rental you get one pass to enter the hall. Entrance fee is \$3.00 per person payable at the door. Eric will be taking advanced booking for the tables, email him to reserve yours. (erik.genzer@sheridanc.on.ca).
- ◆ Barry Cole a modeler from England was the key note speaker of the evening. Barry gave a very enjoyable talk about some of his experiences flying models in England and the United States. He is particularly interested in Slope Soaring, Scale Sailplanes, and large power planes (TUG's) Because of the amount of time he will be spending in Canada he brought a "Super Sport" kit with him from England. He has built the kit (in a hotel room) and is now flying it. The main function of the kit was so that Barry could practice his landings. Apparently when you slope soar, you don't land, you arrive, and flying the large, gasoline powered TUGs, all you do is take off & land. Of course in between you are dragging a 4 meter sail plane to height. All in all it was a very enjoyable talk. Barry's attendance at our meeting, shows just how small the world is getting. When he knew he was coming to Canada he went on to a Scale Sailplane web site and asked if anyone flew sailplanes near Toronto. Frank Pilih answered, and they got together.

- ◆ Brian Anderson has been doing some work behind the scenes and for the March meeting we will have a representative from Sanyo Batteries. For the April meeting we are presently looking at attending the Brampton Flying Club, to tour the museum and listen to a key note speaker. The executive is checking the agenda out, and they will advise.
- ◆ Bert Armstrong, the Webmaster, requested that he could use photographs (with captions) to be included on our web site. If you have any articles or current events that are of interest to the club, please contact Bert. We have a "Members page" now on the site. Bert advised how you can access that portion of the site. If you have anything to sell Bert will put it on the swap page for 30 days. If it is sold please advise Bert immediately so that it can be removed.

Wings Presentation

Roger Young came forward and the presentation of OMFC Wings was made to the graduating members. As Roger called their names the member in attendance came forward, to receive their certificates from the President.

**John Schipper
Darrell Fougere
Richard Els
Michael Bauman
Bart Panchenro**

**Brian Anderson
Martin Visentin
Alex Strzalkowski
Milan Paynton**

The following instructors were then asked to come forward and they received Certificates of Appreciation from the Club.

**John Kaminski
Bruce Dixon
Wayne McKee
Vince Watkins
Jim Eichenberg.**

**Tim Deel
Mike Ross
Jim Hickey
Maqsood Ahmad**

Photographs were taken and a well deserved round of applause was given to the new pilots and their instructors. See our web site for the photographs.

Display Aircraft

Roger Young brought a fuselage of a Hurricane that has been under construction for a number of years. It was started by Mark Groh from a blown up set of Brian Taylor plans. When finished it will be 1/5 scale and of competition class. Even the cockpit gauges are scale. The engine was going to be a 4 stroke 91 YS, but Roger thinks that, that may be a bit light. He is now planning on using a YS 120, 4 stroke or a Saito 150, 4 stroke. The covering over the open frame work will be fabric, which will be doped and painted. The closed area of the fuselage will be fiberglass. For the wings, Roger is planning to use fiberglass or 1/2 oz carbon fiber mat. The wings have split flaps and the next major problem will be the cost of machining the landing gear.

Mike McDermott of the Woodchuck McDermott's, displayed his A6M5 Zero, that he was building from a Royal Kit. It has taken Mike 18 months to complete the ship as far as it is. There is still a lot of detailing to be done. The airframe is completely finished with a 3/4 oz., coat of fiberglass. Mike will be installing a sliding canopy, flaps and air retracts. The model will be ready to go this year. The raised panels are 1/64 ply, which looks realistic when they are painted over. Mike is working hard to keep the entire assembly under 8.5 lbs. Wing loading is always a concern with War birds. The engine will be an OS 91, 4 stroke. According to the kit manufacturer, the model will fly well, because of the large tail feathers. (Obviously they have not seen Mike fly)

John Cook, had one of his planes with his home made skies on it. John talked to the members about the installation of the skies. They should be mounted so the they are slightly tail heavy. That way when the weight of the plane is off them, the rear of the ski will tilt down slightly. When attaching the ski's to your plane you should ensure that the nose ski is set slightly up, so that the ski will work its way up through the snow as you move forward.

David Fallowfield, brought a free flight, catapult glider that he has been building for one of his neighborhood kids who is blind. David is constructing the glider so that when you turn it on it emits a beeping noise. In that way it can be launched, tracked and retrieved by a person without sight. Dave needs some help, to find where the CG should be on a delta wing.

OMFC is looking into setting up a "Plans Registry".

Bob Zucharczuk has stated that he would take this task on. He has dozens of plans and would be willing to share them with other members. It is entirely possible that when we get this thing off the ground the registry could be on the web site. Tim Deel is hoping that we could set up a whole library of plans. To kick things off Bob passed out a list of the plans that he has available. (Twenty aircraft) If anyone else wants to join this registry please talk to Bob. (Editors note: I would give you Bobs email address but I can't read his writing. He was a teacher, you know.).

The Treasurer does not have a financial statement to present because he doesn't have the books yet. As it was running late, the President decided that any new business will have to wait until the March meeting.

Bruce Dixon, North Field Manager advised that the North field is open and ready for people to fly. Any students that are interested in getting a head start should talk to Bruce about instruction.

Noise Limits at OMFC

During 1998 or 99, a vote was taken to reduce the allowable noise at our fields from 98db to 96db. A problem has arisen because a record of that vote can not be located. The President, Tim Deel, has gone through the existing records and a record could not be found. This being the case, it is the intention of the Executive, to discuss a motion to reduce the sound limit from 98db to 96db. Sufficient time needs to be found to discuss this matter fully. It appears that we could not find sufficient time until the October meeting, with a vote taking place at the November meeting. In the meantime 98db will remain as the limit for this club.

It is requested that members, from either side of this question, be prepared to discuss the sound limits at those meetings. This is an extremely important matter that should be given careful consideration. The Executive, is not taking a position in this matter and is asking the membership for guidance.