

# OMFC Fliteline



SUMMER IS SIMMERING



The Newsletter of the  
Oakville Model Flying Club  
Summer 2001

## CORRECTION



Contrary to what has been published in the local Oakville papers the following is a correct description of the above aircraft and their builders. On the Left is Carl Gross of Burlington with his "Lysander". On the Right is Vince Watkins, with his "Mustang".

### OAKVILLE MODEL FLYING CLUB 5TH ANNUAL ELECTRIC FUN FLY

The weather on the Thursday and Friday before the event did not bode well for the Saturday. Indeed, Saturday the 26th of May, dawned grey and dismal but the flyers started gathering early anyway. By 10:00 AM, the sun was out and the rest of the day was beautiful. For the 5th year in succession we had good weather. Must be doing something right.

By the middle of the day, 32 flyers had registered. Down about 10 from last year but, considering the dismal weather forecast, not surprising. None of our usual contingent from New York and Michigan made it this year, again probably because of the forecast. As usual a very wide assortment of models was in evidence, - from Joe Bajker's 12 lb Telemaster to Robert Pike's 13oz Skat. The Telemaster flew nice and sedately, pulled along by its Astro 40 with a Superbox and 24 cell battery. Quite a contrast to the Skat, which flew blazingly fast with a Speed 400 but only 90 sq. in. of wing area.

Scale was well represented by Andre Wedseltoft's P47 Thunderbolt and Ryan Bearcat, as well as Chris McHugh's big Great Lakes Special and his little Corsair with an 020 brush less motor. Laddie Mikulasko brought his collection of bugs! Very realistic flying insects in riotous colours, at least one of which has been featured in the model magazine. Laddie is probably Canada's most prolific and creative builder. At least two helicopters were flown by Glenn Nikolaiko and Rob Campbell. The father and son team of Michael & Adam Rogozinsky came down from Thornhill with their fleet of eight airplanes.

Our own Oakville club was well represented by Dave Slote, with his scratch built Twin Thing featuring \$4.00 motors (!), and Maqsood Ahmad with his Twinstar. John Bell had a nice FW 190 with a geared Astro 05

## OMFC 2000/2001 Executive

<b>President:</b>	Tim Deel	<b>North Field Manager:</b>	Bruce Dixon
<b>Vice President:</b>	Brian Anderson	<b>South Field Manager:</b>	Frank Pilih
<b>Past President:</b>	Erik Genzer	<b>Social Director:</b>	Martin Visentin
<b>Chief Flying Instructor:</b>	Rodger Young	<b>Field Acquisition Manager:</b>	Mike Ross
<b>Secretary Treasurer:</b>	John Ross	<b>Fliteline Editor:</b>	Jim Eichenberg
1339 Grosvenor Street		1316 Gainsborough Drive	
Oakville, Ontario		Oakville, Ontario	
L6H 3L4		L6H 2H5	
(905) 845-8789		(905) 849-9721	
		E-mail: jeichen@idirect.com	
<b>OMFC Web Site:</b>	<a href="http://www.omfc.org">http://www.omfc.org</a>		
<b>OMFC E-mail:</b>			



Believe it or not the above planes are electric. Pictures were taken at the OMFC Airshow by Frank Pilih. Pictured are, on the left: Robert Pike, with his Canadair, John (Darth Vador) McNicol with his Chinook "4" and Chris McHugh with his Great Lakes. Pictured on the right is Robert Pike's CL215 Canadair with twin Astro 05 motors.

## OMFC Dates for 2001 Season

August	4th/5th, 2001	South East Zone Precision Aerobatics Championship. (Jim Eichenberg) North Field.
August	11/12, 2001	OMFC Aero Tow, (Frank Pilih) South Field.
	18th 2001	Tri-Club Fun Fly (Bert Armstrong) North Field (Rain Date 19th Aug 01)
September	15th 2001	OMFC Scale Rally (Alan Farmaner) South Field, 11:00 AM, (Rain Date 16th Sept 01) Lunch supplied.
October	3rd 2001	Regular Meeting OMFC, 7:30 PM, Unit 13, 785 Pacific Rd., Oakville.

While Andy Telzer launched his amazing ducted fan Vampire from a high start.

The inner man (or woman) was taken care of at lunchtime by hamburgers and hot dogs cooked to gourmet perfection by Dave Slote, ably assisted by Brian Anderson. Apart from those two, many pitched in to help: e.g. Larry Sheehan and Mike McDermot (of the Woodchuck McDermot's) who supervised the parking and Bruce Mitchell who did yeoman service on the transmitter impound.

Many of our visitors expressed surprise and wonderment at the beautiful new 50 ft., high (or does it just seem that high!) net at the North Field. Some thought it might be there to catch flying fish which are often seen at Drumquin, especially on a Sunday morning after a hard Saturday night. They were all relieved however when it was explained it was there to protect us against those kamikazi pilots who like to fly knife edge down the flight line.

Our Fun-Fly seemed to support the feeling that electric powered flight is alive, well and growing in Southern Ontario. Those of you who haven't yet "given it a go" should get charged up and try "the Dark Side" as Jim Eichenberg likes to call it. **Get quiet. Get clean. Get electrified!**

John (Darth Vader) McNicol

## The 6th Annual O.M.F.C. Air Show

On Sunday, June 24th the Oakville Model Flying Club held their 6th annual Air show to benefit the Fare Share Food Bank of Oakville. Over 29 pilots and performers thrilled the crown of approximately 2000 people for over two hours.

As well as RC aircraft, model rockets and an RC helicopter made up the show. Children were treated with a hand out of candy. Peter Loewe of Oakville Hobby generously donated over 200 balsa gliders that were distributed at the show. After the flying displays members of the public were invited to fly trainer aircraft on "Buddy boxes" with our qualified instructors. About 200 people lined up to experience RC flying.

The Fare Share Food Bank collected about 850 lbs of food and \$275.00 in cash donations. In the previous 5 years the food bank has received a total of some 7000 lbs of food and \$1625.00 in donations. A local seniors group, S.A.L.T., (Seniors and Law Enforcement Together) ran a concession stand selling Hot Dogs, pop and water. For both the Food bank and SALT, this Air Show is their largest fundraising event. Our club host the Air Show for several reasons, to benefit the Food Bank, to promote our sport in general, to show that we are good neighbors and an asset to our community. Spin off benefits include, increased membership in our RC club and other clubs in our area.

The first show, 6 years ago grew out of the annual "Demonstration Day", that our club had been holding for many years. The first "Air Show" began our Club's association with the Fare Share Food Bank. The lead in publicity for that show even included a feature on the Wednesday, June 19th 1996, "Breakfast Television" Show.

Our shows are by no means a single club event. Modelers from many clubs have attended to help us promote RC flying to the Public at large. I've talked to many people over the years that had attended the show. For many of these people, this was their introduction to RC flying. They may not join our club, but they do end up joining a club closer to their home. The end result is all RC clubs benefit by a favorably raised profile of our sport in the public eye.

How do we go about organizing our shows and what does it take to put one on? What a question and where to start! For me, it begins 3 minutes into the current show. I take a deep breath and think about working on the show again next year. For three years, I've been on the organizing team. My partner has been Bob Zacharczuk and my organizing mentor Willem Sikma. I've come to rely on many members for their outstanding help with a myriad of issues. As we go through what I've found it takes for our club to hold this event I'll outline their contributions to our effort. Many people have helped Bob and I over time and no doubt I may miss recognizing their contributions, for that I'm genuinely sorry.

Once the organizing committee is set, (at least two people), then we pick a date about 8 months away. The first Sunday after Fathers day works for us. Pick a day when you will get perfect weather, because you can't really have a rain date for this type of effort. I call or write the Food Bank and bring them into the picture. They provide a letter of introduction that gets our foot in the door for publicity.

We then design an eye catching flyer that looks good in colour and black and white. Bert Armstrong and Roger Young have been a great help over the years getting the flyers done for us. The colour copies of the flyer are used for Hobby shops and other public postings. The black and white copies, about 3000 go as hand out sheets. We have found that a map and contact numbers are vital. Also we post our web site address (omfc.org) and an e-mail address for the lead organizer. This flyer goes on our web site and our calendar of events lists the event as a start to the summer flying season.

We then apply for MAAC Sanction which covers insurance for the event and gets an advertisement in the Calendar events for the MAAC magazine and website. Once our club commits to a date and time, changes can not be made or our credibility is lost, acts of god notwithstanding. Now two months into the preparations the hard part comes in, you have to get people to agree to work for nothing. Right off the bat you need two people to choreograph the show. These people need to know models, and how to organize the acts into a show. They will have to work well together and work fast on their feet when something goes wrong. The last two shows we have relied upon Bert Armstrong and Brian Anderson. They do an excellent job and they seem to enjoy doing the work.

The first two shows I worked on I could only get one person to act as Master of Ceremonies, Tim Deel,. Tim did a marvelous job on his own, but two hours is just too much talking for one guy. This year we were able to enlist Andrew Orange to work with Tim. Andrew and Tim made magic on the airwaves from what I heard. Next you require a very good sound system (with effects) and some one to run it. This task was handled, very professionally by Terry Orgar and his son, Dustin. As the system was computer based, I think Dustin did most of the work.

Lastly the most important part of the show has to be located. Pilots, willing to attend for at best, a single flight for the day. The following were generous enough to donate their time. Chuck Barsony with the perennial opening act, towing the OMFC banner behind his Flybaby. Robert Pike - electric Canadair Water Bomber, Tom Kalina - Bell P-39 Aircobra, Maqsood Ahmad - electric Pylon racer, Helmut Schmitter - Ultimate Bipe, John Cook and David Fallowfield - R/C combat planes. ( John went down to defeat). Jack Lowe - Diablo, Vince Watkins - Extra 300, Len Ashdown - XL Helicopter and R/C Nobler, John Boyd and Austin Taylor with a series of rocket launches, Mike McDermott, (of the Woodchuck Lane McDermott's) - Spitfire, Larry Sheehan - Ultimate Chaos, John Dutkoski - electric ducted fan Mig 17. Roger Young with Mike Ross's 1/4 scale Cub, John Kaminski - 1/4 scale Cub, Manny Eiberger - 1/4 scale Cub and electric Milen Glider, Wayne McKee - Cap 232, Lauren Deel - Eagle II trainer, John McNichol - electric Chinook IV, Karl Gross - Westland Lysander, Wayne Bransfield - Dehaviland Beaver, Frank Pilih and Jim Eichenberg with a Glider Aero Tow demo. Chris McHugh - electric Great Lake Special.

With the last flight the two hours had passed and the show was completed. We began what has become one of the most anticipated events of the Air Show. A chance to fly a R/C airplane. The OMFC Instructors under the direction of Roger Young took to the field and flew with any one interested in trying R/C. The planes and "Buddy Boxes" were loaned to the event by this years crop of students. The students acted as "Pit Crew" and spotters for the Instructors. With 5 aircraft in the sky at any given time it still took well over an hour for everyone who was interested to get a flight.

Dan Morgan

### OMFC SCALE RALLY - 15 September 2001

This year, for the first time this event will be held at the South Field, with a Rain date of the 16th of September. The start time is 11:00 AM and a free barbecue lunch will be supplied. As in previous years a draw ticket will be given for each flight that is completed (successfully or not). Only one prize per person will be selected from a prize table. Obviously the person making the most flights has the best chance of being the first name drawn. Help is required with cooking, issuing tickets and announcing. Contact Alan Farmaner if you can assist.