

OMFC Fliteline



SPRING IS SPRINGING



The Newsletter of the
Oakville Model Flying Club
March 2001

MEMBERS PLEASE NOTE ABOVE. DO NOT DRIVE ON THE GRASS AT THE FIELDS. NORTH FIELD PARK CARS ON THE ROADWAY, SOUTH FIELD PARK AT THE CHAIN AND WALK TO THE FIELD.

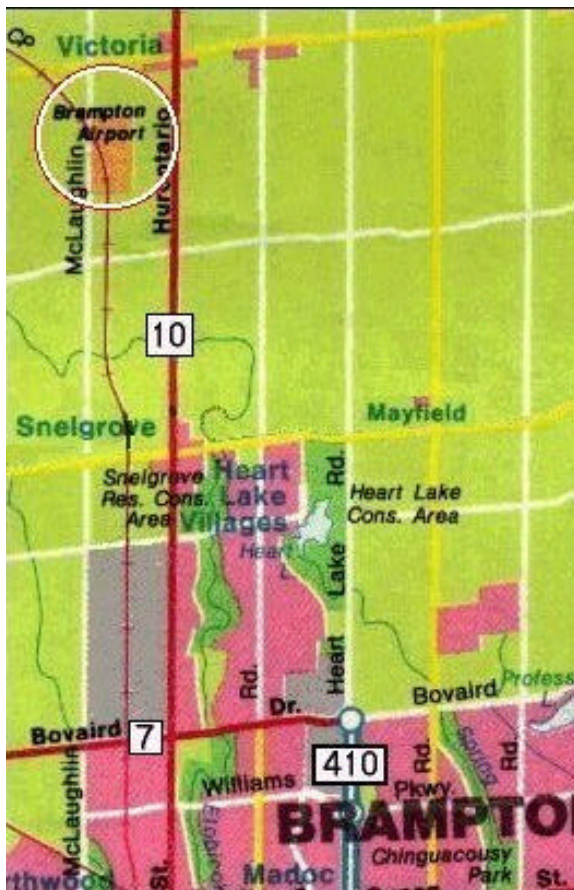
The March meeting of the Oakville Model Flying Club will be held at the Brampton Flying Club. (One to One scale). The meeting will begin at 7:30 PM and the Brampton Flying Club will be supplying two guest speakers. One will be from the Museum of First World War Aircraft and the second will be from the Flying Club. If the weather is good we may be able to get a tour of the museum. (Aircraft have to be moved out of the hanger so that people can get in.) Coffee will be supplied as usual. Lets all hope for good weather, and a good turn out of members. Directions to get to the field are posted below.

Arriving by land

The airport is located 13km (8 miles) north of Brampton on the first line west of Hwy 10 (McLaughlin Rd.), north of Snelgrove.

If you are arriving from the south via Hwy 410, continue up Hwy 410 until it becomes Heart Lake Road north of Brampton. Travel north up Heart Lake road to Mayfield road (It's the first set of lights after the road becomes a two lane road.) Turn left onto Mayfield road and travel west to McLaughlin road, the first set of lights past Hwy 10 (third set of lights after turning off Heart Lake road). Turn right onto McLaughlin road and travel north to the airport.

If you are arriving from the south via Hwy 10, or the west via Hwy 7, travel north on Hwy 10 to Mayfield road at the small village of Snelgrove. Turn left onto Mayfield road and travel west to McLaughlin road, the first set of lights past Hwy 10. Turn right onto McLaughlin road and travel north to the airport.



Editors rendition of traffic at Brampton Airport
(Take your pick)



Probably closer to the truth

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:	Rodger Young	Field Acquisition Manager:	Mike Ross

Secretary Treasurer:

John Ross
1339 Grosvenor Street
Oakville, Ontario
L6H 3L4
(905) 845-8789

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:

Notice: All Contest/Event Directors are asked to advise the Executive of the projected budgets for their events and to confirm the dates.

As a result of the Executive insisting that all persons using OMFC fields must abide by the noise regulations, (98db @ 3 meters), the Scale Aerobatic Contest scheduled for the 9/10 June 2001, requires a Contest Director. The original C/D felt that the true IMAC flyers, would not or could not attend because of this limit. If a Contest Director could be found we might be able to put on a reduced contest. He could expect a small turn out of contestants, probably from this club and flying "Basic".

One of the major problems facing Scale Aerobatics is the noise factor. As the aircraft get larger they also generate more noise. Some of the IMAC members from this club, notably Steve Johnson, Bob Hudson and Helmut Schmitter are working very hard at the expensive job of reducing the noise of the large IMAC airplanes. They are not there yet but it can be done. It was reported that at the Joe Noll meet last year, a TOC size plane from Germany was tested in the high 80's or low 90db.

OMFC Dates for 2001 Season

April	2, 2001	Regular Meeting at Brampton Flying Club. 7:30 PM. See page one for info.
May	7, 2001	OMFC Beauty Contest 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
	8, 2001	Ground School for new pilots. 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
	26, 2001	OMFC Electric Fun Fly, (John McNicol) North Field
June	9/10, 2001	OMFC Scale Aerobatics, South Field.
	24, 2001	OMFC Air Show (Dan Morgan) North Field.

The regular meeting of the Oakville Model Flying Club took place on the 5th of March 2001, at our normal meeting site. President Tim Deel called the meeting to order and observed that due to weather our attendance was way down. Tim advised that the April meeting (2nd April 01) will be held at the Brampton Flying Club. The Flying club is supplying a lecture hall as well as two speakers. Weather permitting (if its good) we will have a tour of their museum.

Because of the small turn out, the coffee and donuts are on the house. Tim then introduced our guest speaker for the evening, Chris Thompson, a representative of Sanyo Electric Co., Ltd. Chris has about 15 years experience in the industry and he likes talking to clubs involved in the R/C hobby.

What followed was a two hour discussion of batteries, with lots of questions coming from the floor. It is too bad that the weather caused so many members to miss this very interesting presentation. Chris has agreed to return later this fall. The following is some of the points made by Chris.

- ◆ Everything about batteries is a trade off. If a battery is built for high power its life (recharge ability) will be less.
- ◆ When dealing with Nicads, the main things that hurt them are.
 1. - Over charging
 2. - Too much ambient heat.
 3. - Over discharging
- ◆ Sanyo batteries has a spring type top that allows gas to vent while charging. Other rechargeable batteries (cheaper) use a rubber type stopper. The batteries active ingredients cause this rubber to break down and this will eventually kill the cell because of loss of the active chemicals.
- ◆ Sanyo is constantly testing Nicads and they have found that if batteries were fully discharged and stored in a cool dry place for two years. They came back to full life by recharging and discharging (cycling) twice.
- ◆ It is always best to store nicads fully charged and in a cool place, not refrigerated.
- ◆ Nicads are shipped with only about a 20% charge so ALWAYS charge new batteries for a full cycle before you use them.
- ◆ Memory: If you think you have a memory problem. Discharge the battery and cycle it 2 or 3 times. There were more memory problems years ago.
- ◆ It is a good idea to fully discharge and recharge your battery pack every six months.
- ◆ With Sanyo, the C & R series batteries are good and tough. Meaning that they can take a good deal of abuse and still deliver the power when needed. Please note that it is not a good idea to use the R series batteries in our hobby. R series batteries will give you everything they have right to the end, and the end comes very quickly for a R series battery. I.e.: You could test your pack before a flight and see that there is sufficient power and half way through your flight the power would run out. Their discharge characteristics are very steep once terminal voltage is reached. The C series batteries are a much wiser investment for aircraft.
- ◆ A nicad fully charged is approx., 1.35 VDC, per cell. If you find a hot cell during recharge, you have a problem.
- ◆ If after 24 hours, the cell has gone down to 1.22 or 1.25 VDC, look out there is a problem.
- ◆ Discharge. .2c load per cell will give you a good indication of the health of the pack.
- ◆ Charging. .1c charge per cell is what is required.

To find the charge rate of a Nicad. Multiply the Capacity (in mah) X .1 For example. The 700 AAC Battery should be charged at - .1 X 700 = 70 ma , The 1100 AAU Battery would be - .1 X 1100 = 110 ma.

To show that you can not get something for nothing Chris used the example a 1100AAU battery as opposed to a 700AAC battery. The 1100 AAU has a better performance profile but a much shorter lifespan. 500 cycles as opposed to the 3000 cycles of the 700AAC. Chris had some handouts for the members in attendance and two battery manuals. As the battery manuals were grabbed by Roger Young and Tim Deel, they are now the battery consultants (experts) for Oakville Model Flying Club. If you have any battery problems, feel free to call the experts, Tim & Roger. (*Anytime between 2:00 AM and 4:00 AM would be preferable.: Editor*)

Mike Ross, brought his framed up "Boxer", a aerobatic type aircraft. Mike is scratch building this plane using a very interesting construction technique. The plans are epoxied directly on to the balsa. This, not only shows you where to cut, but it also strengthens the balsa. Mike cut his own foam cores for the wings of this aircraft. Originally he used the normal white styro foam but he was not satisfied with the results. He then used a blue foam and was very pleased with the results. The wing has lighting holes to reduce the weight. Mike plans to use a .91 4 stroke to supply the power.

The meeting was adjourned at approx., 9:30 PM.

Members who agreed to supply information to our specialized sites. Pattern/Electric/Scale/Scale Aerobatic/Aero Tow. Could you supply information to the Web Master. Some sites have not been updated in quite some time.

WINDY LANDINGS - Tom Weedon

This is a trick that Tom learned several years ago and he tried it out at his club's air show last year. At his club field they have a 400' paved runway. On the day of the show, the winds were 25 to 35 mph, according to the weather station (occasional gusts were as high as 45). Many of the pilots who were brave enough to fly had a hard time landing. It took several passes for each to figure out how to get their planes down. Then some of the fellows really scraped up their planes or ground looped. What a mess. At that time, Tom, remembered what an experienced pilot had told him several years earlier about using power for a windy landing. Rather than trying to slow his plane down for a gentle 3 point landing, Tom instead kept the power up about 1/4 throttle and flew the plane down to the runway. When the wheels touched, He applied a slight down elevator (front stick) and reduced the throttle. What a surprise! The tail went a little high and the plane slowed down rather quickly on the pavement. This trick uses the wing as an air brake. Tom found on repeated attempts that he could apply a lot of down elevator (front stick) and the plane would stop even faster, without nosing over and breaking a prop. As the plane rolled out in the heavy wind the tail would drop on it's own. Tom was flying both a pattern style and his 27% Giles 202. Both reacted the same. Tom passed this tip on in the hopes that someone else will benefit.

(This appears to be a very interesting maneuver that we should think about even though we don't have a paved runway. A model will stop even faster on the grass and this could be the year that the ability to land in the wind is a great asset. - Editor)

O.M.F.C. AIR SHOW: Dan Morgan

Air Show 2001 Volunteers and Pilots needed

This year our annual air show is set for Sunday June 24 12; 30 pm to 3 pm. The Fare share food bank will be collecting donations at the show again this year. Peter Loewe of Oakville Hobby has agreed to provide gliders for the children that come out to the show. Bob Zacharczuk and myself, Dan Morgan are again working to organize the show. We need people to help us run the show as well as fly. At the next three meetings we'll be looking for volunteers.

We need a crew of at the very least, three to choreograph the show, work the impound and cue the pilots and their aircraft.

I'll need three guys to run the trial flights as well as a minimum of seven trainer aircraft for the public demos. As far as acts go we are open to suggestions, I want to have an expanded RC combat event, and we need an RC Helicopter pilot.

Several other tasks need to be done, Please contact me @905-844-8166 or Bob @905-845-3861 to volunteer or for more information.

OF INTEREST TO MEMBERS

For Sale: A yellow Cub with a Skyward .46 engine. One flight only. In good condition. \$90.00, if interested call (905) 826-2128 or email Umberton@aol.com :Umberto or Stefano DiMarco.

Internet site: that may be of interest. Submitted by Richard Els. <http://www.rcfaq.com/home.htm> .

Needed: for the Air Show and the S.E. Zone Precision Aerobatics competition : Loan of a generator to be used to supply power to sound systems and computers. If any member has a generator left over from the year 2000 rollover, the club would be more than pleased to ensure that it is in good working order. Generators need to be worked to stay in good condition and OMFC will supply that service. Contact the Fliteline editor if you can help us out.

Wanted: Building jig to buy, rent or borrow. Dan Morgan 905-844-8166.