

OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club
March 2002



BATTLE ON A BUDGET

The main speaker at our March meeting was David Fallowfield, from our Club. He was introduced by the President Tim Deal and spoke on R/C Combat Planes and Contest Flying. David flies in what is called "26-10 Scale". That is the plane can only carry a .26 engine and its outline must be with 10% of the original. There are also several other qualifying features that must be included.

Dave's first contest had a total of 7 pilots, and was a lot of fun, generating quite a bit of adrenalin. He found that the biggest thing that was stressed was "**Safety**". There is a flight line where the pilots stand, (we are all used to that) and then there is a "Safety Line", which is located 25 feet in front of the flight line. It is the responsibility of the pilots to stay in front of the "Safety Line". If for any reason your plane flies behind the Flight line, you are out of the contest. This also apply even if your plane is damaged and crash's behind the flight line. Nothing is allowed to violate the Flight Line.

In a contest, each pilot is assigned a flight line Judge. This person counts the cuts on the streamers that each plane carries and watches the Safety Line, ensuring that the pilot stay in front of it. A third important function of these officials is to watch and mark the fall of damaged aircraft. A match lasts seven minutes and there aren't any penalties for flying too low, but there is a penalty for flying too high and failing to engage in combat.

There are a lot of tricks associated with this sport and experience is the only way that you will learn them. ie: something sticky on your leading edge to grab someone's streamer and have it tear rather than slide off the wing.

David's first few planes did not last very long and he suggests that you should attend these functions with several aircraft. (*Something like control line combat, where contestants showed up with a truck full of planes.*)

OMFC 2002/2003 Executive

President:	Tim Deel	North Field Manager:	Vince Watkins
Vice President:	Brian Anderson	South Field Manager:	Frank Pilih
Past President:	Erik Genzer	Social Director:	Andrew Orange
Chief Flying Instructor:	Rodger Young	Field Acquisition Manager:	Mike Ross & Wayne McKee
Web Master:	Bert Armstrong		

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SPECIAL NOTICE

At the Monday night meeting March 4, someone picked up a set of plans for a Sorrel Hiperbipe with an envelope from the table with the help yourself stuff on it. These plans were NOT part of that material and I need to get them returned. This was obviously a mistake and was mostly my fault for leaving them so close to the help yourself material.

They are irreplaceable and are for a work in progress . I have spent many hours on this project and I cannot finish it without the plans. If you would like a copy of the plans I will be happy to share them with you, all I ask is that they are returned. There will be NO repercussions from this, as it appears to have been an honest mistake.

Please, if you have these plans or know who does contact Steve Raby at (905) 639-3767

OMFC Dates for 2002 Season

April	1st, 2002	Regular Meeting 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
May	6, 2002	OMFC Beauty Contest 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
	7, 2002	OMFC Ground School, 7:30 PM Unit 13, 785 Pacific Rd., Oakville
	13, 2002	OMFC Ground School, 7:30 PM, Unit 13, 785 Pacific Rd., Oakville
	21, 2002	OMFC Wings Programme North Field (Rodger Young)
	25, 2002	OMFC Electric Fun Fly, (John McNicol) North Field
June	23, 2002	OMFC Air Show, North Field. (Bob Zacharczuk)
July	6/7, 2002	Canadian Team Trials, World Scale 2002, Tillsonburg area.
	12/21, 2002	World Scale 2002, Tillsonburg Airport, Tillsonburg, Ontario.

As stated earlier, David settled on flying the 26-10 Scale type aircraft. This is one of the more economical planes to build and fly. His aircraft are 1/12th scale and come out with a wing span of 46". David uses "door skins" for the fuselage, a wooden crutch for the motor mount and foam for the turtle decks and other rounded pieces. A simple balsa tail structure is then added. The wings are made with white foam and hot wired from a 2 inch thick block of foam, and then sanded to the final shape. David fiberglass's the center section using a thinned mixture of epoxy and alcohol. He then places carbon fiber strips on the bottom of the wing (length wise) and covers the entire wing with 3/4 oz glass cloth gluing it down with a water based varnish. The fuselage and the top of the wing are painted to match the scale aircraft that David wishes to represent. Exterior grade house paint is used. All in all David can construct his version of combat planes for a very economical cost. David will be at the upcoming OMFC Air show and he hopes that there will be a 5 aircraft match that day.

(This was a very informative and enjoyable presentation and I would like to thank David, on behalf of the executive for doing a very good job. Editor)

The March meeting was brought to order by President Deel and approx. 7:40 PM on the 4th of May 2002.

An error in the previous Fliteline was brought to light. The Electric Fun Fly will be held on Saturday the 25th of May 2002, and not on the 26th of May as previously published. This was obviously an attempt by the Editor to put the proponents of electric flight in the dark hole he believes they belong in. The Editor did not take into account the sharp eye and intelligence of the Electric Fun Fly Director, John (Darth Vador) McNicol, who brought him to task for such a blatant attempt at sabotage.

Bob Zacharczuk, C.D. and chief bottle washer for the upcoming Air Show was asked to say a few words. Bob advised that right now his main push is on publicity and he requested that all members should publicize this event. Talk to family and friends and get them to come out to this event. At next months meeting, Bob will have B&W flyers that he would like the members to hand out to their families and friends.

Bob went on to explain the types of assistance that was required: Greeters and Parking attendants, Announcers & Chorographers. Instructors and Assistants for the Kids/Adult flights. Performers. This year Bob would like to have multiple aircraft in the air at the same time, and he hopes to draw from all aspects of the sport/hobby. Even "Electric" eccentrics are welcome. In a major breakthrough Bob advised that we would have two porta potties of our very own. No more running to the next county or heading for the woods when nature called.

Rodger Young rose to speak on the up coming Wings Programme. He had applications for the "Flight School", which he handed out to the students in attendance. This application is available from Rodger and it will be posted on our web site.

This year "Ground School" is mandatory for **all** students. The first school will be held on the 7th of May and a second will occur on the 13th of May. Both courses will be at our normal meeting hall on Pacific Ave. Any student not attending one of these classes will not receive instruction. They like, new students would have to wait until the next ground school.

OMFC will attempt to form a "mechanic" group who's function would be to help students with engines and airframes. This should allow the instructors to spend more time flying. This group will also certify aircraft. The benefit of this is that a lousy flying plane makes it difficult to learn.

Due to the increasing number of complaints, we have set up a Complaint Department to deal with this. It will be run by our own Mrs. Helen Waite. From now on, if you have any complaints, please go to Helen Waite

In the early 1930's, a farmer and his wife went to a fair. The farmer was fascinated by the airplanes and asked a pilot how much a ride would cost. "\$10 for 3 minutes," replied the pilot. "That's too much," said the farmer.

The pilot thought for a second and then said, "I'll make you a deal. If you and your wife ride for 3 minutes without uttering a sound, the ride will be free. But if you make a sound, you'll have to pay \$10." The farmer and his wife agreed and went for a wild ride.

After they landed, the pilot said to the farmer, "I want to congratulate you for not making a sound. You are a brave man." "Maybe so," said the farmer, "But I gotta tell ya, I almost screamed when my wife fell out."



2002 GROUND SCHOOL TUESDAY MAY 7TH & MONDAY MAY 13TH AT 7:00 PM

The flight instruction season is approaching fast and this is just a reminder that this year you must register into our programme. Even if you are a returning student from last year, you must formally register your spot so that we can make appropriate plans for the number of students. You may obtain the registration forms from myself at rgyoung@omfc.org <<mailto:rgyoung@omfc.org>> or John Ross or the Web site at www.omfc.org <<http://www.omfc.org>>.

The ground school dates are Tuesday, May 7th and repeated again on the following Monday, May 13th. We are offering the two dates to ensure that all students will be able to attend one of the two evenings. Mark **one** of these dates on your calendar so that you don't forget. Remember that this years Ground School is a prerequisite for instruction even if you are a returning student.

Instruction starts on Tuesday evening, May 21st at our North Field at 6:00 PM.

NOTICE TO MEMBERS

Spring is fast approaching and so is our annual spring problem. "**Soft Roads and Fields**". At the present time the South Field is closed with a separate chain across the road just before you start downhill to the field. The lock on the North Field is going to be changed so that the gate can not be opened. Members wishing to fly at these sites will have to park outside the gated area and carry their equipment into the field. These locks will remain until the roads and the parking areas dry out and can support vehicle traffic.

Executive Oakville Model Flying Club.

Submitted by Mike Ross, If any club member has an idea of what this book is or has plans or access please reply to bram.baker@rbc.com

A couple of months ago we had a brief conversation about balsa'n'tissue planes. I mentioned I'd built a few, and had a fabulous book of plans, that I have lost. And you thought that someone in your RC model club would most likely have a copy of the book. If possible, I would really like to get a copy, at least for a little while.

The name of the book was "Flying Scale Models of World War 2". Or something like that. I do not recall the author. The book was a slim red, white, and blue paperback with about a dozen plans in it. Each plan was developed by a different person, I believe. The plans were very good, which is why I'm trying to track it down. If you could look into this for me sometime, I would appreciate it.

Thanks in advance,
Bram

Always Read the Instructions:

On most brands of Christmas lights: "For indoor or outdoor use only" (as opposed to . . . what?)

On Sainsbury's peanuts: "Warning: contains nuts"

On a Swedish chainsaw: "Do not attempt to stop chain with your hands or genitals."

(Oh my God Was there a lot of this happening somewhere?)

On a Sear's hairdryer: "Do not use while sleeping" (damn, and that's the only time I have to work on my hair)

On a bag of Fritos: "You could be a winner! No purchase necessary. Details inside. (the shoplifter special?)

On a bar of Dial soap: "Directions: Use like regular soap" (and that would be how???. . .)

On Tesco's Tiramisu dessert (printed on bottom) "Do not turn upside down" (well... duh, a bit late, huh!)

On packaging for a Rowenta iron: "Do not iron clothes on body" (but wouldn't this save me more time)

On a Japanese food processor: "Not to be used for the other use". (now, somebody out there, help me on this, I'm a bit curious)