

OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club

March 2003

March 3 Meeting Highlights

The President called the meeting to order at 7:33 PM. The club members welcomed new members that were attending their first meeting with OMFC.

Roger Young, OMFC Chief Flying Instructor, announced the Wings Program and Ground School Start dates for 2003. Ground school is on May 7th and 15th. Any new students must attend this ground school to receive instruction at OMFC. The Wings program starts on May 27th at the North Field. OMFC Members that received their wings certificates last fall, and the 2002 OMFC Instructors were presented with the MAC pilot wings. Of course, the instructors got the fancier wings!



The club Treasurer, John Ross, gave the members a short update on the membership and finance numbers. Erik Genzer also gave a quick outline of the Swap Shop in February. All in all it was a great event for OMFC. Tim Deel addressed the meeting on the progress of the OMFC Annual Air Show and it's planning stages. The Air Show Committee has been meeting often and are making great progress in planning this event. We are hopeful that the 540 Air Cadet Squadron of Oakville will be in attendance and will start the Air Show with their Squadron Band. As a result of our Monday night model building school, the club has begun to develop a strong relationship with 540 Air Cadet Squadron in Oakville and hope to expand the model building program.

OMFC may be able to host a static display of our hobby in the Oakville Place Mall on or about May 31 to June 1. This will go along way to exposing our hobby in advance of the Air Show. Anyone interested in participating in this event or providing models to display should contact a member of the executive.

Tony Kreg, Ivan Kristensen and Bob Hudson took the floor to make a presentation on Scale aerobatics or International Minature Aerobatic Club. Scale aerobatics is a discipline of model aircraft flying that has been gaining in popularity. Unlike other disciplines of aerobatic flying, scale aerobatic flying is done with an aircraft that is a scale model of an actual aerobatic full scale airplane. Sound like fun? If you've done scale aerobatics you will agree.

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Points of Interest

- ?? The South field road is now closed off at the top of the hill. If you fly there, you will have to bring a very big shovel to get in and then carry your equipment down to the field.
- ?? Tony Kreg will be hosting an Advanced Flying School on March 17th and March 24th with a flying day sometime in April. Anyone that is interested is asked to contact Tony Kreg at 905-820-1043.

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There are six zones in IMAC. North East, North West, South East, South West, North Central and South Central. Ontario is in the North Central zone and to date has 16 members in IMAC. Each zone hosts it's own competitions and each contestant's score is recorded to compute a zone champion. There are also many National competitions. One of the biggest ones was the Tournament of Champions in Las Vegas. The TOC was an invitation only event with a rich purse of prize money. The founder, Bill Bennett, recently passed away and it's uncertain whether there will be another TOC.

The Oakville Model Flying Club will be hosting an IMAC event this summer on June 14 and 15 at the South Field. Tony Kreg and Ivan Kristensen are conducting an Advanced Flying School on March 17 and 24 for any Oakville member that wishes to advance their flying skills and learn more about Scale Aerobatics. Please contact Tony Kreg at 905-820-1043 ASAP if you want to attend this exciting course. There will also be a flying day in April for those students to put that knowledge to practical use. Anyone that attends the Advanced flying school is also eligible to compete in the OMFC IMAC Challenge in June.

There have been some significant developments in IMAC airplanes. You can now purchase many aircraft in a variety of sizes and in many stages of completion...ARC, ARF or as a kit. Engine design has come a long way which has allowed the size of these aircraft to grow to the 50% range.

There are five classes of Scale aerobatics competition: Basic, Sportsman, Intermediate, Advanced and Unlimited. Only in Basic is the model not required to be scale. For all other classes the model must be within 10% of scale. The sequences for IMAC competition can be found on the IMAC website at www.mini-iac.com.

While only a few of us compete in any aerobatic events, we can still enjoy these awesome machines and the joy they can bring to our hobby if they are operated properly. I recently purchased a Sig Extra 300XS with a Saito 1.80 4-stroke engine and am really looking forward to learning to fly an airplane with aerobatic capabilities. If you are interested in Scale Aerobatics, please talk to Tony, Ivan or Bob and I'm sure they will be more than willing to answer your questions.

A reminder for April, we will be having a presentation on turbine engines. If the weather cooperates, it's hoped that we can run an engine behind the hall. As well, the Beauty Contest is coming up in May and we want to see all those winter projects.



^Tony Kreg speaking to the Membership ^



The aircraft pictured is a 40%
Troy Built von Extra 260



R/C Engine Maintenance

There are three basic steps one should take on a day-to-day basis to ensure you continue getting the most from your engine:

Keep your engine clean on both the inside and outside. By keeping particles of dirt out of the workings of your engine, the operating surfaces will remain smooth and therefore less wear and better performance will result. Always use a fuel filter between your tank and the engine to catch any particles in the fuel. When operating in dusty conditions, use an air filter on your carb to keep particles out of your air intake. When done for the day, use a motor spray to clean off the dirt from the outside of the engine, especially the carb and linkages.

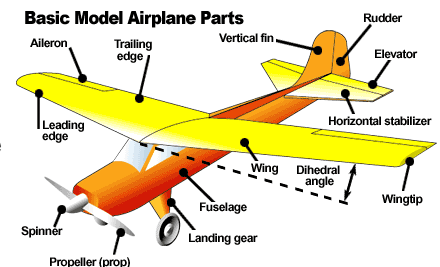
Use an after run at the end of the day. Since fuel contains elements that are hydroscopic (they absorb water), any fuel left in an engine will attract moisture and therefore contribute to rust. It is important that you run the engine dry after your last flight or run to remove the last of the raw fuel. This can be done by simply pulling the fuel line from the engine and letting the engine run out. Apply several drops of after run oil into your carb and turn the engine over to ensure the oil gets distributed throughout the inner workings, coating the metal and protecting it from rust.

Ensure all of your nuts and bolts are tight. Between flying or running sessions, check that all of your bolts, such as the head bolts, backplate bolts, muffler bolts, engine mounting bolts, and carb mounting screws, are tight. Also, check that prop nut to ensure you won't be launching a spinning prop on your next flight. An over revved engine, particularly a four stroke, can cause damage without the load of a prop or flywheel.

Beginning of the Season

The first thing to do before re-installing your engine is to replace the plumbing in your model. Remove the fuel tank and take out the rubber stopper and all brass and silicone tubing. There are components in the fuel that break down brass over time and if left, the tubing will eventually crumble or at the least allow air to enter the line. Clean the residue from the tank itself with a bit of isopropyl alcohol and then install a new rubber stopper assembly with new brass and silicone tubing. Reinstall your tank.

Take your engine from its baggie and use spray motor cleaner to get the after run off the outside of the casing. Re-install your engine to the model. When you are ready to run your engine, remove the glow plug and flush fresh fuel through the engine, turning it over with your thumb over the carb. This will clear out the storage oil. Replace the plug and start your engine as normal.



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48th Annual Weak Signals Toledo Show

April 4,5,6, 2003
SeaGate Centre

401 Jefferson Avenue
Toledo, Ohio 43604

Show hours: Fri/Sat
9am to 5pm - Sun 9am
to 4pm

OMFC Dates for the 2003 Season

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| April | 7 | Regular Meeting of OMFC , 7:30 PM, Unit 13, 785 Pacific Rd. Oakville
It is hoped to have a presentation on Turbine engines. |
| May | 5 | Annual Beauty Contest , 7:30 PM, Unit 13, 785 Pacific Rd. Oakville |
| May | 6, 15 | 2003 Wings Program Ground School , Unit 13, 785 Pacific Rd. Oakville |
| May | 24 | Electric Fun Fly , North Field (Drumquin Park) |
| May | 27 | Start of Wings Program , North field (Drumquin Park) |
| June | 8 | 8th Annual OMFC Air Show , North Field (Drumquin Park) |
| June | 14, 15 | IMAC, Scale Aerobatics , South field. Tony Kreg |
| June | 21 | Scale Combat (Onslaught over Oakville) , South field, Dave Fallowfield |
| August | 2, 3 | South East Zone Precision Aerobatics Championship , North field Jim Eichenberg |
| August | 9, 10 | OMFC Aero tow , South field. Frank Pilih & Jim Eichenberg |



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In Case of a Crash

We all hate to consider the possibility, but crashes are inevitable and the more we can salvage from them, the better. Quite often the engine can fair well in a crash unless your model has gone headlong into a rock or pavement.

Crashing on land will most certainly leave the engine dirty, inside and out. **DO NOT TURN YOUR ENGINE OVER!** Damage to the internal workings could result from the ingested grit. It is important to disassemble the engine as soon as possible because raw fuel will be in the crankcase which will create rust damage if the engine is left any length of time. For more detailed information on engine disassembly, please refer to the various publications on model engines.

Clean all of the parts with your motor spray. Inspect each component for breakage or wear. This is as good a time as any to replace any worn parts. Once you are satisfied that everything is clean and all components are serviceable, reassemble the engine.

If you crash into water, you probably don't have any broken engine parts, nor will there be dirt, however, the water must be removed from all internal parts immediately. Remove the glow plug from your engine, empty your fuel tank and refill with fresh fuel. Using an electric starter, spin the engine over, drawing the fresh fuel from the tank, until it flushes all water from the engine through the glow plug hole. Replace the glow plug and start your engine as normal. Be sure to run the engine dry and use after run oil when you are finished.

End of Season Maintenance

When the flying season is over, a small amount of engine care can ensure a successful beginning to the following season.

Remove your engine from the model and give it a visual check—essentially perform the same checks you would do at the end of a day. Make sure that all bolts are in place and tight. It is not necessary to disassemble the engine unless you feel that there is internal damage or that the bearings require replacing. Replace any stripped bolts or rough running bearings. Clean the entire engine with motor spray to remove all dirt. Finally, load up the engine with after run oil, turning it over to ensure that all moving internal parts are covered. This will go a long way to reducing the chance of your engine rusting in the off season. Store the engine in a baggie to keep the dirt out and the oil in!

by Jim Ewing

OMFC Executive 2003

President:	Brian Anderson	North field Manager:	Vince Watkins
Vice-President:	Jim Eichenberg	South Field Manager:	Frank Pilih
Past President:	Tim Deel	Social Director:	Andrew Orange
Chief Flying Instructor:	Roger Young	Field Acquisition Manager:	Mike Ross & Wayne McKee
Assistant CFI:	Wayne McKee		
Web Master:	Burt Armstrong		

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