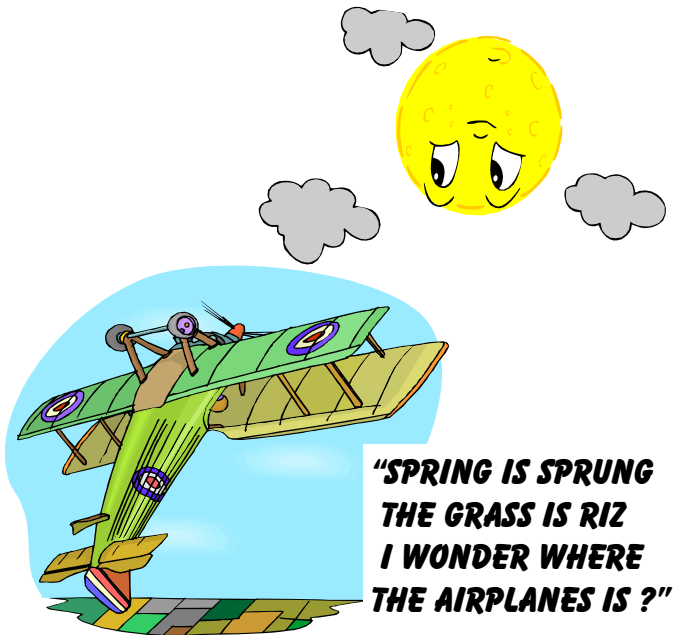


OMFC Fliteline

The Newsletter of the
Oakville Milton Flying Club
March 2010



March Meeting

With everyone in the meeting room talking about “the Olympic hockey game”.....Percy wondered if we should start the meeting off with Oh Canada.....!!

We had no new members or visitors in attendance and luckily no members of the fairer sex. For the raffle, Percy had a number of prizes including a sweater with the words “remove before flight” emblazoned thereon. In the interest of modesty, no further comment will be forthcoming [but the commentary was really funny].

Percy introduced the evening’s speaker.....our very own Keith Houston. Just in case you forgot, Keith flies the WW11 Canadian Warplane Heritage’s Fairey Firefly based at Mount Hope in Hamilton.

Like many of us as young un’s he started building model airplanes out of wood and cardboard, which were “sort of” profile type models based on WW11 aircraft. Keith got into control line flying with the small Cox engine powered planes and into combat style flying with a Cox powered Mustang model [he still flies that way most of the time].

Keith got interested in full scale flying when his Dad flew him around Milton as a boy.

He learned to “real” fly in 1957 at the Brampton Flying Club. He started flight instruction in the Spring and had his wings by the Fall. He took his commercial license the following year and, before long, he got himself a J4 Cub as it was cheaper to buy than renting. Keith then took his instrument rating and with that became an instructor at Brampton.

While working as an instructor, he tried several times to get into the airlines but that was not to be for some years. He got a break in 1965 when a fire service outfit in Newfoundland offered him a job flying PBY’s. This was not a nice plane to fly said Keith, everything was manual and it was really noisy. He has one happy memory of that PBY.....one day the crew wanted to go swimming, so they flew the PBY to a lake, dropped anchor and dove in.....sans swimsuit!

On one call, they had to pick up a woman who was in ill health. The weather was lousy and with the aid of only a beacon, they were flying along the steep coastline looking for a small inlet to set down in. They thought they had found the inlet and turned into it it was the wrong one”Full Power” and into a very steep climb when it suddenly got very dark.....to this day.....Keith wonders, “was it the cliff”. They did finally find the right inlet and all was well. A dory [boat] brought the lady to the plane and Keith dropped a ladder through a rear hatch and the lady was lifted into the aircraft. On arrival back at Newfoundland, they realized that the ladder had gone awol on the return trip.

He soon returned to Brampton and to instructing. The pay was pretty meager and he was back to sending out letters to the airlines. Still no luck. He did find some part time work with three different companies, all at the same time; Canting Airlines, Aries and Air Service Company. The pay from these 3 companies worked a out a little better financially speaking, than instructing. He remembers flying John Robarts a couple of times, taking him on fishing trips [boy did he prorogue the Ontario parliament??].

Finally, Keith was offered the right seat on a DC8 by CP. He promptly sent his CP acceptance letter to Air Canada [his preferred choice] saying he had this offer but would rather work for Air Canada??? Well, they bought it and he went to Montreal to show them his stuff and, low and behold, he was offered “course train-

-ing” in AC. His first plane was a DC8 and Keith said that it “took off like a rocket” and was not a bad plane to fly. He went from 2nd officer in the DC 8 to first officer in a DC9. Now this was a great plane to fly says Keith. There were a couple of near misses and Keith got emotional talking about them as the memories flooded back.

The first incident occurred when descending into Tampa airport. Air traffic control had told him there was slow moving traffic in the area when all of a sudden a Cessna 150 appeared within a 100 feet!.....he has never got over that experience.

The second time occurred climbing through white cloud at Gainesville. All of a sudden, as they were coming out of cloud at 25,000 feet another aircraft appeared right behind them. Air traffic control had meant to vector “another” aircraft out of the area.

The third near miss was also in the Tampa area. Traffic control was telling them they had traffic at 10 o'clock. Again, all of a sudden they ran into an aircraft smoke/vapor trail. It kept getting bigger and closer. Happily, they never did see the other aircraft.

Incident four happened at Ottawa coming in to land. They had been advised that 2 other aircraft had missed their approach on main runway 32 due to weather conditions so Keith asked for runway 07. Well upon making his final approach on 07, he saw a Lear jet coming in on 32 and realized they were on a collision course! He applied full power, pulled up and overshot the jet and the runway.

After flying the DC9 for a while, he found himself as first officer on DC8's and thereafter went to the 747's. He called the 747 an “old woman's” airplane; it was very stable and steady but reacted slowly but, overall, it was a super airplane to fly.

He flew L1011's and DC10's. He said both aircraft had cargo bay door problems. On one flight in a DC10, the cargo door blew off and some poor chap [already passed on] ended up in his coffin laying in a farmer's field.

He returned back to DC9's which he really enjoyed but then on to 727's [like going to a flying brick from a sportscar]. His final aircraft was a 767 which he says is a dream to fly. Lot's of power and it could fly above almost any storms. The aircraft had 3 redundant flying systems. He says he landed in Frankfurt one day at 0 visibility and at 0 altitude “could not see a thing!” Perfect landing.

Well how does this get us to flying the Fairey Firefly. Well along the way he got to know the guy flying the

Mount Hope Hamilton Corsair which lead to an introduction to the Mount Hope Aircraft group. He got to fly their Dehavilland Chipmunk [by sponsoring the aircraft.....much cash involved here] which he says flew really well but had a terrible braking system.....a partial hand ratchet system. “British brakes” he called them [Hah, hah, hah, very funny]. He also sponsored the Harvard [more cash] and it surprised him. He thought it would be a pig in the air but it wasn't. It flies very



well and is very light on the controls and is aerobatic. It is, however, a tough aircraft to land. Keith says there are only 2 kinds of Harvard pilots....those that have ground looped, and those that will. He feels that it's a great war-bird trainer.

Well after the Harvard, he got very interested in the Firefly. The one at Mount Hope was virtually a wreck and he used to walk by it and got to know it. A passion to have it restored to flying condition grew within him. He finally went to the powers that be and said can he get a group of people together and restore the airplane to flying condition? Go ahead they said [i.e. sponsor the aircraft.....and dump in more cash] and so he did. Keith says he involved good people, and then tried to interest Dehavilland and others for help, but there was not much interest out there. He finally found someone to give him a price to restore the aircraft from a company based in Victoria, BC. Full speed ahead.....it took just 2 years to rebuild and restore the Firefly. Then came disaster. The aircraft was to be flown back to Mount Hope but crashed on take off. It appears that the pilot applied too much power boost on take off, turning it over onto it's left wing which sustained lots of damage. The aircraft was

stripped and rebuilt [more cash]. Keith says the plane taxies well but is a heavy mother at all times. In the air, the ailerons are light but, in a dive, the aircraft becomes extra heavy and is reluctant to pull out of a dive, which is cause for some concern. He has done a high speed stall with it where rapid vibration sets in. However, when properly trimmed in cruise and in straight and level flight, the aircraft is a delight to fly.....Keith just loves it!

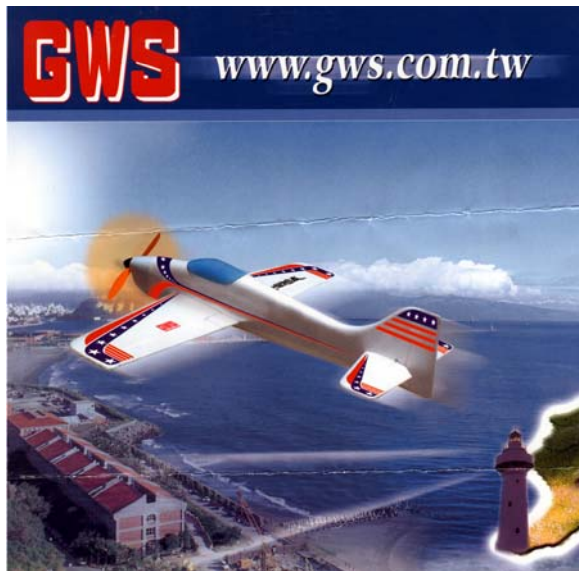
Ed: It's safe to say that without Keith's interest and sponsorship [hard cash], this restoration may have not gone ahead. So, thanks for the talk Keith and for the flying "legacy" for all to enjoy. [By the way Keith, I have an old Jaguar that is in need of sponsorship..... interested??]

Percy then held the raffle and Jim Eichenberg won the "remove before flight" sweater.....even more commentary followed...great stuff, you should have been there!

Meeting closed.

Jack Linghorne approached your's truly at the end of the meeting. It appears a group of people involving Jack Humphries at AJ Hobbies are trying to get a "foamie" pylon racer group going with specific "rules" to apply [rules?, it will never get off the ground with them] which eventually they would like to take nationwide. Initially, they envision 5 or 6 races per year and would like to hear from anyone interested in taking part.

They have in mind a specific "foamie" aircraft which is shown in the GWS advert pictured below.....designed a bit like a small pattern aircraft, it should have stable flying characteristics.



I understand they may be thinking about 2 classes of entry. One category would be a "stock" flying model and the other category "anything you can do to it and still have it fly" category. There is supposedly "a bit of a deal" involved here from Jack Humphries at A J Hobbies so, again, anyone interested can talk to Jack Linghorne at 416-233-0230 or email him at mjlinghorne@rogers.com, or contact Jack Humphries at AJ Hobbies.

Flight Training Ground School

The Flight Training Program for 2010 starts off with the Ground School Session on Tuesday, May 4th at 7:00 p.m. at our usual Union Hall meeting place.

This is the time for students to bring your new aircraft to be checked out before they are flown. Bring your radios and also make sure your batteries are fully charged!

Flight Training at the North Field starts on Tuesday, May 18th at 5:00 p.m.

Executive Meeting

- The Mall Show dates have been set as follows:-
Saturday, June 5th at Upper Oakville Place.
Saturday, June 12th at Hopedale Mall.
- Jody McConnell would like to host a helicopter fly in the Summer. We have offered him two dates to choose from:-
Saturday, August 28th
Saturday, September 4th
- President Percy Ford-Smith will present the Club's/MAAC's new Emergency Procedures at the April meeting and is asking for all members to attend.
- We have a guest speaker for April who is also a Club member; his name is Lawrie Henrickson. He will give a presentation on designing the electrical system for electric model planes. It will cover the appropriate sizing of motors, ESC's and battery selection for various types of RC planes. This is a comprehensive technical workshop well worth the hour of time to listen in. Lawrie gave this presentation recently to the Southern Ontario glider club, and it was very well received.
- The revised Club rules were reviewed by the Executive and they will be presented to Club members shortly.

Limerick fans

Not sure what to call this piece of prose or whatever it is, but it has been sent in by John McNicol and it does relate to the hobby.....not sure who it refers to.

There was an old guy with a heli,
Whose transmitter sat on his belly.
When told that a strap
Would beat using his lap,
Said "No way, no, not on your nelly".

Problems at North Field

Well, here we are with the flying season barely begun and we appear to have people flying while the children are in the yard at the North Field school. Terry Sears was told by the school that despite our assurances we would ground all aircraft when children were in the school yard, some people are still flying. Now, to be fair, we have been notified by a Club member that he has seen non Club members flying at the field; they took off running when he showed up, so possibly it's not Club members who are causing the problem. The school will be given cell phone numbers of 2 Executive members who can get to the field quickly if they receive a call from the school advising that someone is not adhering to the flying rules. A notice was sent to email members detailing this problem a few days ago, and that notice will also be mailed to the 30 members without email service.

The Executive will consider putting up some sort of "no trespassing sign" for these presumed non member, non MAAC individuals.

If anyone sees this type of flying violation or any safety or flying violation, please step in and represent the Club. You can imagine the problems and fallout if we injure a child.....can't you?????????



Happy Flying!!

Report on the 2010 Swap Meet

We have been blessed with warm, mild weather for much of the past winter, and the date of the annual swap meet, March 7, was no different. The sun shone long and hard and the snow drifts were definitely losing their fight for immortality in the +11 degree temperatures. We had a total of 21 tables available for rent, and all of them were occupied with toys ranging from some really mean looking IMAC type machines presented by Umberto Dimarco to antique aircraft, with everything in between.

This year Terry Sears agreed to co-administer the event with me, which yours truly really appreciated. After the swap meet ended, we held a short discussion on the timing for next year's swap meet. The problem we are encountering is that the Whitby Flyers have held their meet on the same day as our Oakville Club for the past couple of years. Given that the two clubs are about an hour's drive apart and across Toronto to boot, I don't think that we have a major impact on each other. However, it would be reasonable to assume that there is some. Attendance was down this year from 96 paying customers last year to 75 this year.

Terry and I have decided to see if we can change the date of next year's swap meet to the last Sunday in February. That would put the date at that time of the year when the weather is starting to warm up, but the intense cold has departed, leaving Whitby to hold their swap meet alone.

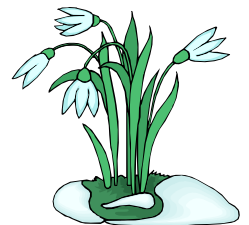
The results of March's swap meet are as follows:

Table Sales:	\$210.00
Entrance fees 75 people @ \$5	\$375.00
Total revenues	\$585.00

Expenses:	
Advertising	\$132.30
Room Rental	\$ 62.50
Total Expenses	\$194.80
Net Contribution to OMFC	\$390.20

Summer is nearly here! I'll see you all at the flying field!

Erik Genzer



OMFC 2010 Executive

President:	Percy Ford-Smith	North Field Manager:	Bill Funnell
Vice President:	John Pretty	South Field Manager:	Frank Pilih
Past President:	Don Wilding	Social Director:	Terry Sears
Chief Flying Instructor:	Brian Anderson	Field Acquisition Mgr.:	Mike McDermott
Assistant CFI:	Mike McDermott		
Web Master:	Bert Armstrong	bert@virtuhost.com	
Secretary Treasurer:	John Ross 1339 Grosvenor Street Oakville, Ontario L6H 3L4 Telephone: 905-845-8789	Fliteline Editor:	Mike McDermott mike.mcdermott@sympatico.ca

OMFC Meeting Dates for 2010

<u>Date</u>	<u>Event</u>	<u>Contact Person</u>
Monday, April 5th	Speaker Lawrie Henrickson	Percy Ford—Smith
Monday, May 3rd	Regular Meeting	Percy Ford—Smith

OMFC Event Dates for 2010

<u>Date</u>	<u>Event</u>	<u>Event Director</u>
Saturday, June 5th	Mall Show	Don Wilding
Sunday, June 6th	Electric Fun Fly	Jack Linghorn
Saturday, June 12th	Mall Show	
Sunday, June 20th	Air Show / North Field	Don Wilding/John Pretty
Saturday/Sunday, July 24/25th	S.E. Zone MAAC Pattern Contest	Jim Eichenberg
Saturday/Sunday, August 7/8th	Glider Air Tow	Frank Pilih/Jim Eichenberg
Sunday, August 15th	Quad Club Fun Fly	Bert Armstrong