

# OMFC NOTICE

Effective immediately, any Club member or guest wishing to fly aircraft with engines 50 cc and over must have the engine/exhaust sound level checked prior to flying. A call to any member of the executive will result in a test being arranged at a suitable time.

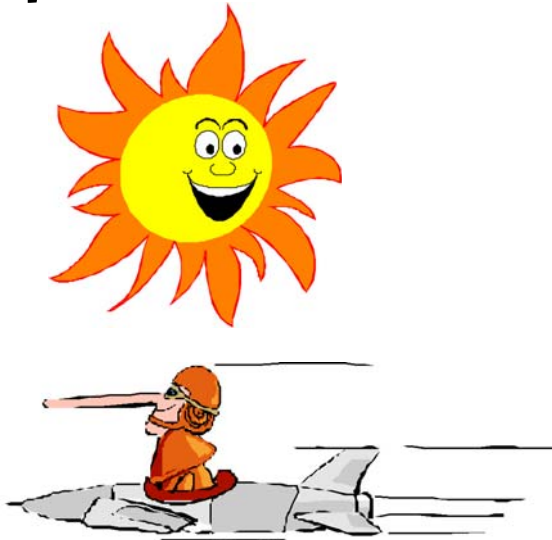
There has been much confusion relating to Club rules following the introduction of the 2.4 MH transmitters. It is still a Club requirement that when arriving at the field **“ALL TRANSMITTERS”** are to be placed in the radio impound just like regular transmitters. The frequency boards are to be reconfigured to allow for 2.4 MH frequency pins to be attached thereto [for now, the top of the board will suffice] just like any regular frequency pins. Ham radio frequencies will also be accommodated. When working with the aircraft or flying, the frequency pins for **“ All flyers”** must be on the board [i.e. all regular frequencies, 2.4 MH and ham radio frequencies]. The frequency pins for all members and guests should note their names thereon.

Thank you, OMFC.

# OMFC Fliteline

The Newsletter of the  
Oakville Milton Flying Club  
March/April 2008

Now, that's what I call  
"Flying Weather!!"



## Opening Comments

Well, the weather has been great since about the middle of the month and long may it continue. Both fields are now open and both have been rolled so, hopefully, most of the bumps and low spots have been smoothed out a little.

You will all note the two messages on the OMFC Notice attached to this month's Fliteline and they are basically self explanatory.

The first item requires that all aircraft with engines 50cc and above need to be sound level tested **before** flight [members and guests].

The second item reaffirms that all transmitters, 2.4 MH, regular radios and ham radio frequency transmitters are to be impounded when arriving at the field and, when aircraft are being worked upon or flown, frequency pins are to be put on the board. The existing frequency boards are to be reconfigured but, in the meantime, 2.4 MH and ham radio pins can be put on the top of the existing boards. All frequency pins should have the member's or guest's names thereon.

## March Swap Meet

Well, another swap meet is in the record books and another winter has nearly come to an end. This year the registrations for tables started really slowly and to be honest, I was concerned that we wouldn't have enough vendors to make a day of it.

Fortunately, as the date drew closer, I was proven wrong as table registrations flowed in.

The weather was wonderful, hovering around zero with a clear and sunny sky, giving members no good reason why they shouldn't drive over to find a bargain. We opened the room to purchasers around 8:40 a.m. and the rush was on. By 11:30 a.m., we collapsed the tables and went home for brunch.

We were able to get by this year without having to rent tables from an outside source, so that saved us about \$150. It also allowed me to set up the room with more space between tables, allowing for a more comfortable atmosphere during the event.

Here's the financial summary for the day:

### Revenues

Table Registrations: 17 x \$10.....	\$170.00
Entry Fees 102 people @ \$3.....	\$306.00
Total Received.....	\$476.00

### Expenses

Advertising in MAAC.....	\$117.66
Net income to OMFC.....	\$358.34

See you at the field soon!

Erik Genzer

## April Meeting

El Presidente, Don, opened the meeting, to a great turnout!

Any new attendees in tonight asked Don?? Andrew Egan introduced himself as a new member [he was a member briefly in 1996].....Ryan introduced himself; seems the wife got him a kit for Christmas.....he was followed by Patrick who advised his dad bought him a plane, so here he is!! Well, we don't care what got you to OMFC.....as long as you got here. Welcome!

We also had a Ron Brown [a previous member of OMFC] and a Bob Morris in attendance.... both friends of our guest speaker ....again, welcome!

At this point, Don advised that the North Field was well and truly open. Most of the parking lot however had been roped off as the ground was very wet and mushy. Erik Genzer wanted to know if the parking lot ropes were a challenge?? .....[Ed.: no Erik, please keep your aircraft out in front of the pits.....that's all the challenge you can handle this early in the flying season]. The South Field is not open but as soon as it is, we will notify members. **As of April 26th, it is open.**

Don pointed out that the Mall shows would be upon us sooner rather than later and pressed for more volunteers to show up with aircraft. On May 24th, the show is at Hope-dale Mall, running from 8.30 a.m. till 5.00 p.m.. The Mall show on May 31st [rain date June 1st] is at the outdoor mall on Upper Middle Road and Eighth Line [exact time T.B.A]. It's a great way to spend a day says Don, meeting lots of people, talking about your plane and the Club and handing out flyers for the annual Air Show. Please speak to him or to Bob Zak about participating. Please note that Bob will be walking the rest of the evening with pen and paper, plus he is wearing some real heavy boots!

May 25th is our Electric Fun Fly being run by Jack Linghorne. Now this date also clashes with a MAAC show [as advertised in the MAAC magazine].....if anyone is interested in helping man the MAAC booth on May 25th, please contact Don [Wilding].

Jack Linghorne then took the floor. He wanted to introduce a relatively new material for aircraft building. It is sheet blue foam about 6mm thick [it is mainly used as an underlying floor material]. Jack says you can make laminates out of this stuff, using silk, vinyl, or tissue. The material is stronger and lighter than balsa, plus it sands well.

Jack also thinks low temperature monocote can be ironed on. To date, Jack has used it for replacing balsa body formers and body side framing. Thanks for the input Jack!!

Percy Ford-Smith talked about his Club membership listing/roster and passed around a list getting several volunteers to help phone members for the data needed for the roster. John Ross advised that so far this year, 125 members had signed up

Any more business enquired Don?? Brian Anderson wanted to remind new pilots/students that Tuesday May 6th at 7 p.m. was the evening to bring your new models for a check out. The models will be checked for balance and to make sure everything that is supposed to work will work. Brian did not suggest that you charge your batteries and bring your transmitters with you but it will be useful if you do.

Well said Don, our May meeting is the last one before Fall and it is our Beauty Contest Show. A show of hands indicated approximately 12 aircraft will be on show and Don asked if anyone had a partially built model to bring it out also. Again, no ARF's. The categories are Scale, Sport, and Novice.

Now it's time for our coffee break and time to buy your raffle tickets, announced Don and then we will hand the floor over to our guest speaker, Roy Brown.

After the break, Roy Brown was given the floor and this is his story:-



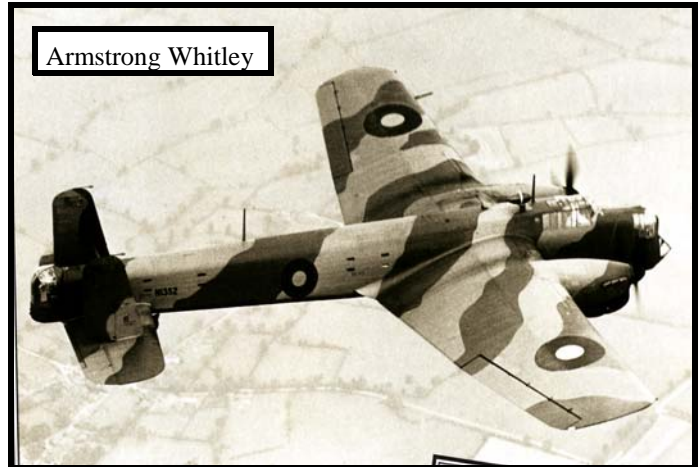
I joined the RCAF in 1942 at the age of 18, hoping to become a pilot. I did my basic training in Alberta, and elementary flying at Prince Albert in Saskatche-

wan. I was "trying" to fly Tiger Moths here, but having great difficulty landing the aircraft; I could not get a handle on "flaring" the aircraft...landing too long or too hard, trying to bury it in the runway! As a result, I washed out after about 10 hours of trying. At the time, most students were doing their solo flights after 8 hours. I was then re-mustered to gunnery school at Mount Julie, Quebec where I graduated as a Gunnery

Sergeant in August 1943. In early Sept. 1943, I left from Halifax, Nova Scotia on the Queen Elizabeth for overseas duty. As a qualified gunner, I was assigned to work on board, 12 hrs on 12 hrs off, being assigned to a rocket firing unit situated between the funnels of the ship. The crossing took 5 days. Between the rough seas and the fumes coming out of the engine room, I was sick from the time I got on board until I disembarked in Scotland.

In England I was training at Gaydon, flying in Wellingtons. My training was interrupted by my getting mouthy with a senior RAF officer when he made some derogatory remark about Canadians; referring to them as "Colonials". As a result, I was put on charge for insubordination and sentenced to 21 days at a Senior NCO and Officers Discipline course at Sheffield. It was like a boot camp. Next up was more training at Honeybourn in Whitley Bombers. Here I crewed up with Irvine Todd, Pilot, Don Adams, Navigator, Dave Ungerman, Bomb Aimer, Tony Kartonchik, Wireless Operator, Fred Minty, Mid upper Gunner and myself as tail Gunner. While at Honeybourn, I experienced my first bail out while flying as a spare gunner on an air to air training flight, with another crew. During the flight when we broke through cloud cover, the aircraft apparently iced up and was soon out of control. When the order to abandon the aircraft was given, I had no idea where my chest pack parachute was. I had just thrown it into the aircraft as I had no assigned position and was just sitting on a box under the astrodome. As the aircraft was spinning down, I slid spread-eagle down the fuselage until I found the chest pack, I snapped it on and bailed out.

When I pulled the ripcord, all the locking mechanism that should have been around my waist ended up in my face. It was then I realized that the two side straps of the parachute harness had not been done up. In reality, I should have fallen out of the harness, but the padding on the back of the harness provided a bit of a seat and stayed on. At this stage, I hung onto the shroud lines for dear life literally. It was a very dark night and I had no idea where I was landing but I did land hard on my back. When I came too I saw a small light in the distance and started walking cross-country towards it. It led me to a house.



After convincing the homeowner that I was not a German Paratrooper, I was invited in. I guess I appeared a bit shook up so the lady of the house served me warm milk. Whenever she went to the kitchen to get another glass of milk, her husband would slip me a shot of scotch. Eventually I called the airbase and was picked up by transport. Fortunately, all the crew survived and returned to base that night.



In early April, our aircrew was posted to a heavy conversion unit at Dishforth and we were introduced to the 4 engine Halifax bomber. Dave Parker, Flight Engineer joined our crew. On completion of this phase, we were sent on a 10 day battle course that was run by the RAF Regiment, a very tough outfit. This was like a commando type course to toughen us up, and give us some experience in finding our way back should we be downed in enemy territory.

In late April, our aircrew joined 425 Alouette Squadron at Tholthorp. On May 3rd, we flew what was called a "Bullseye" mission, which was to drop bales of tinfoil

over the coast of France in an effort to confuse and screw up the German radar.

At this time, they had just started to add a third gun position in the belly of the Halifax and this position was to be filled by volunteer gunners. I had been asked to fly this position a couple of times with another crew but I turned it down because I really wanted to fly my first operational flight with my own crew. When asked the third time on the night of the 8th of May 1944 I thought I had better go otherwise I might be tagged as LMF [lacking of moral fiber] which could result in being sent home in disgrace.



The target that night was the rail yards at Haines Saint Pierre in Belgium. I joined a crew piloted by Flight Officer White who I met for the first time on takeoff.

We had successfully dropped our bombs and were returning home when we were attacked by a German night fighter. Neither I, or the other gunners saw him coming. I did see a flash in the distance and I assume it was his cannons. He caught us on the forward port side. There was just one god awful explosion and instantly the aircraft was on fire and out of control. I did not hear any order to bale out but it was obvious that we were going down and I attempted to jettison my gun and leave via my belly turret but the gun would not release so I decided to go up through the fuselage, which was not easy due to G forces. When I did get up I saw another member of the crew going out the door and I followed him. As I was floating down, I had to run over another chute for fear of collapsing it. I was falling faster than him. I did not see any of the others land. I found out later that the Pilot and the Navigator were both killed and all other crew members were taken prisoner. I landed in a field near the town of Aalbeke and after hiding my chute as best I could, I took off walking and running about a

mile or so staying in the open fields. After a while I decided to settle down until daylight.

The next morning two men came by, working the fields with a Dutch hoe; they took a good look at me but made no attempt to talk to me. Later, two ladies came by, still not making any attempt to contact me, but they did throw me a loaf of bread. After this experience, I felt they were not going to turn me over to the Germans so I just sat tight. Later that day, a man came by looking at me and he was whistling O Canada. When I recognized the tune he indicated that I should follow him. He took me to some farm buildings that I had been looking at all day. Here I was given some civilian clothes in exchange for my uniform and escape kit. Later he gave me a bicycle and told me to follow him at some distance. He took me to the home of Julia Lietart in the village of Mouscron. Here I was visited by a Dr Jules Lietart the brother of Julia Lietart and he put a few stitches around my eye; when I baled out, I had torn the flesh on the side of my eye and the skin was hanging loose. The next day I was visited by Valere Les-tienne, Chief of the local resistance movement. I was later taken again by bicycle to a church in Mouscron. From the church, I was moved by Noel Remout to a farm in Doftingies where I spent the night. In the morning, I was escorted by Albert De Bock to a Gendarmede in Lees Nord. This move involved crossing a canal guarded by German troops. At this point, we were joined by one very brave lady who did all the talking and we got across safely. Unfortunately, I learned in later years that Albert De Bock had been captured by the Germans in July 1944 and sent to a labour camp and was either worked to death or shot. He died on May 3, 1945.

From Lees Nord, I was escorted to the home of Oscar and Mme Denille in Templeuve where I stayed until early August. Another downed flyer, Jim Lahey who was an American, had been shot down a few days before and was being sheltered at Denille's home. Jim and I spent most of our time indoors because the Denilles were not too sure of the reliability of their neighbours. One day the local resistance arranged to have 2 other members of Jim's crew, Singleton and Muse, who were also hiding in the Village, visit us. This action was an example of how brave these people were because they and all their families were subject to being shot for knowing we were there and not turning us in.

### **Capture by the Germans**

One day, we were visited by a woman who explained that we were to be moved through Brussels into Switzerland and eventually to England. At the time of her visit, she took our forged identity cards and instructed us on how to act during our move. On the first of August 1944, a car arrived at 54 Rue de Tournai. Singleton, Muse and Leon Panzer (a Canadian who was also hiding in Templeuve) were in the car. Jim and I were told to join them. We said our good byes to the Denilles and were driven to a house in Brussels. The next day we were visited by a man in his late forties who was introduced as an English Colonel. I recall being given a drink or two of Canadian Club liquor. It turns out he was actually Prosper De Zifter a Belgium traitor. Both he and his girlfriend were shot after the war.

Around this time, we were asked to complete a form asking many questions that we did not want to answer. We refused to do this. Later we were encouraged to write a letter to our helpers advising that we were well and on our way to Switzerland. Again we refused to do this but after some argument and considerable discussion among ourselves we agreed to draft a very vague letter to that effect but we refused to address it to anyone in particular. It was obvious that we had been betrayed. Later I was then taken from the house with Leon Panzer to a garage where we were told to get into the back of a truck and lie on our stomachs until we were well out of the city. When we were both on our stomachs, before the truck moved, we were aware of some commotion and were told not to try to escape or we would be shot. There were a number of well armed German Soldiers surrounding the truck. We were then taken to the local Luftwaffe headquarters, strip searched and taken to the Gestapo run St. Giles Prison. Here we were again strip searched and thrown into a holding cell.

### **St. Giles Prison Brussels Belgium**

Prison life was not very enjoyable; we were confined with 2 or 3 others to a cell about 10 to 12 feet square. An uncovered pail in the corner was the john. We slept on thin straw mattresses which were infested with many critters.

We were fed a bowl of very weak soup and about the equivalent of three slices of stale bread a day plus some ersatz coffee. I will never forget one day when I was tossed into a cell and complained that I was hungry. I hadn't had anything to eat since the previous day. After the guards left the cell, one of the occupants reached up behind a small cupboard and produced a chunk of really mouldy bread and offered it to me. I figured if he was saving "THAT" I wasn't any where near that hungry so I declined! I can only recall having one cold shower in the month that I was in St. Giles. I was taken a number of times to a building down town for interrogation. These interrogation sessions were interesting since it is difficult to be questioned by someone for any length of time and not give them any information they want.

My method of dealing with it was to make small talk of no importance regarding conditions in the prison, exercise, showers etc. and attempting to steal some of their cigarettes or cigars. The officer doing the interrogation would get very angry and threaten me with various degrees of punishment including being shot, pointing out that I was arrested in civilian clothes and not officially protected by the Geneva Convention in respect to prisoners of war. In prison, at one stage I was in the same cell as Squadron Leader Edward Wyman Blenkinsop whom, it is reported, eventually died in the Bergen Belsen forced labour camp. Years later on my return to Canada, I met with his mother in Vancouver. She was also an Officer in the RCAF at Western Air Command.

On September 1st 1944 the Germans evacuated the Prison planning to take us all into Germany. There were many civilian and political prisoners plus a number of Belgium underground patriots. When first outside the gates, I was pushed into a group of political prisoners. I could see the other airmen in a different group, and since I figured the patriots and politicians would end up being shot, I raised a fuss and was eventually moved to the group that I knew were airmen. The 50 odd airmen were loaded into a Baggage car. All the other Prisoners were loaded into ordinary Box-cars.

The train had approximately 30 odd cars and 1500 prisoners. My own recollection of the train trip was attempting to survive the trip. I recall tracks being blown up and some firing on the train by the Belgium underground in an attempt to stop the train from getting into Germany. At one point, Jim Lehey and two others jumped from the moving train and escaped. They got away with it. Much later, Jim told me that they ended up in a winery! The train eventually returned to the rail yards due to the problems encountered; caused by the underground. Eventually, the political prisoners were set free, but the airmen were held in the baggage car. At one point, one of the airmen attempted to talk the German guards into surrendering to the airmen but this suggestion did not go over too well. I believe the train was eventually derailed in the station. Happily one night the German soldiers got intoxicated and a bit lax and at this point, I in company with Bill Cunningham, Joe Murphy (a cellmate of mine) and Bill Mason jumped the train and took off along a canal and spent the night in a garden shed in Brussels. In the morning we made our way into the center of Brussels and made contact with a group of American soldiers. After staying with them for a few hours, we made contact with a British Army outfit that were set up in a large park. From here we hitched rides with Army fuel supply trucks back to Amiens in France and were able to get on board an aircraft to Britain.

### **Emotional Return**

Combined with a European bus trip in 1993, my wife Mary and I visited some of my helpers and others in Belgium. It was the most emotional visit of my life. To be able to meet these very brave people under much better circumstances than before. Every place we went we were greeted as their liberators, served Belgium chocolates and wine, even in a hospital when we visited Noel Remout, a helper who had taken me to the farm in Dottingies. The village of Willams in France gave us a civic reception and they could not show more appreciation for the efforts of the RCAF 50 odd years earlier. I, in turn, expressed my appreciation for their help in allowing me to survive. My original crew with Irvine Todd as Pilot completed 31 plus trips without incident except a wheels up landing at base.

I am still in touch with Todd, Minty and Adams' Widow. When Toddy phones me he says "Skipper here". This is another sign of the lifelong bonding that takes place within a crew. A couple of year ago, Joe Murphy, my cellmate from New Zealand visited us. On the evening of his last day he and I sat up talking and about 4 a.m. realized that we had consumed a 26 of scotch and neither of us was inebriated. A few years ago, we were pleased to host one of my helpers Rene Demeyer and a friend during a visit to Canada.

I will never forget these people.

Ed: Wow.....what do you say now following that? .....“ Thank You” Roy!

A question was raised by Rodger Young.....was Roy a member of the caterpillar club?

Yes he was.....anyone who has bailed out of an aircraft to save his life is an automatic member.

The raffle draw was held and the meeting was closed.

## *Executive Meeting*

- The safety netting is to be reinstalled at the North Field on Saturday the 19th of April.
- A new awning for the North Field is needed and quotes are being obtained.
- The outdoor Porta Potty will be reinstalled in mid to late May. Quotes are being obtained as this is a fairly high cost item.
- There seems to be some confusion over Sunday flying hours at both fields. The morning start up time is 11 a.m. for all gas [internal combustion engines] but electrics can fly at any time.
- The school at the North Field is operational, so no daytime flying until after 4 p.m.. **THIS MEANS ALL FLYING, INCLUDING ELECTRICS.**
- A notice is to be posted in Fliteline and at the flying fields announcing that all aircraft with engines 50cc and over must be sound tested **before** any flying.
- A notice is to be posted in Fliteline and at the flying fields reaffirming the Club rules that members and guests with 2.4 MH radios are still subject to the same rules as members on fixed channel radios; ie., all radios are to be impounded upon arrival at the

field. When working on the aircraft or flying, members must have pins with their names thereon posted on the frequency board. The boards are being retrofitted but, for now, the pins should be placed at the top of the board. This also applies to ham radio frequencies.

- CFI Brian Anderson is looking for some new instructors to help out with the training program..... anyone interested please contact him @ brian@virtuhost.com.
- The Advanced Flying Program will be changed somewhat for this year. It will be more integrated within the Wings Training Program. It is envisaged that it will give students the option of continuing their learning beyond the basic Wings Program. The additional training will be on Wednesday evening [but members will also be free to fly on these Wednesdays]. More details will follow shortly.
- This years Quad Club Fun Fly will be held at the Brampton Club this year, but no date has yet been established.

### Tennis anyone???



Photos .....thanks to Andrew Egan!



### THE UTSKY HELICOPTER AT DEASE LAKE ...

This thing is a monster air machine! These are photographs of the world's largest helicopter which happened to be on the tarmac in Dease Lake, B.C. recently. It is to be used for taking mining equipment and cargo out to a new mine called Galore Creek.

It is owned by a Russian company. It is called the Utsky. The chopper couldn't land at the air strip at Bob Quinn Lake because it wasn't a paved area so it had to land in Dease Lake until the landing site north of Bob Quinn could be inspected.

Apparently this chopper's wash will pick up and fling rocks, up to 12 inches in diameter, around like leaves.

Some stats:

- Russian crew of 6, 2 Pilots, 1 Navigator, 2 Engineers (mechanics) & 1 cargo person
- a semi-trailer will fit in it....- carries 75 troops
- uses 2000 liters of fuel per hour...- 580 km range
- costs \$30,000/hr to rent....- 40 meters long
- 8 blades about 2 feet wide

Probably bigger than ANYTHING seen at the Dease Lake airport, including the terminal building.

The Russian built 'Sky Crane' was big which is being used for lifting lumber out of inaccessible mountain areas, but this makes a 'Sky Crane' look like a mosquito by comparison.

FYI: Dease Lake is in NW British Columbia, west of Fort Nelson and east of Juneau , Alaska .

Sent in by Hans Reypa.....Thanks Hans!

Paul Foreman has been busy this winter building a Decathalon! I have left his pearls of wisdom as is! [It's ok Paul, I doctored it a wee bit.]

I enclosed some pics of a Super Decalinated or is it Decathalon? I have been building "so far" for 90 hours. It is a Pete Meyers kit that is no longer available from Great Planes. A friend of mine Everett Wills had this in his basement for 10 years. When he showed it to me, I thought what an opportunity to build away this arctic winter we are having; much to my son's surprise, he was not aware I had and still have this talent [little does he know there are many more he is not aware of.... Right!] Ed. note: we will not go there! The last plane I built from a kit was 10 years before he [Adam] was born [approx. 50 years]. Then we had to cut out bulkheads spars etc. on a jigsaw, not to mention how glues have improved; no CA back then to instantly tac and hold!

Ed. Note: Paul, most of the newer younger guys will have no idea what you are talking about!!



Paul is already flying on the edge!

Thanks Paul for sending your story in!

Below is an Ad for a Warbird show that will appeal to all Warbird nuts. The show will include the Russell group fighters, plus a Harvard and the Port Hope Lancaster, plus "I believe" some U.S. based Warbirds, including a B25 and a P51. The website is [www.ragairshow.com](http://www.ragairshow.com)



- Presents -  
**Air Show 2008**  
 June 14<sup>th</sup> and 15<sup>th</sup>  
 June 13<sup>th</sup>, Fly in Day  
 Canada's Biggest Propeller-Only Air Show  
**Friendly Foes above the Falls**

*D-Day + 7 Air Show dedicated to all Veterans and this Year is also in celebration of the 483 (Regional Niagara) Wing Royal Canadian Air Force Association's 25th Anniversary Ceremonies and Veterans' Parade 10 AM Air Show Starts 12 Noon*

Russell Aviation Group—12761 Sodom Road (Junction 16 on QEW) Niagara Falls L2E 6S6 Canada—Get Directions at Mapquest.com Contact for more Information: Phone 905-295-2777 Email <a href="mailto:info@ragairshow.com">info@ragairshow.com</a> Website <a href="http://www.ragairshow.com">www.ragairshow.com</a> Gala Dinner, Saturday RSVP Sponsored by ScotiaMcLeod	<table border="0"> <tr> <td>Fly-in Day Friday</td> <td>\$5.00</td> </tr> <tr> <td>Saturday and Sunday</td> <td>\$20.00</td> </tr> <tr> <td>Children under 10</td> <td>Free</td> </tr> <tr> <td>VIP (Parking, Admission, &amp; VIP Tent with Lunch)</td> <td>\$45.00</td> </tr> <tr> <td>Free Parking</td> <td></td> </tr> </table>	Fly-in Day Friday	\$5.00	Saturday and Sunday	\$20.00	Children under 10	Free	VIP (Parking, Admission, & VIP Tent with Lunch)	\$45.00	Free Parking	
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That's all Folks !!!

## OMFC 2008 Executive

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

## OMFC Event Dates for 2008

<u>Date</u>	<u>Event</u>	<u>Contact Person</u>
Saturday, May 24th	Hopedale Mall Show	Bob Zak/Don Wilding
Sunday, May 25th	Electric Fun Fly	Jack Linghorn
Saturday, May 31st	Mall Model Display	Bob Zak
Sunday, June 8th	Air Show	Bob Zak
Saturday/Sunday, July 26th/27th	S.E. Zone Aerobatics [North Field]	Jim Eichenberg

## OMFC Meeting & Training Dates for 2008

<u>Date</u>	<u>Event</u>	<u>Contact Person</u>
Monday, May 5th	Beauty Contest	Don Wilding
Tuesday, May 6th	Ground School for Trainees	Brian Anderson
Tuesday, May 20th	Start of Wings training	Brian Anderson
Thursday, August 28th	End of Wings training	Brian Anderson