

OMFC Fliteline

The Newsletter of the
Oakville Model Flying Club
OCTOBER 2000

HAPPY
HALLOWEEN



W elcome, welcome.....my pretties.... heh! heh!..... welcome to the dark recesses of my alleged mind....let me entertain you and hold your mind for a nano second...allow yourself to relax for a while and let your senses soar and come to me..... This is the season of the night and all the things that go bump in the night! This is also the season for you to “personally” come to my parlor on November 6th, at our private dungeon on Pacific Road, to vote me and the other errant OMFC executives to Hell and gone!!!!!!!!!!!! AAAARRRRGGGGH!!!!May we all rest in peace!!!!



October Meeting

E rik opened the meeting and said he hoped that despite the “wet” summer, we all had a great flying season.

Erik then asked our event and contest Directors for the year 2000 , to give a brief overview of their events:-

- ♦ John McNicol, as ever the smooth gentleman, waxed poetically about his “Electric” event [I’d like to plug him in somewhere!]. “The event gets bigger every year [yawn]”, he boasted.....42 flyers and 100 different airplanes he mused [big deal]”. Then he thanks everyone from soup to nuts [we’ve got lots of them a’int we]... Don MacDonald and Bill Sikma for the food [call that food?], Dave Slote, Larry Sheehan, Bert Armstrong, Jim Eichenberg [the new, old retiree] and **ME!**.....plus, of course, the senior’s catch all phrase... “and all those of you that I have forgotten”. John also went on to say that the electric flyers, who come from “all over”, sincerely appreciate the chance to get together [I think we had some AC/DC people in attendance] and to be able to generate a few watts.....there was electricity in the air, I can tell you!
- ♦ Erik then talked about the IMAC.....he valiantly tried to explain how and why he cocked up the scoring system supplied by Bob Hudson.....hopefully the winners and losers [naa...I’ll let that one go] know who they are. The venue was held at the South Field [I think they thought everyone down at that end of Oakville was hard of hearing]. 19 competitors showed up, which was almost a 50% increase over last year and Erik attributed much of the increase to the OMFC advanced flying classes run by Mark Groh and his team. The weather was not friendly, the temperature also suddenly dropped 10 degrees and they only managed to get in 3 rounds, but fun was had by all. Erik said he got lots of help [he didn’t say who, and I am not a mind reader], including help from his wife who helped with the food and cooking.
- ♦ Dan Morgan spoke briefly [and that is not easy for Dan!] about the OMFC airshow which, to be serious for just one minute, is one of the best things OMFC does. Dan has done it well and has volunteered to do it again in 2001. Dan appreciates the support he gets from the members, as noted in an earlier Fliteline. We got mentioned in the Toronto Star and the Oakville Beaver [are they kidding....the Oakville Beaver.....Rodger must have had a hand, or something, in this]. We collected 900 lbs. of food and \$225.00 for the food bank, plus Dan’s employer, Petro-Canada, donated \$500.00 as well, which is marvelous. Under the circumstances, I will not make any remarks about that representing about 3 and one half tank fulls of gas, as it would be very, very tacky in light of their generous donation and tacky I am not [maybe a bit sticky?].



OMFC 2000 Executive

President:	Erik Genzer	North Field Manager:	Kim Vasiliadis
Vice President:	Tim Deel	South Field Manager:	Hanspeter Keller
Past President:	Rodger Young	Social Director:	Don MacDonald
Chief Flying Instructor:	Rodger Young	Field Acquisition Manager:	Mike Ross

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OMFC Meeting Dates for 2000-2001 Season

November	6, 2000	OMFC Elections
December	4, 2000	
January	8, 2001	
February	4, 2001	OMFC Swap Meet [Erik Genzer]
March	5, 2001	
April	2, 2001	
May	7, 2001	OMFC Beauty Contest

- ◆ Jim Eichenberg droned on [and on ...zzzzzzz...] about the OMFC Pattern contest, details of which are contained in last month's Fliteline. Jim also said that an impressive turnout was due in part to the OMFC Advanced Flying courses set up by Mark Groh and team. Jim also hopes that Mark can be "pressganged" into volunteering to run the course again in 2001 [I think Jim has some pictures...which might help achieve the desired result... heh.. heh]. Jim said the club made \$80.00 on the event [he says he made zippo for himself?.....and who is gonna question an X copper eh?].



- ◆ Hanspeter Keller gave an overview of the Glider event which was run by himself and Frank Philih, with much help from Jim Eichenberg, [aka old Yellar] and Cathy Phillip. At the outset, two tow planes quickly became incapacitated and Jim's tow was seen taking on Geritol but, to no avail. Unfortunately, as a result, many flyers could not get up.....[got ya!], but notwithstanding, the 20 flyers with 30 aircraft had an enjoyable time at OMFC's first Glider meet. Hopefully, next year the tow planes will rise to the occasion. The glider pilots enjoyed the event as they do not often have a chance to get together and get lost in the clouds.
- ◆ Al Farmaner talked about the Scale Model Rally event. The weather was unkind with gusty wind conditions which probably contributed to the turnout of only 15 pilots with 20 aircraft. There were quite a few spectators, approximately 50 in all, including pilots who didn't fancy chancing the gusty wind conditions. Al noted Dave Slote's multi engine aircraft with it's impressive flying and Tim Deel's Gee Bee, which we think has established an all time record on take off, of the most outside ground loops before coming to a complete stop! Tim showed true sportsmanship and was suitably restrained, in order to prevent further damage to the Gee Bee. Hobby Hobby and Jim Hickey sponsored the event.....many, many, thanks to both!!!
- ◆ Rodger Young was next up.....expressing his view that the training program for 2000 was a success. As mentioned in last month's Fliteline, some changes may be needed to better accommodate the large number of trainees seeking their wings in 2001. With 35 trainees and 7 instructors, things get real "busy"even with Grupenfurher Brian commanding with his "lists", trying to keep things going. With less than 10 students getting their "Wings" and with additional new members expected to show up next year, it's obvious that we have to look at some changes to stop us from grinding to a halt. Rodger is looking for advice [don't be rude now] and any ideas to improve the situation. More nights?.....but what about regular club members wanting to fly and pressure on instructors to donate more time? A good suggestion from the floor restrict each flight to 10 minutes.....some students have installed large tanks and can be up for almost 20 minutes! Another idea.....let's have more mechanics around so that instructors can just instruct....we can not afford to have instructors messing around with engine tuning. It appears that some students show up with planes that need serious help in lots of areas..... some are almost unflyable. Someone suggested we allow for more than 5 flyers at a time...[I suggest we throw that person into the dungeon!] Another floor suggestion.....have more clinics on engines etc., and aircraft setup, as some students still show up with broken aircraft needing much TLC. Whilst ARF's can be a great thing, Rodger feels that some students may not develop the necessary building skills and understanding to put and keep their planes in a reasonable flying condition [at least ARF's are straight!]. He suggested that not too many people are following the building example set by Jack Swift, Don Field or Dave Slote [I'm trying forsake!]. Rodger also expressed the view that the Advance Flying courses are a great thing for pilots wanting to improve their skills. Rodger would appreciate hearing from us.
- ◆ It was at this point, 8.15 p.m, that John McNicol was seen slinking out of the meeting early.....



- ◆ Rodger noted that the Tri-Club meeting this year was not well supported by OMFC and this does not reflect well on us as a club. The event is to be sponsored by OMFC in 2001, and we must recognize that if we do not support our sister clubs, they will have little reason to support our event.
- ◆ Don MacDonald commented on his role as new member mentor. Don feels many new members are overwhelmed when they join OMFC and some do not feel existing members are as forthcoming or friendly as they might be. We lose several new members every year so, give it some thought and try to engage a new member in a chat.....remember how you felt when you first "joined".
- ◆ Tim Deel asked for all instructors to write down some of the more profound comments heard coming from students at training sessions.....he wants the best of these to go into Fliteline.....like..."isn't my left your right?" Tim also wanted to take the opportunity to thank Wayne McKee for his help in setting up his Gee Bee.....and yes, despite all odds, it does fly!
- ◆ Ray Flook stood up and wanted to thank all the OMFC instructors for their help this year and for a good job well done.....this comment was widely endorsed by the attendees!
- ◆ The issue of fencing came up and several members expressed some concerns. John Cook expressed his view [quite forcibly I would add] that the idea was "without merit" [my words]. Rodger, as CFI, feels the netting is appropriate for safety reasons, even if it only stops one accident from happening. The Executive has thought long and hard on the issue which first raised it's head when our Insurance carriers "suggested" fencing improvements. It is fair to say that the majority of the Executive supported the installation of additional safety measures. There was a heated discussion at the meeting, but a show of hands showed 3 or 4 members opposed, with some 40 or more in favour. The total cost will be in the region of \$1,300 for both fields.
- ◆ Erik reminded everyone that the November meeting means that election time is here again. Talk to your friends for support. All positions are open, except for "Past President", which is an automatic.
- ◆ John McNicol was defacto nominated to run the 2001 Electric Fun Fly and we look forward to John setting a date [That will teach you McNicol to sneak out of our meetings!!!].
- ◆ Jim Eichenberg volunteered to run the Pattern contest again [well done Jim and beam me up Scottie!].
- ◆ Bob Hudson will run the IMAC contest next year.
- ◆ Hanspeter Keller and Frank Philih will team up again for the Glider meet.
- ◆ The remaining 2001 events will be discussed at a later time.
- ◆ Mike Ross discussed the continuing search for a new field. The city landfill site, which we have discussed previously and which was considered to be a non starter, is being regraded and might be a possibility down the road. Hugh Brown, who is the man who has mowed our fields for years, is considering buying land just north of Oakville and has asked if we would consider flying there.....if the location, price etc., is right, we have an interest in exploring same. Mike also advises that The Great Gulf Homes situation at the South Field is still on track and, hopefully, we will be able to stay for 3-5 years....let's cross our fingers!
- ◆ Wayne McKee has been talking to the Ontario Realty Corp. and has given them some details of the type of land we are looking for and they are to get back to him.
- ◆ A question from the floor asked why the web site has not been kept up to date.....Rodger suggested that he had received no support from the members and, consequently, he has not updated the web site. The Calendar of Events he put in has not been used [apart from a few wags inserting their birthdays] and offers of help evaporated. Rodger, and that goes for me also, thanked Bert Armstrong for all his vital help along the way.
- ◆ Jim Eichenberg advised that he was seeking proxies to attend the next MAAC zone meeting. Our current zone director, Fred Messacar, is unwell and looking to retire. Jim assures us that he is not seeking office! [don't you believe him!]
- ◆ At this point, the meeting was closed [finally!].



November Meeting

OMFC is hoping for a large turnout of members for the elections. The meeting place is at :-

The Union Hall of the Chemical Workers
785 Pacific Road, Unit 13/14 in Oakville

To get there, take Third Line south from the QEW then west on Wycroft for about a mile, then turn north onto Pacific Road . A Volvo dealership is across the road.



Items for Sale

- ◆ One Busy-Bee band saw in good condition.....\$125.00 for more information please contact Dave Slote @ 905-547-1964.

Cockpit Humour

- ◆ It's better to be on the ground wishing to be up in the air than in the air wishing to be on the ground!
- ◆ A propeller is really just a big fan in front of a plane used to keep pilots cool. If you don't believe this, just watch how much a pilot sweats when it stops!
- ◆ When in doubt hold on to your altitude.....no one has ever collided with the sky!
- ◆ A good landing is one you can walk away from. A great landing is one after which you can use the plane again!
- ◆ Learn from the mistakes of others, the plane will not survive long enough to make all of them yourself!

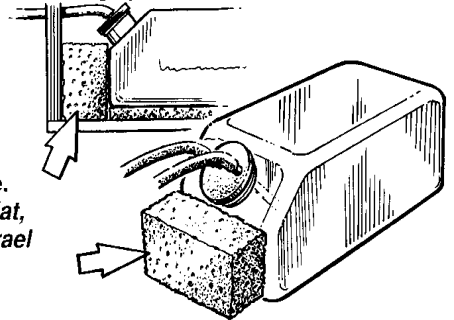


Modeling Tips

STOP STARVATION

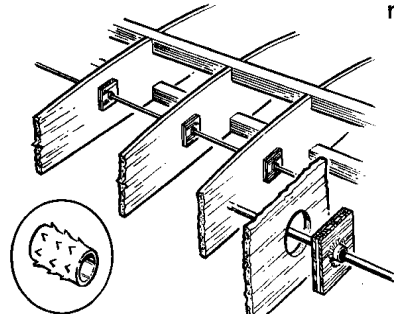
Glue a block of sponge rubber (not plastic foam) or even Styrofoam ahead of the fuel tank so that the fuel lines aren't pinched shut during a sudden stop. This setup also prevents the tank from being punctured by engine-mounting screws. Do not use Styrofoam with gasoline; it will dissolve.

*Yaron Koriat,
 Barkan, Israel*



PUSHROD GUIDES

For music-wire pushrods, drill oversize holes in the ribs, then make these guides out of 5/32-inch-diameter (4mm) pieces of inner Nyrod that are glued through small squares of lite-ply. If you don't have

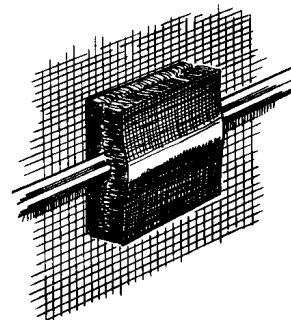


ribbed Nyrod, cut small barbs in smooth Nyrod using a sharp blade (glue will really hold onto those barbs).

Tape the guides in place, and move them around until they're perfectly aligned, then glue them with CA. Don't

put the guides close to the bellcranks or the servo arms; the rod will bind because of the deflection.

Walter Perrin Jr., Granada Hills, CA



SECURE WIRING

To prevent servo wires from being sucked into a jet model's ducted-fan, John glued Velcro®-brand fastener patches to the fuselage sides, then sandwiched the wires between the two pieces of Velcro®. *John Burnett, APO*

Closing Comments

The retiring OMFC Executive would sincerely like to thank all of our Flight Instructors and helpers, Event and Contest Directors and other volunteers, who took part and gave freely of their precious time during 2000.....as the saying goeswe can't do it alone [and as John McNicol would say....“ Thanks also to those I have forgotten”].

This month, Fliteline will only be mailed to those of you with no e.mail address.....except to those where last month's mailing was returned to me due to incorrect addresses [another spanner in the works!]. So, some of you will get this and last month's issue, complete with membership listing.

In case you did not notice, I did take some liberties to poke fun at some of our members this month....being the Halloween season an' all. I also confess to getting a little carried away with my Halloween graphics kit.....I did leave out anything that may scare the kids...drat! One of the fun things about being Editor of Fliteline is the chance to get a few good natured jabs in from time to time. The longer one is in this chair, the more relaxed and adventuresome one also gets.....the more reason to change us up before we really get cocky!

As a parting shot, I wish the new Executive a fun time addressing the anticipated noise levels at the IMAC event next year.

See ya at the **NOVEMBER 6TH MEETING!!!!!!**



THAT'S ALL MY PRETTIES!!!
HEH!.....HEH!.....HEH!