

OAKVILLE MODEL FLYING CLUB
GENERAL MEETING - OCTOBER 1st 2001

The Meeting was called to order by the President Tim Deel at approx., 8:00 PM. Tim called upon the membership to rise and observe 2 minutes of silence to remember the victims of the September 11th attack in New York.

- ◆ A letter of Resignation has been received from Bruce Dixon, resigning his position as North Field Manager, effective next month.
- ◆ There will be a Model Air Swap at the Western Fair grounds in London Ontario on the 25th of November, 2001.
- ◆ The Hobby Show at the Toronto International Center will run from the 2nd to the 4th of November, 2001.
- ◆ One of our members, a Air Traffic Controller, advises that we are directly in the flight path of one of the runways of Pearson International Airport. The "hard deck" for the full size aircraft is 1750 feet. Our field is approx., 650 feet above sea level which leaves 1,100 feet. This is just a reminder to members to keep their aircraft under 500 feet. MAAC suggests that our ceiling should be 400 feet. Maps are available from the President
- ◆ Tim has been approached by Burlington members, Dick Fahey and John Toth. They are hunting for volunteers to assist them in working with the 540 Air Cadets Squadron in Oakville. They need assistance on Monday nights, helping the Air Cadets build model aircraft. If you are interested contact Tim Deel.

Treasurer John Ross, advised that we have approx., \$5,500.00 in the bank and approx., the same amount of outstanding bills. So in effect we are at a break even point. (Zero).

The President then moved to meeting into the Constitutional and Regulation area. Any changes to the Constitution had to be floored and discussed at this meeting, published in the Fliteline, so that they could be voted on at the Annual General Meeting, on the 5th day of November 2001.

1. Under Article Two - Organization: It was moved by Bruce Dixon and Seconded by John Malley that: **"That the position of the Chief Flying Instructor be elected and not appointed."** A great deal of discussion took place as a result of this motion, sadly it became personal and didn't benefit anyone.

It is the position of the existing executive that this position should remain an appointed position. The CFI position is not a popularity contest and has to remain under the direct control of the executive. In this way the executive ensures that entire club follows the same safety rules and the Wings Programme is standardized. This position also requires someone who will step forward and enforce the rules of the club no matter who it effects.

2. Under Item # 11, of the Standing Resolutions: It was moved by Rodger Young and Seconded by Jim Eichenberg, **"That the ban on frequency 72.080 be lifted, and the entire section 11 be removed"**

This was an old ban that was instituted for safety reasons. There are already members flying on this frequency and the original safety problem no longer exists.

3. Under Item #1, of the Standing Resolutions: It was moved by Rodger Young and Seconded by John Ross, **"That the words "White Oaks Secondary School" be deleted and replaced by the words "locations identified by the Executive from time to time.""**

This change cleans up the Standing Resolution because we now have a new meeting place and the wording makes it easier for future executives to change the meeting place, without having to make a formal change to the resolutions.

OMFC 2000/2001 Executive

President:	Tim Deel	North Field Manager:	
Vice President:	Brian Anderson	South Field Manager:	Frank Pilih
Past President:	Erik Genzer	Social Director:	Martin Visentin
Chief Flying Instructor:	Rodger Young	Field Acquisition Manager:	Mike Ross
Secretary Treasurer:		Fliteline Editor:	
John Ross		Jim Eichenberg	
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OMFC E-mail:			

Tim Deel's rarely flown Gee Bee. This aircraft holds the record for the fastest and lowest loop on record at OMFC.



Photo Courtesy Frank Pilih

OMFC Dates for 2001/2002 Season

November	5th	2001	Annual General Meeting OMFC, 7:30 PM, Unit 13, 785 Pacific Rd., Oakville.
December	3rd	2001	Regular Meeting OMFC, 7:30 PM, Unit 13, 785 Pacific Rd., Oakville.
January	7th	2002	Regular Meeting OMFC, 7:30 PM, Unit 13, 785 Pacific Rd., Oakville.
February	4th	2002	Regular Meeting OMFC, 7:30 PM, Unit 13, 785 Pacific Rd., Oakville.

4. Under Article 2 - Organization Section 1: It was moved by Rodger Young and Seconded by Frank Pilih that **“The position of Web Master be added to the Executive Committee”**

This would also cause us to add a new Section to Article 2. This section would outline the duties and responsibilities of this position, the method of appointment and indicate that the Web Master is responsible to the Executive Committee. The present executive have indicated that this would be a appointed position on a yearly basis, much the same as the C.F.I..

5. Under By-Laws, Article 1 Membership, Section 5. It was moved by Rodger Young and Seconded by Mike Ross, **“That the word “Initial” be removed from the section dealing with Admission to Membership”**

This change would give the club more control over the ongoing membership.

6. Standing Resolution — It was moved by John Cooke and Seconded by Bruce Dixon, **“Student instruction be available any night so long as the frequency is not hogged”**

It is the position of the present executive that we already supply three separate training times when the students have priority on the frequency and instructors are in attendance for the express purpose of training. The procedure outlined by this resolution is already a fact (some instructors take students up at other times) and a formal resolution is not needed. Care must be taken to allow other members of this club to fly without worrying about where a students aircraft is.

7. Under Standing Resolutions - Section 7, Flying and Safety Rules: It was moved by Maqsood Amad and Seconded by Richard Els **“ That the Flying of models or starting of engines be permitted after 9:00 AM on Statutory Holidays.”**

This Flying regulation is an old one and one that has served us well. Instead of having to spell out the difference between religious holidays and civic holidays the drafters of the original resolution decided to treat all statutory holidays the same. For the sake of two hours, is it worth changing something that is acceptable and fair.

8. Under Standing Resolutions - Section 7, Flying and Safety Rules: It was moved by Dave Slote and Seconded by John McNicol **“That Engineless Sailplanes and Electric Aircraft be allowed to fly after 9:00 AM on Statutory Holidays.”**

This Flying regulation was instituted quite some time ago, before electric aircraft reached the popularity that they now enjoy. The original regulation was framed so as to curtail the noise of our engines until 11:00 AM on Statutory Holidays. Engineless Sailplanes and Electric Aircraft are, for all intents and purposes, silent.

9. Under Standing Resolution - Section 7 and Section 10: It was moved by Tim Deel and Seconded by Vince Watkins **“ That the Contest/Event/Director be allowed to bend club rules as they see fit, ie: Timing/Noise/ Flight restrictions.**

An amendment to this proposal was moved by Jim Eichenberg and Seconded by John Ross. **“That the words “Contest/Event/Director” be removed and replaced with the words “Executive”**

It is felt that this authority should be vested in the Executive and not the one person who is running a event. Event directors, should be required to approach the Executive when an exception to the club rules is needed. In this way decisions that could affect this Club are made by people who are not influenced by what ever discipline is requesting the waiver of a regulation. Safety rules and procedures are non negotiable.

10. Under Standing Resolution - Section 7. It was moved by Rodger Young and Seconded by Tony Kraig **“ That OMFC adopt an aircraft certification programme and re-certify any aircraft that has required major repairs.**

This is a very good regulation and one that should be adopted and added to the regulations.

11. It was moved by Rodger Young and Seconded by Brian Anderson, **“That no alcoholic beverages are allowed at the fields if there are aircraft in the pits”**

Do we really need a resolution for this. Drinking and flying would be the same as drinking and driving. It just should not be done. Anyone caught drinking and flying should be asked to leave this Organization immediately without any chance of reinstatement. It is also illegal to have alcohol at either of our fields, they are public places and drinking is not allowed except in very rare circumstances. Ie Special Permit, etc.

That being all the changes that were proposed, President Deel continued with the meeting. The November meeting will of course be set aside for election of Officers of the Club, and a vote on the preceding 11 changes. Tim advised that there would not be any discussions on the changes at the November meeting. The time for discussions was at this (October) meeting. In the coming year it is planned to have the Sanyo Battery representative attend again. We are planning to have some Balsa guys attend to talk about their wares and possibly sell some to the club. Tim requested that we have a show of hands with reference to a Sunday meeting at the Warplane Heritage Museum. (There was a positive show of hands.)

On a more enjoyable note the following two incidents occurred.

1. Rodger Young for some reason was advising the membership that he had recently paid a \$2,000.00 bill to a Vet (This probably occurred during our discussion about noise and being good neighbors) A unknown voice in the back asked “What was wrong with you” This shot brought the house down and for once Rodger was tongue tied.
2. John (Darth Vador) McNicol asked for and received the floor. John proceed to make a presentation to our Vice President Brian Anderson. The following is the text of the certificate presented

Brian Anderson

This will attest to, certify and just plain state flat out that the above gentleman (?), has achieved the highest standards of the apprenticeship program of the hand launch techniques of the **“South Field Electric no landing gear Society”** and is henceforth entitled to a lifetime supply of rubbing alcohol for his throwing arm, to apply externally or drink as preferred. Brian is now permitted to use the letters **G.O.D.**, after his name, (Great Overhand Delivery) Signed and sealed this first day of October 2001. Signed John McNicol

Congratulations were given to Brian from all present for having reached such an elevated height. Now if he can just do something about his landings.

PRESIDENT’S REPORT

2001

The flying season is winding down and we are all getting ready to hibernate in our shops with the balsa dust. As I sit here and reflect upon the past year I am presented with mixed emotions. We, as a club had many ups and downs. Some of which you are aware of and some you are not.