



OMFC Fliteline

The Newsletter of the
Oakville Model Flying
Club

Summer 2003

7th Annual Oakville Electric Fun Fly

It was 8:30 am on the morning of the Electric Fun Fly as Brian Anderson and I stood glumly near the shed at the North Field, unable to see the perimeter of the field due to dense fog. It looked like our record of consistent good weather for these annual fun fly's was about to go down the tubes.

At 9 am, Rob Pike, President of EMFSO (Electric Model Flyers of Southern Ontario) showed up and proceeded to set up his canopy. In response to my enquiry about the state of his mental health he said—"Well, I e-mailed you last night that I'd be coming and bringing good weather with me."

Well by Jove, by the time that tent was up the mists were clearing, the sun was shining tentatively and some other flyers were starting to arrive. By 11 am the blue sky was filled with (quiet) airplanes and Brian had initiated the barbecue procedures. We were a GO!

By lunch time 24 flyers had registered, down from our usual 40 or so in the past years, but considering how badly the day had started out, not bad! Speaking of lunch, Andrew Orange, master Chef, churned out hamburgers and hotdogs grilled to perfection and was greatly appreciated by the hungry.

Many of our usual fun fly visitors showed up including Laddie Mikulasko with several of his innovative models, including his famous "Canadian Bug" flying insect and a lovely Savoia Marchetti. This airplane had a 3 Speed 480 geared motor, 24 cells and weighed 7 lbs. Robert Pike brought several models including his well known CL-215 water bomber.

The father and son team of Michael and Adam Rogozinsky had seven or eight airplanes between them and Marc Thomson gave an awesome demo of extreme aerobatics with his 3 lb. E3D powered by a Hacker C40 and 10—2600 mah Nimh's. As you can imagine, lots of interesting airplanes.

A draw for prizes, courtesy of Hobby Hobby, took place at about 1:30 pm and by 4:30 everybody had folded their tents and headed homewards.

As usual my grateful thanks to all those whom without we could not have done this event. Namely, Mike McDermot, Dave Slote, Brian Anderson and especially Brian's wife Diana who brought all the barbecue stuff. Also many thanks to Robert Pike for his tireless e-mail promotion of electric events including ours.

Thanks to all who attended, flew or helped out. See you next year.

John McNicol



Inside this issue:

<hr/>	
7th Annual Oakville Electric Fun Fly	1
Oakville Place Display	2
OMFC Annual Air Show	3
2003 Southeast Zone Precision Aerobatics Championship	4

Points of Interest

??Omfc is hosting a Scale Fun Fly on September 13 at the South Field. There will be prizes for first, second and third in Civilian, Military and Flying display. Contact Jody McConnell if you are interested in helping out at all.

??Bob Zach received his wings on August 14th. Congrats Bob, it's been a long time coming and we wish you the best.

??Our first meeting of the Fall is scheduled to take place on Monday October 6, 2003 at Unit 13, 785 Pacific Rd. Oakville

OAKVILLE PLACE DISPLAY

A prelude to the Airshow

As a result of a chance enquiry, the club was able to put on a display of models in the Centre Court area of Oakville Place on the weekend of Saturday May 31/ Sunday June 1. This was a marvellous opportunity for us to promote both the club and the Air Show. The Oakville Place management even placed our Air Show flyer on their Web site as well as announcing the display on their outdoor billboard.

Over the two day period there was a good mix of model types and sizes:

A BIG "Das Ugly Shtick " and a smaller twin brother, a 4 metre "Alpina " sailplane, a Giles 300 something (which alas is no more), a Kadet and an Eagle II, a colourful PT 19, a superbly detailed Mitsubishi " Zero", a Sig "Astro Hog ", an EAA Bipe under construction, a "Shreik" speedster, a Great Lakes Biplane, a Pattern competitor, a neat 1 metre glider, a Predator V tail racer and a really cute 12 inch wingspan twin electric that comes in its own attache case for storage and carrying

A lot of interest was shown by the public. At least one of the club members was in conversation with an interested spectator at any given time. We distributed about 400 flyers over the two days and this display had to be a factor in the following week's show attendance.

We have been asked to return next year with the weekend of June 5 / June 6, 2004 pencilled in.

Among those who brought models and/or hung around to interact with the public: Jim Eichenberg, Erik Genzer, Don Wilding, Steve Raby, John Wright, Rowley Smith, Mike McDermott, Mike Ross. If anybody has been inadvertently overlooked our apologies and again, a big thank you to all.

Bob Zach

AIR SHOW PICTURES





8'TH ANNUAL AIR SHOW

This year's show, one of the most successful the club has held, had a felicitous mix of elements:

The flying performances and behind the scenes efforts were outstanding. After a stretch of miserable, rainy days this spring, the weather on show day was just about all we could have hoped for. The spectators just kept coming. Estimates put attendance easily at the thousand mark. Over 800 lbs of food and about \$450 in money was donated to the food bank. (Since the first show in 1996, a total of 9,205 lbs and \$2616 in money has been collected.) SALT's food concession was sold out twice.

Mayor Krantz of Milton was on hand to deliver the town's greetings and open the show. His positive reaction should bode well for our future relations with the town. Planning for the show started in winter with the executive committing to a greater degree of involvement this year. A major decision was made to hold the show earlier in June than in previous years. This move was intended to:

- Reduce the risk of having to contend with very hot weather. (Remember last year ?)
- Reduce competition for attendance by other local events such as the Waterfront Festival with which we had to contend for the last couple of years.

With this in mind, next year's show will again be held a week before Father's Day so that show day will be on Sunday, June 13, 2004. Circle your calendars. Our thanks to all the many club members involved in dealing with the numerous behind-the-scenes activities so necessary to put on this show. Of particular note:

- Andrew Orange assumed the job of general coordination of efforts as well as the typically frustrating task of media liaison, spending many hours, often under trying conditions, to ensure that things would happen the way they should. (Andrew, one of these days the Oakville Beaver will get things right.)

- Bert Armstrong worked up to the wee small hours the night before the show scheduling the flying performances.

- A merry band of brigands (Brian Anderson, Rodger Young, Mike Phelp, Erik Genzer, Tim Deel and Andrew Orange) did a great job with the complex, interlocking tasks of coordinating pilots (some of whom were pencilled in the morning of the show), performances, frequency discipline, providing music, running the sound system and announcing.

- Bob Elbourne and his grounds crew had a particularly difficult situation with parking control this year. The many days of rain had turned most of our regular parking areas into unuseable swamps. Somehow everybody was successfully accommodated.

- Dan Morgan again generously donated the use of a electrical generator.
- Dave Cullen rounded up the trainers for the post show demonstration flying.
- Jim Eichenberg provided a cool head and advice.

As to the actual performances, where to begin? In no particular order other than as they occur to me:

- Ivan Christenson's spectacular free style acrobatic magic with the big yellow 42% CAP.

-The 1200 Sportjet of Kevin McLoed and Ed Miedzybrocki swooshing around the sky under turbine power, sounding and smelling like a full size jet. During the practice run before the show, EVERYBODY stopped what they were doing and just watched this bird go.

- The flying lawnmowers of the Ernstburger clan cutting up the field. Snoopy, unfortunately suffered a mishap earlier in the week and did not fly. (Curse you Red Baron)

- Walter Ernstburger's 1/3 scale Sopwith Pup patrolling the skies on the prowl for Fokkers and Albatrosses.

- Dave Fallowfield and his group of anarchists trying to destroy each other in the combat mayhem.

- The golden era of flying in the 30's was recalled by John Kaminsky's 1/3 scale Piper Cub gently dipsy doodling around the sky while the tri-motor Bellanca of Dave Slote conjured up the thrills of the air races of that era

- The elegant sailplanes of Frank Pilih and Manny Eiberger doing a balletic aerial pas-de-deux after being expertly towed into the sky by Jim Eichenberg.

- Knox Hawkshaw's magnificent 18 ft yellow PBY trying to lumber into the sky. Alas and alack, it bounced on take off and didn't make it. (The field was a bit soggy in spots)



Performers continued:

- Karl Gross's big Spacewalker toodling around the sky
- Dave Slote saluting the warbirds with his agile Tempest.
- Tony Kreg, Wayne Mckee and Mike Siddall showing precision and control in Pattern and IMAC routines.
- Austin Taylor and John Boyd's rockets arcing high into the sky.
- The debut of the Air force Cadet Band ("The William Tell Overture" in a polka tempo DOES work)
- The crowd pleasing gyrations and hovering of a helicopter (with, as it turned out) a slightly off kilter gyro.
- Electric power was nicely represented by the big Canadair water bombers of RobertPike and Mark Thompson as well as the neat, compact twin motor F-18 like creation of Ben Feist scooting around the sky
- The chaos of weird swoops and unscheduled acrobatics of the post show trainer flying. Our instructors haven't lost one yet.

To all of the above as well as anybody we may have inadvertently overlooked in the confusion, well done and thanks again.

Bob Zach

2003 SOUTHEAST ZONE
PRECISION AEROBATICS CHAMPIONSHIP

The 2003 addition of the captionally noted contest was to be held on August 2nd & 3rd, at Drumquin Park. This would have been the 31st annual contest for the Southeast Zone Championship, which according to my records, was first held in 1972.

Sadly this years contest didn't get off the ground. Over the years we have seen torrential downpours, thunder storms and from time to time ground fog, cancel some parts of the two day event. This time, for the first time, we had weather that caused us to cancel both days in their entirety. Saturday morning broke with ground fog, which when it finally cleared up in the early afternoon, gave way to rain. After moving the start time several times, the day was cancelled at 2:00 pm.

On Sunday, with the consent of the Executive of OMFC, we were to try to have the first plane in the air by 8:00 AM. Once again the ground fog had moved in and the start had to be delayed. By 11:00 AM it was ascertained that it would be impossible to have enough flights for a contest and the entire Championship was cancelled. It would have taken a bit over 8 hours to fly the required number of flights. (Three).

With the cancellation of the contest, the heart breaking task of returning the contestants money fell to the Treasurer John Ross. A special thanks goes to Bob Stevens who suggested to the contestants that \$5.00 be donated to the club to help off set the Saturday lunch. Every pilot made that donation and a couple of special people donated the entire registration fee. Thank you all.

I would like to thank the members of OMFC, who donated their time and in some cases sweat to set up the field, act as Scribes and man the transistor impound. Even though the contest did not occur it was the thought and your willingness to help that counts. I would also like to thank the 36 contestants who attended this contest for two days, particularly our visitors from the State of New York, and Quebec. There was a lot of visiting and tall tales (particularly from the Kroh's) but no flying.

Jim Eichenberg
Contest Director.