

It's Fall time!!!!



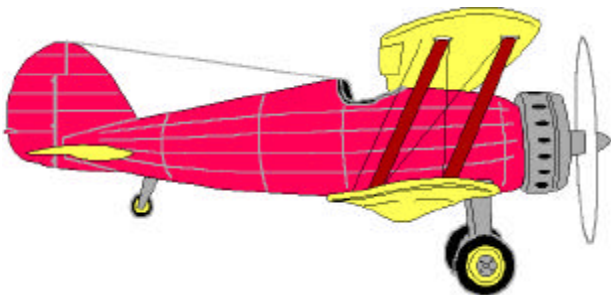
Here it is folks, cooler weather, wind and some rain.....soon it will be time to pack away our aircraft till next year! Some of our hardier types will keep on flying through the Fall and some even through the Winter. Some of us cheat and go to Florida, planes an'all!

Whatever.....we hope you all had a great summer and got out to fly, at least a few times.....it was a good summer for flying!

October Meeting

The September meeting was our first at the new location on Pacific Road and the consensus among the members at the meeting was favourable. Erik opened the meeting with a review of the season's activities, thanking all the people involved and asking the event Directors to give a brief verbal resume

John McNicol talked about the Electric Fun Fly and the large amount of people / aircraft present [see earlier Fliteline] and again thanked everyone who helped out. John wanted to especially "thank" Don McDonald for helping in the cooking department and only "lightly" berated him for giving away the burgers, which he was supposed to sell.....as a result, John added, the event was somewhat of a financial embarrassment!



Erik Genzer reviewed the IMAC contest and the OMFC Airshow [reported in earlier Fliteline]. The IMAC contest was a great success....there is no doubt that interest in the IMAC type of flying is increasing; you only have to look at all the new \$500.00 Hanger 9 ARF's around both of our fields.

The Airshow was hampered by inclement weather; flying was somewhat restricted as was attendance....let's hope next year will make up for 1999.

Jim Eichenberg reviewed the OMFC pattern contest and a full reporting of this event follows later in this Fliteline. Jim reiterated his written remarks, that standing in the middle of a field in a lightning storm, with one's 3 foot metal radio antenna sticking out in front, may not be the brightest thing we flyers can do!

Mike McDermott reviewed the Scale Rally event [report later in Fliteline], advising that one and all seemed to have a good time, despite the very windy weather.

Bill Sikma spoke at length about our participation at the CNE [again, see earlier Fliteline]. Bill specifically thanked Dan Morgan for his help and talked about Wayne Bransfield and his dedication to our hobby....he attended the booth every day!!!

Erik continued the meeting and reviewed several items that had been discussed at an earlier executive meeting:-

1] There have been some problems with our BMX track friends and the nearby golf course at the North field this summer. We have had delegations from both entities visit with us concerning two separate incidences. In both situations, pilots were flying very large aircraft. OMFC witnesses confirm that the aircraft were not flying over the BMX track or the golf course. The problem would seem to be one of perspective....they are used to seeing and hearing smaller aircraft. When they see and hear a "40% size" aircraft flying nearby, they may think that it is flying much closer to them than normal. For now, the executive feel that we should request members flying the larger aircraft, to fly a tighter box avoiding the BMX track and the golf course [remembering also not to fly over the school!].

... continued

1] Continued....This "large aircraft" issue may have to be revisited if the problem continues, as we cannot afford to have complaints going to the City. There is some suggestion that we consider moving future IMAC contests to our South Field. This is not a large spectator event and may be a more ideal location for the event

2] A propane BBQ and a field painter were purchased this summer and these purchases have created storage problems at the North Field. A suggestion has been put forward to purchase a larger garden type shed and perhaps move the green monster to the South Field.....there are pro's and con's involved, any comments or suggestions from members??? [please, no rude suggestions]

3] Following a review of the club membership and noting the substantial number of new members that seem to "drop out" annually, it was decided after much discussion to extend the role of Social Director [Don McDonald] to include that of Membership Director. This change and function will entail little change for established members but will hopefully help newer members to integrate and become more active within the club. We may sometimes forget that new members may feel a bit like outsiders when attending club meetings / functions. More interaction between new and established members could help, and further thought will be given to the issue. Does anyone out there have any ideas??

Erik continued the meeting and asked Don to elaborate on his expanded role, detailed above.

Following on from Don, Erik advised that a number of people were interested in the club having an annual BBQ / get together of all club members, wives, significant others, children etc. where aircraft would be secondary.....a date prior to May 24th was proposed. It was also a suggestion that perhaps newer members be involved, giving them more exposure within the club. The subject will be raised again at a later meeting.

OMFC has been approached by Don Wilson of Don's Bass and Balsa Wood from Grimsby [tel 905-945-5647]. Don is interested in supplying wood to OMFC on a special order basis and Erik is wondering if members are interested as a group to visit the Grimsby location.....if so, please give Erik a call.

The OMFC Swap Meet may be changed to February so as not to conflict with other established Swap Meets in our area.....more news later.

At this time, Erik asked Rodger Young to address the club re: the web site and the e.mail situation.

Rodger had a computer set up in the hall and many members took the opportunity to review the web page and its capabilities. Rodger advises that the web page has received 2,500 "hits" and says there is a hidden bonus on the web page..... a couple of members were awarded a gallon of fuel each just for exploring the web page [OMFC did not supply the prizes]. Rodger is hoping that the web site will be widely accessed by members and hopes to add more "goodies" to it, as time goes by. The question of costs came up and Mike Ross advised that the total cost to date to OMFC [approx 9 months] on setting up the web site and the e.mail "Fliteline" capability was in the region of \$800.00. The annual cost to OMFC in the past to print and mail the Fliteline has been approx \$2,000.00 and a few years ago it was higher than that. Approximately 60% of club members can now access the Fliteline through the web site reducing the printing and mailing charges to the club by 60%. If the web site can do that and provide more information / services to members for less than \$1,200.00 a year, then it would appear to be a good deal for us all.

Erik continued the meeting and requested volunteer auditors to review the 1998 annuals prepared by Mike Ross.....there will be more discussion on this at the next meeting.

Erik reminded everyone that the next meeting [November 1st] will be the elections for 2000.....this is an important meeting for members to attend and participate in. A number of people will be "retiring" and all executive positions must be voted on for the year 2000.



Jim Eichenberg's Report of the 1999 South East Zone Precision Aerobatic Championship 31 July - 1 Aug. 1999

Once again this event was hosted by the Oakville Model Flying Club (OMFC) at our North field. Registration began at 0800 hrs with a pilot meeting at 0845 hrs. At 0915 hrs FAI and Intermediate classes began the first of two rounds. As the first round continued it became increasingly obvious that we were going to have problems with the weather. At approx., 1030 hrs, all flights were halted because of lightning in the area. The weather cleared and we almost completed the second round before we had to halt things again. This time the weather refused to clear and the contest was halted until 0800 hrs on Sunday.

Several things were learned on Saturday. #1. - The private golf course to the north of the OMFC field has an automatic alarm to warn of lightning danger. (We could have flown for at least another 10 minutes). #2 - Once this alarm has sounded the golf course is closed and the alarm is turned off. We were flying the second time and waiting to hear the automatic alarm go off, before we shut down again... Luckily it started raining before the lightning moved in. #3. Where lightning is involved, don't stand around an open field watching the lightening strikes around you. (You're the highest thing around) and don't rely on other devices to warn you of lightning, someone may have turned them off. Bottom line, if you see lightning or hear the thunder, get in your car and go home.

At 0800 hrs on Sunday, which was a beautiful day, we finished the two rounds of FAI & Intermediate. We then went on to fly the other classes. By 1500 hrs, all classes had four flights. I had FAI fly a fifth flight of Schedule "E" while we were finishing the scoring. Because of the wash out on Saturday, the contest was scored best three out of four. FAI was scored best three out of five. (Two schedule "D" & three schedule "E")

There were 47 pilots preregistered and 35 actually flew. I was particularly pleased with the number of Sportsman and Intermediate pilots who attended. I was also pleased with the number of flyers from the U.S.A.. They made up half the Sportsman and Intermediate classes. In FAI, Mike Caglia of New Mexico, attended as a guest of Ivan Kristensen.

Contestant judging was used with a mix from both the Canada and the USA. The scribes were mostly volunteers from OMFC.

The following are the results:

Sportsman (seven pilots)

2964 Jim Thornton - Rockton, Ontario
2942 Joe Willert - St Thomas, Ontario
2906 Chris Cotton - Gormley, Ontario

Intermediate (twelve pilots)

2980 Andrew Jesky - Lincoln Park, Michigan
2968 Ken Valez - Batavia, New York
2883 Eric Schonken - Oshawa, Ontario

Advanced (three pilots)

3000 Tim Pascoe - Hamilton, Ontario
2899 Ed Cotton - Gormley, Ontario
2829 Terry Terrenoire - Endicott, New York

Expert (seven pilots)

3000 Karl Mueller - Brampton, Ontario
2920 Steve Miller - Elma, New York
2876 Phil Hicks - Dorchester, Ontario

F.A.I. (six pilots)

3000 Ivan Kristensen* - Guelph, Ontario
2935 Mike Caglia - Los Cruces, New Mexico
2832 Jeff Stevens* - Millbrook, Ontario

Continued.....

Note * Ivan and Jeff are members of the Canadian Precision Acrobatics team who will be representing Canada at the upcoming Worlds Championship in Pensacola Florida this Fall. Donations totaling \$80.00 to help the Canadian team was collected from flyers attending this contest.

As this contest is the South East Zone Championships, the following pilots were declared Zone Champions and they were awarded the perpetual trophies.

Sportsman	Chris Cotton - Gormley, Ontario
Intermediate	Eric Schonken - Oshawa, Ontario
Advanced	Ed Cotton - Gormley, Ontario
Expert	Karl Mueller - Brampton, Ontario
FAI	Jeff Stevens - Milbrook- Ontario

A great deal of thanks goes to the members of OMFC who donated their time to ensure this contest turned out as well as it did rain /lightening/thunder and all.

Mark Groh - Ass't C/D	Kim Vasiliadis -Registration	Frank Pilih - Scorer
Maqsood Ahmad - Ass't Scorer	John Kaminski -Line Controller	John McNicol -Photographer
Ed Villineau, Damian Villineau, Mike Ross -Frequency Impound		

Scribe's – Bob Pequenat, Ron Lai, Bob Floyd, John Ross, Richard Els, Stan Plausinis, Ron Blackman, Bob Zach, Adam Wilder and Voytex Wegrzyn.

Food for thought, brought up by some of our American contestants. "Why doesn't Ontario explore the possibility of becoming District 9 of the N.S.R.C.A.?" Any comments would be appreciated.

Jim Eichenberg C/D.

Gliding /Sail Planes

Frank Pilih is into all aspects of R/C but has developed a passion for gliding. Several other club members are to be seen with their sail planes, at both fields. Frank has sent in a picture of 3 sail planes. Top to bottom Roedel model 1/4 scale Fox weighing in at 15.5 lbs, this model is capable of performing pattern type manoeuvres..... next is a Roebers ASW-24 weighing in at 12.5 lbs, capable of basic aerobatic manoeuvreslastly, a Roebers ASW-17 at less than 10 lbs., capable of most basic aerobatics...its primary function is to ride the thermals. Frank and Hanspeter have recently learned how to tow sail planes and have made Jim Eichenberg a part time tow pilot [looks like an ugly stickthe tow plane that is, with a Zenoah G-63 engine] [If this is the big mother he got in Toledo last year, I hope someone has a sound meter handy !] Frank would welcome anyone interested in this type of flying to contact him @ 416-251-1619 or e.mail <mirlin@idirect.com.>



World's Report by Tony Kreg

Following on from Jim Eichenberg's report on the Precision Aerobatic Championship, Tony Kreg acting as team captain for Canada, gave us a run down on the competition in Poland. MAAC will of course be carrying more details on this event. The Canadian team placed 6th out of 20 teams and Ivan Kristensen placed 10th on an individual basis. The team was very pleased with the results of the contest and Tony reported that Ivan was flying one of the new generation aircraft which have a much more aggressive fuselage profile....gone are retracts!! It appears that the rules for 2000 – 2009 call for lots of knife edge flying and some say the existing type of aircraft with their more slender bodies do not create as much lift....the new aircraft with their larger profiles and some say, wheel pants also, will produce more lift to meet the changing realities.

Tony had a duplicate of Ivan's plane at the meeting... Russian design, vacuum built, molded in two halves, very light, composite of fibreglass and balsa. At this stage the Russians seem to have the lead in the new construction technology....everyone is trying to find out how a finished aircraft comes out of the mold! Another interesting feature is the lack of hinges....all moving surfaces are built in and become flexible upon scoring and supposedly will last as long as a normal hinge?? The deflection requirements for rudder and elevator all will be in the 45% range. For more information, please contact Tony Kreg.

Tony advised that the World Championship title was wrested from the existing Japanese title holder by France.

Tony also wanted to express his and the team's appreciation for the financial help received from OMFC, which was in the neighborhood of \$250.00.

Scale Model Rally

The Scale Model Rally was held on August 28th on a sunny but windy day. 27 pilots registered, with many from other clubs, which is always nice to see. There were several pilots at our event who choose not to fly / register, so we had lots of people around and some really nice scale models to admire. Hobby Hobby generously donated \$350.00 in prizes which was very much appreciated. Lots of people gave a hand, including Dave Slote, Larry Sheehan, John McNicol, and my wife Nancy, who

did a great job with the burgers and helped me doing all of the usual running around. Thanks also to Jim Eichenberg for his help, and for his tent and to Bert Armstrong for also loaning his tent. I think everyone enjoyed the day.

Mike McDermott C/D

Items For Sale

Airtronics 6 channel radio/ receiver and four servos, good condition...hardly used\$200.00. For more information, please contact Dave Slote at:- 905-567-1964

Items of Interest

1] We have been asked to let you know that prototypes, repairs, replacement parts or intricate machining for your scale models, turbo jets, pulse jet engines, liquid fuel rockets or retractable landing gears can be made to order for you. All you have to do is send in your sketch or drawing for a free quotation. Please contact Fred @ 905-355-5584 or e.mail:- ourmail@sympatico.ca

2] Hamilton's "Flying Tigers" Auction [model plane stuff] Wednesday Nov 3 @ 7 P.M. [doors open @ 6 P.M.]. For information contact Henry @ 905-387-0971.

Closing Comments

The 1999 Hobby Show is scheduled for November 5,6 &7.....mark your calendar.

Pictures from the Scale Model Rally, Jim's Pattern Contest and the CNE are attached. Those of you with access to the web site will of course be able to see these and lots more provided by Bill Sikma.

Our next meeting will be on November 1st, at our new Pacific Road location and as Erik reminded us, it is the time for elections.....please try to attend !!!!!

