

FLYING



Newsletter of the
Oakville Milton Flying Club

www.omfc.org

JANUARY 2012



Hughes MD500 on Raptor 90 mechanics
(Jody McConnell)

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Our next Club meeting is

Monday, February 6th

at 7:30 pm

Unit 13, 785 Pacific Rd. Oakville

OMFC SWAP SHOP

Sunday, February 12th

9:00 am—Noon

Admission—\$5.00

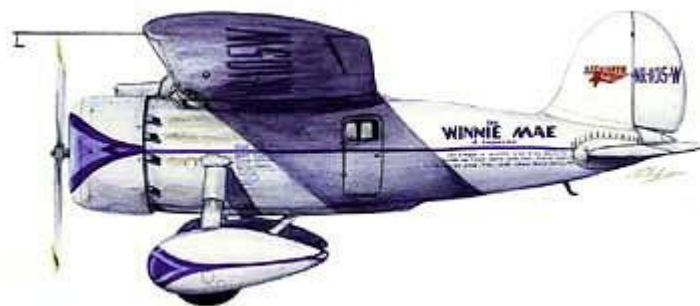
Unit 13, 785 Pacific Rd. Oakville

Radio Equipment
Models
Engines
Books & plans
ARFS
Field Equipment
Tools
Covering and Finishing Materials
Kits
Electronics
Hardware

Anything and Everything—bring your must have list!!!

For more information contact Erik Genzer

(905-607-9675; erik.genzer@sheridanc.on.ca)



Minutes of January Meeting

The OMFC January meeting was called to order at 7:30 pm on Monday, January 9th by President John Pretty, with 30 members in attendance. There were no new members or guests present.

The agenda for this meeting was to have featured a presentation by a representative from Great Hobbies, however this was cancelled due to last minute other commitments by the presenter.

Some business items from last meeting were attended to:

- A proposal for a special helicopter hovering area behind the active runway at the south field has been tabled for discussion. At the executive meeting it was decided that we would not proceed with this proposal at this time.
- As a follow up to Frank's comments on the Web page. The Executive has not completed their initial discussions on the modifications to the web page. Further discussions will be held in the coming months to complete this issue. Bert will remain as webmaster assisted by cub reporters attending events to supply story lines and photos. The web page modifications are still under review.
- The information regarding the results of MAAC'S new member challenge will be available at the end of January — Jim will contact Claire Murray.

This year's Frozen Finger Fly was a great success despite the warm weather and rain! About 35 members showed up and 6 pilots flew (and nobody crashed!). Thanks to Jim Eichenberg for another very successful event!

All our summer Club events have been registered

with MAAC now, so the dates are finalized. The upcoming event dates can always be found on the last page of the newsletter.

Only three new dates to report on: The **Flight Training Ground School** is scheduled for Tuesday, May 8th at 7:30pm at the Union Hall, and the first day of actual **Flight Training** will take place on Tuesday May 22nd at the North Field (weather permitting). The **Milton Static Display** has a tentative date of May 26th. More to follow on all these events as the time draws closer.

And under the heading of better late than never, CFI Brian Anderson presented wings to Adam Foreman and Andrew Egan. What does it matter if these guys got their wings in 2004 and 2008!!! They got their certificates today!



Brian with
Andrew Egan



Brian and
Adam
Foreman

Cat's Cradle

It's now January, the FFF is a done deal for the year, and we're about halfway through what we in Canada like to call 'the building season'. At least it's the time when most people are in their workshops to get next summer's creations finished. True, some of us will head indoors for some flying in a gym or dome, but for most of us the closest we will come to stick time in the next four months or so may be on a simulator. For the rest of us it's building (or assembling) time.

Well, I have a confession to make! I bought an ARF! That's right – I BOUGHT AN ARF! After years of swearing I'd never go near one, I actually went out and did it (sorry, Mike!). After Christmas I bought myself a Great Planes Super Skybolt. The reviews say it will take about fifteen hours to get airborne, so the way

I build I should have done in about three years! The model is supposed to be about a pound lighter than the original Great Planes kit, and both of the Great Planes models (kit & ARF) are slightly larger than the old classic Sig kits (57" span vs. 51" span). I plan to power mine

with a Saito 1.00 four-stroke; probably a bit more power than is needed, but that's the engine I have lying around. Also, that will give me a bit of leeway in case I make any weighty mods to the model (and I always do). Eventually I'd like to add a smoke system, but that's down the road; however I will put the mods in when I assemble the plane so that it's ready to accept the system if and when I decide to go that route. All in all, I was pleasantly surprised when I opened the kit. I was expecting to do a lot more prep work, but the heavy duty stuff was not needed.



What was needed was a tightening of the covering all around (to be expected), and replacing the hinges with something more realistic than the CA hinges (also expected). I also felt some of the glue joints were suspect, so I either re-glued or added triangle stock if needed. What was a bit unexpected was the quality of the firewall—a couple of layers of lite ply just doesn't cut it. Also, the firewall seems to be lightly glued to the front of the plane—it lets them use foam to make the curved surfaces, but there's really no bracing or triangle stock behind the firewall (in the tank compartment), hence very little strength. However, since one of my mods (the intended smoke system) would require a hatch just aft of the firewall I was able to do some proper bracing in the tank compartment, as well as adding a layer of regular ply to the firewall. I just felt that with a 1.00

four-stroke in the front, some more strength wasn't going to hurt one bit!

I found a good build thread (assembly thread?) on RCU—seems my findings are pretty general. What is good is that Great Planes has been listening to the feedback on this model and making adjustments to the materials since the plane came out in 2006.

So, would I buy another ARF? Probably not for a while, at any rate — my objections ("they all look the same", some questionable construction and materials) still hold. Also, I really enjoy the scratch or kit-building aspects of this hobby. However, realistically I can see a time coming when I may not be able to do that any longer, so in the future, who knows? There are obviously some well-built ARF's out there; you just have to do your research and choose carefully!

(asulkowski@cogeco.ca)

Frozen Finger Fly—2012

Article & photos by Mike McDermott, Cub Reporter, OMFC

Well, what a day the first of January 2012 turned out to be! Our usual Frozen Finger Fly day turned out to be the most unusual one and the most fun day one that I have ever encountered.

I left for the North Field at around 9:30am in a virtual downpour. If I had not been daft enough to volunteer to be a “Cub Reporter” for the day.....I would have rolled over in bed and had another 40 winks.

I got to the field around 10:00 am and there were just four other poor souls standing in the pouring rain. Jim Eichenberg, the event Director [as always] was standing behind his small stove, pumping it up and he was half hidden behind a cloud of water vapor. He was wearing a hat with some sort of animal tied up and wrapped around it and it was already soaked and dripping. However, He had somehow managed to start the fire pit for the rites of passage ceremony, where our members come to deposit yesterday’s great new airplanes and give them a send off to Never Never land or your personal Vallhala.

After the usual Happy New Year greetings, we all wondered if anybody else would show up just for a coffee, seriously doubting that any idiot would bring out an aircraft in that weather. Well, gradually people starting drifting in until at around 11:30am., we had just about 40 club members in attendance. That’s right 40.....more than we can get out to the field sometimes in July! It was a riot to see everyone dressed up in heavy rain gear with almost everyone sporting a huge golf umbrella. Adam Foreman showed up in a outlandish fluorescent orange rain suit with yellow stripes and it almost hurt your eyes to look at him. His old man, Paul was running around with his umbrella upside down catching the rain. Now if you ever wondered if there were a few bricks missing from that family, there it was for all to see! The biggest surprise of the day, was the fact that 6 people [nutbars] showed up with aircraft! We also had a



1st Place: Umberto DiMarco / Bruce Dixon and Bruce's Granddaughter Makayla

Second Place—Andrew Egan and Paul Mansfield



Third place— Andre Czarnecki and Alex Gorelik



real cutie show up.....Bruce Dixon's granddaughter who was buzzing around in wet pink, happy as lark, soaked but she couldn't care less.....nobody and nothing was going to spoil her day.....she was an official member of the Umberto DiMarco and Bruce Dixon team!!



Cutie Pie "Makayla" Dixon

The rain was still chucking it down at 11:30 but the contestants were all working on their aircraft shielded by members with brollies trying to keep the rain from the planes. Holding up brollies, having a hot drink and eating wiener's ain't easy.



Hey Jim .. What's with the wiener?
No, that's Bert Armstrong

The mild temperatures at least helped with starting the engines and by 11:45 just about everyone had run up their engines. Unfortunately, Bob Hudson with a huge gasser was in attendance but there was no life to be found in that sucker and Bob finally gave up trying. At this time, the 5 remaining contestants moved to the starting line with their crews.

Now this was a real picture. Looking across the field one could see snow piles in one area, an ice sheet in another, a lake in the middle and believe it or not there was some green high ground. This was just as well as we had planes with wheels and floats.



Fluorescent Adam Foreman

As noon approached everyone was tense [and soaked] but the rain had stopped a few minutes earlier. The countdown was marred as Jim's "noise maker" refused to "bang". After several tries and with the help of Bob Zak's lighter, the thing erupted and all hell broke loose. It was really hard to see who was getting off first, as several seemed to take off at the same time, what with water splashing everywhere. Anyway, everyone put in a good flight and several guys stayed up and did a couple of take off's and landings. We had no crashes to report....ahhhh well, you can't have everything, can ya.



Bob Hudson could not get it up!

So folks, it turned out to be a truly great day, everyone had loads of fun and it was great to see so many members out having fun and to see everyone shaking hands for the New Year. Here's hoping that this is a great omen for us all and for the club.....Happy New Year, everyone.



The Ceremonial New Year's sacrifice

Many thanks to Jim Eichenberg who stood ground the whole morning getting soaked but still dishing out great hot drinks and wieners for one and all.....with a smile.



Above and below:

Just your typical Canadian New Year's Day weather!!



The following is from an article in "The Independent & Free Press" and dated January 5, 2012:

"Police say about 4:22 a.m. (Wednesday morning, December 28) a black or dark blue or green Dodge Dakota was seen entering the parking lot at the Gellert (Community Centre in Georgetown South) then proceed to the rugby field where it was driven in circles leaving deep grooves resulting in about \$10,000 in damage. The vehicle left the Gellert about 4:32 a.m. onto Eighth Line."

"There was also approximately \$2000 to \$3000 damage caused last week at two other parks in Georgetown - a mini baseball diamond at Georgetown Fairgrounds and a soccer field at Harrison Public School."

This could easily happen to us! With our warm weather the field is very soft and wet.

Please close and lock the gate when you leave!

OMFC 2012 Executive

President:	John Pretty	North Field Manager:	Bill Funnell
Vice-President:	Terry Sears	South Field Manager:	Jody McConnell
Past President:	Percy Ford-Smith	Chief Flying Instructor:	Brian Anderson
Membership Director:	Denis Loo	Field Acquisition Mgr.:	Mike McDermott

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OMFC Meeting Dates for 2012

<u>Date</u>	<u>Agenda</u>
Monday, February 6	Eric Babin to speak on Electric Flight and his Web Site
Monday, March 5	James R. Main—WWII RCAF Gunner in Halifax Bomber
Monday, April 2	Denis Loo—Electric System Configuration
Monday, May 7	Annual OMFC Beauty Contest

OMFC Event Dates for 2012

<u>Date</u>	<u>Event</u>	<u>Event Sponsor</u>
Sunday, February 12	OMFC Swap Meet—Union Hall	Erik Genzer
Tuesday, May 8	Flight Training —Ground School	Brian Anderson
Saturday, May 26 (tentative)	Static Display at Milton Fair	Bill Funnell
Saturday, June 9	Electric Fun Fly (North Field)	Jack Linghorne/Denis Loo
Sunday, June 10	Electric Fun Fly (rain date)	
Sunday, June 24	OMFC Air Show (North Field)	John Pretty
Saturday, July 14	OMFC Fun Fly & BBQ (North Field)	Terry Sears
Saturday/Sunday, July 28/29	Pattern Contest (2 days; North Field)	Jim Eichenberg
Saturday, August 11	Aero-Tow (South Field)	Jim Eichenberg
Saturday, August 25	Heli Fun Fly (South Field)	Jody McConnell
Saturday, September 22	Scale Fun Fly (South Field)	Percy Ford-Smith