



Newsletter of the  
Oakville Milton Flying Club

[www.omfc.org](http://www.omfc.org)



April 2017



Top Flite 'Holy Smoke'  
(Kim Vasiliadis)

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Our next club meeting is:

**Annual Beauty Contest**

**Monday, May 1st**

at 7:30 pm

Unit 13, 785 Pacific Rd. Oakville

## Attention: All Potential Wings Students

Ground School this year is Tuesday, May 2nd@ 7:00 pm

**ALL NEW STUDENTS MUST PRE-REGISTER**

**WITH THE CFI via Email BY April 21st AT THE LATEST**

CFI: Brian Anderson      [brian@virtuhost.com](mailto:brian@virtuhost.com)

**(First day of on-field Instruction is Tuesday, May 16th)**

### Notice to all members...

**Our flying field is part of a Town of Milton public sports park.**

**As such, there is no smoking allowed**

**on the flight line, in the pits or in the spectator area.**

## OMFC Beauty Contest—May 1st

This year's event will feature the same model three categories as in the past:

**Self-Built:** This can be totally scratch built, built from a kit or built from commercial plans.

**ARF:** Any type—ARF, RTF, BnF etc. Included are any of the former that have been modified to add detail, change of colour scheme, etc., etc.

**Previously Flown—** Any self-built or ARF model that has been flown previous to this year's Beauty Contest, but has never been entered in the contest. (This does not mean the plane has to be a rebuild after a crash).

**Note:** These three categories apply to any class of model (glider, helicopter, gas, glow, electric, foamie,.....)

There will also be one model (from any of the three above categories) that will be voted

**Best of Show**

## Minutes of April Meeting

The OMFC April meeting was brought to order by President Aldo Agostini at 7:30 pm on April 3rd, with 37 members present, including two first-time members, Emil Ibrahim and Don Kirkpatrick.

Jim Eichenberg reported that we are at about 105 members, down from last year, but he expects we will pick up members as the summer approaches.

Next on the agenda was the ratification of amendments to our By-laws and Standing Resolutions. A review is required every three years to assure currency. Andy Sulkowski presented the recommended changes that were then voted on. The full recommended wording can be found in the March 2017 Fliteline—only the results of the vote will be recorded here.

1. Past President— formalizing the view that the outgoing President has the options of taking on or turning down the Past President position. Moved by Mike McDermott, seconded by Rodger Young. Motion carried.
2. Social Director—all instances of 'Membership Director' be changes to 'Social Director'. The change to 'Membership Director' was initially made to allow for dealing with delinquent membership renewals. That function was no longer required. Moved by Mike McDermott, seconded by Erik Genzer, Motion carried.
3. Both the CFI and the Webmaster are appointed yearly by the Club Officers and are part of the Executive Committee. Moved by Brian Anderson, seconded by Ron Birchall. Motion carried.
4. If a membership payment is returned NSF, suitable payment must be made, not necessarily another cheque. Moved by Ron Birchall, seconded by Bert Armstrong. Motion carried.
5. A Club membership card must be displayed or available. There was some discussion on this issue as to whether the club membership card was enough, and an amendment was proposed to the recommendation: "While a member is flying at a Club field, their Club *and MAAC (or equivalent)* membership cards must be displayed or be available for inspection." Moved by Aldo Agostini, seconded by Ron Birchall. Motion carried as amended.
6. Tow lines defined as Hi-starts or winches. Moved by Frank Pilih, seconded by Aldo Agostini. Motion carried. Frank Pilih stated that no matter what, these devices should be removed from the field immediately after a use.
7. Noise Abatement article amended to remove mention of non-existent committee and rule regarding ducted fan models. The noise abatement article covers all aircraft. Move by Bert Armstrong, seconded by Rodger Young. Motion carried.

The recommendation regarding Club and MAAC membership cards resulted in a fairly lengthy discussion as to what are the ramifications of a member allowing another family member or friend to fly at our field as a one-time 'try-out'. There were quite a number of views presented, some conflicting. The answer found on the MAAC site (under 'Buddy Boxes') indicates that the instructor on the buddy box assumes the responsibility for the flight. "These (buddy boxes) should only be used by Club designated and qualified instructors. We recommend their use. When they are in use, the instructor is responsible for any accidents because he has effec-

tive control of the model.” Related to this, the question of our having members of the public flying at our air shows was raised. That is also covered by MAAC, since our Air Show is regarded as a Charity Event. The rules governing Charity Events is quite lengthy, and can be looked up under ‘Committees -> Insurance Advisory Group -> View Committee -> FAQ #19’ at the MAAC site.

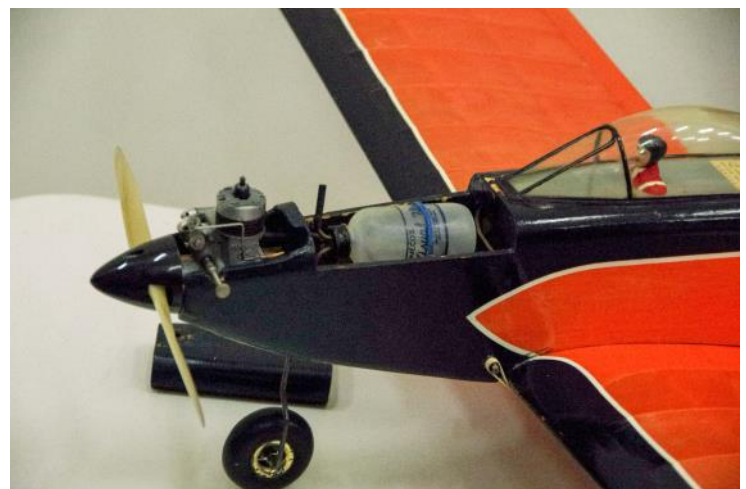
After all that procedural business, we moved on to some more interesting topics.

Adam Foreman had on display a model he picked up last year at the Toledo Show. This model was at one point part of the Carl Goldberg estate and was being sold off by the AMA. When Adam went by the display area, there were two models, identical colour schemes, a twin engine and a single engine version. The covering on the twin looked a bit tired, so he bought the single engine version.

When he got it home, he noticed some labelling on it, and it turns out that the model he had bought was the prototype of the Goldberg Skylark 56. Designed in 1963, the Skylark was basically a low-wing version of the Falcon 56. What Adam had was the original model built as a proof-of-concept, and to promote the kit. It contained all the original radio gear (rubber band powered escapements and all), as well as the original O.S. engine. The model is covered in silk & dope, and colour is dope as well. Adam got in touch with the original builder/flier of the plane, and he verified the authenticity of the model. As I write this, Adam is on his way back to Toledo with the model, this time to be on display as a restoration, rather than in the ‘swap attic’. Hopefully when he gets back he’ll be able to put a copy of his presentation on the Special Interest Section of the Links page of our web site.

After Adam’s presentation, we had our break and the prize draw, tonight enhanced to include a flight box, two starters and a Monokote Stripper, all donated by Gerard Baron. Thanks million , Gerard.

Denis informed the membership that OMFC business cards had been acquired—they are mainly for use at the field or official events when we need to leave some contact information. Aldo mentioned that we should be on the look-out for non-club members using our field, especially now that the TC regulations are becoming more known in the rotary flier circles.





## Cat's Cradle

Some more on the history of our Club's crests and logos...

In the late 70's, the Club membership seems to have felt that, since our crest was about twenty years old it was time to come up with something more modern and relevant (where have I heard that argument before?). Anyhow, it was decided to collect entries for the a brand new design; these would be published in the Fliteline and then people would get to vote for their favourite. They kept this 'contest' running for about three to four months from the looks of it, and got ..... two proposals! Which proved one of two things—either very few members were artists, or no-one read the newsletter. I suspect a combination of the two!

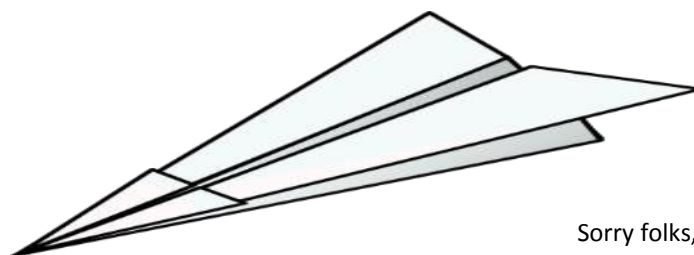


First up was a proposal from late 1978. It was initially quite well received, but as time went on, more and more opposition surfaced. Believe it or not, in the end the proposal died because members couldn't decide on what type of plane should be featured on the logo (scale, pattern, sport, that sort of thing). Oh well.



Early in 1979 the next proposal surfaced. A bit more artistic, this was sort of a amalgamation of the OMFC Eagle crest and the town of Oakville crest. This one was a bit too elaborate, and too much like the town crest, so the proposal died as well.

Along with the demise of the second proposal came the end of the attempt to redesign the club crest. Things have pretty well stayed the way they were since then, except when our logo suddenly changed colour.



Sorry folks, not a crest proposal—just a white space filler

## Rotary Wing Committee Recommendations

Back at the December 2016 meeting, the issue of “drones” and their popularity came up, and how we as a club should react to them. This started us out on a five month endeavour to explore the issue, which we now call the ‘rotary wing’ issue, since helicopters and so-called ‘drones’ (multi-copters) are included. During that timeframe, Transport Canada issued a set of rules that all remote-controlled aircraft must follow. Fortunately, activities at MAAC sanctioned fields are largely exempt from the TC restrictions, however they were taken into account by the Rotary Wing Committee when they were doing their research.

Below, (and on the next page) you will find quotes from the Meeting minutes as they appeared in the Fliteline. I’ve included the three months that are relevant. Following that is the proposed new Standing Resolution that will deal with the rotary wing issue. Notice that there are no detailed resolutions as to how rotary wing pilots are to be trained etc.,etc. The Club By-laws specify that we have a Wings Programme—they don’t tell the CFI how to run it.

Also, we are aware that Transport Canada will be issuing another directive in June. Whether this will be additions to what has already been released or entirely new regulations is unknown. However, at this point we must assume that as long as we are a MAAC club and therefore fly at a MAAC sanctioned field we are largely exempt from the TC ‘drone’ regulations.

### From the Dec 2016 Fliteline

“A discussion then ensued where both sides of the drone/rotary wing question were presented. Some members felt that as a club we must be more accepting of rotary wing craft or we may face declining membership. Other members felt that it is impossible for fixed-wing and rotary-wing craft to share the flying field at the same time. During the discussion, the following proposed Standing Resolution was presented, moved by Frank Pilih and seconded by Percy Ford-Smith:

#### **“At no time will rotary wing and fixed wing models fly at the same time”**

Frank felt that there was a serious safety issue here, with danger to both to flyers and aircraft. A very lively and at times impassioned discussion ensued. At one point an amendment was suggested but not moved or seconded: “No rotary wing models will fly with a fixed wing model in the same airspace”. Some other recommendations were: to create a separate rotary wing area at the field and include a rotary wing training programme.

Since the discussion could have carried well into the night, it was decided that further action/debate be deferred till the next meeting. In the meantime other clubs in the area will be canvassed to determine how they are dealing with the issues.”

### From the Jan 2017 Fliteline

“There was one important item carried forward from the December meeting. A motion had been made and seconded which proposed the following Standing Resolution: ‘At no time will rotary wing and fixed wing models fly at the same time.’ The executive recommended that a committee be formed to study the issue prior to a vote being taken on the motion. Brian Anderson was appointed to chair the committee, whose first task will be to determine its exact scope. The mandate of the committee is to provide the Club with recommendations by the March/April meetings, with possible implementations in the April/May timeframe. Also at that time the outstanding motion will be dealt with.”

**From the March 2017 Fliteline**

“First on the agenda was Brian Anderson with the report of the Rotary Wing Committee. Brian stated that as long as we abided by the MAAC rules we would be able to incorporate rotary wing into our training programme. The programme would teach a student how to hover and fly a circuit. Mike McDermott stated that due to possible insurance ramifications, it would be prudent to have rotary wing students sign a form stating that they will not fly their machines at any location other than the OMFC approved one while their training is in progress. Once they have graduated, they will receive a rotary wing pilot’s card, which may be different from the standard wings card. The committee had investigated possible locations for the rotary wing training areas. The one chosen is an area north of the storage container, and facing towards the tree line. This area will be reserved for hover practice, and low level manoeuvring training. Once a student has mastered these aspects of rotary flight, they will fly circuits as do the fixed wing students.”

The recommendations of the Rotary Wing Committee were received and accepted by the Club’s Executive. As a result, the following new Standing Resolution is proposed. This new Standing Resolution will be voted on for ratification at the May meeting.

**Standing Resolution 7. Flying and Safety Rules****article (v)**

**Fixed wing and rotary wing aircraft shall not fly at the same time at an OMFC field unless there is an agreement between the pilot(s) presently flying and the pilot wishing to fly. Any additional pilot(s) wishing to fly must obtain verbal permission from the pilot(s) on the flight line at the time.**

**Rotary wing pilots must conduct their training sessions in the designated rotary wing training area(s).**



## OMFC 2017 Executive

<b>President:</b>	Aldo Agostini	<b>Field Manager:</b>	Bill Funnell
<b>Vice-President:</b>	Rodger Young	<b>Social Director:</b>	Terry Sears
<b>Past President:</b>	Denis Loo		
<b>Chief Flying Instructor:</b>	Brian Anderson		
<b>Municipalities Liaison:</b>	Mike McDermott		
<b>Fliteline Editor:</b>	Andy Sulkowski	<a href="mailto:asulkowski@cogeco.ca">asulkowski@cogeco.ca</a>	
<b>Webmaster:</b>	Bert Armstrong	<a href="mailto:bert@virtuhost.com">bert@virtuhost.com</a>	
<b>Secretary/Treasurer:</b>	Jim Eichenberg 1316 Gainsborough Drive Oakville, Ontario L6H 2H5 Telephone: 905-255-3063 <a href="mailto:jim@virtuhost.com">jim@virtuhost.com</a>		

## OMFC Meeting Dates for 2017

<u>Date</u>	<u>Agenda</u>
<b>Monday, May 1st</b>	<b>OMFC Beauty Contest</b>
Monday, October 2nd Monday, November 6th	Annual General Meeting
Monday, December 4th	

## OMFC Event Dates for 2017

<u>Date</u>	<u>Event</u>	<u>Event Sponsor</u>
<b>May 2nd</b>	<b>Wings Ground School</b>	<b>Brian Anderson</b>
<b>May 16th</b>	<b>First Day of On-field Instruction</b>	<b>Brian Anderson</b>
June 3rd TBD	Electric Fun Fly Milton Street Show	Denis Loo
June 18th	Annual Air Show	Aldo Agostini
July 29-30th	Pattern Contest	Jim Eichenberg
August 26th	Family Fun Fly	Terry Sears