

FLYING

Newsletter of the
Oakville (Milton) Model Flying Club

www.omfc.org



April 2019



We are all glad to see Andy back - just in time for the Free Flight contest!
As usual he was the best in the club at this aspect of flying - the biplane did 20 secs.

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Beauty contest @ May 6 meeting
Bring your creations
Same rules & categories as always

May Meeting - Denis Loo will be showing
the 2nd half of his Dave Platt Video
"Building & Fiberglassing Techniques Vol.1"

Our next club meeting is:
Monday, May 6th.
at 7:30 pm

Unit 13, 785 Pacific Rd. Oakville

April meeting Highlights

The April 1st. club meeting had 29 persons present which included a new member, Paul Miller, who had just recently joined and a second joining at the meeting, Peter Maziec. We welcome them to the club.

Terry called the meeting to order at 7:35 p.m. and noted that we were expecting to have the free flight contest. As John Marett, who had offered to come and help again, had not yet arrived, Terry took the opportunity to briefly talk about the fabric runway presentation made to the Executive at the last meeting. A discussion ensued with questions from the floor and went on for about 25 minutes. When Terry asked, there was not even enough support from the members present to bring the question to a membership vote. Terry has written a report that best explains the presentation and the executive's resultant decision - that follows below.

Fabric Runway Installation at the Club Field

A suggestion was tabled for consideration. The request was made to look into the feasibility of installing a fabric runway as a means of attracting new membership and improving the flying conditions at our club field.

Pete McKenzie requested to do a cost analysis for the Executive. He did a very thorough costing for us. He made a presentation to the Executive after the May meeting. The presentation brought up some details that needed further investigation before making a decision.

The biggest issue facing us was the fact that we do not own the land - it belongs to the Town of Milton. Mike McDermott approached the Town Parks Dept. regarding making

changes to the field. The Town's response was yes it could be done, but the Town would require their contractors to do the work at our expense. That puts us at their mercy with respect to cost. A small group of the Executive also made a visit to the Mississauga club field to see the fabric runway they have installed. It was noted that their field is very flat and well suited for the fabric installation.

Secondly, we have some concerns about the grading of the field. Our field is not level to start with but rolling in nature. The ideal runway would be flat. The contractor cannot simply grade the runway alone because this would create a raised area where the grass dips. So any deviation off the carpet or swerve towards the carpet will catch the landing gear - not ideal. Therefore, in order to avoid this, a major portion of the field would require grading. More cost added.

The fabric runway would be required to be 30 feet out from the pilot's stations. This puts it at the existing runway. So no matter what type of plane is being flown they will be landing on the carpet. The warbirds landing on grass end up in the brush at the end of the field, as landing on the carpet will not slow them down - again not ideal. The length and width of the fabric required should ideally cover the area of the existing runway.

Further, while all this work is being done and new grass is growing there can be no flying, so timing of the work is a problem. The club is not willing to give up a goodly amount of summer flying and events to do this work. The fall season is not long enough to do it either.

Another point of consideration is the

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number of members we may lose because of this installation. Some may not like flying off and landing on the carpet. And therefore choose to leave the club. Then there is the question of how many new members it will attract. At just the estimated cost it would take at least 59 new members to offset the cost of the fabric runway. Over the last 4 seasons we have had 2 potential new members per year, who wanted to join just to fly foam planes.

We have students who bring foam Apprentice Airplanes to learn on. These planes will take off and land on the grass quite well. Anything smaller is usually hand launched. A student cannot get their wings with a hand launch plane. So we will not be attracting them to join the club.

So the question remains who are we doing this for?

Bearing all these things in mind the Executive has rejected the proposal to install a Fabric runway at this time.

Terry Sears, President OMFC

The subject of the new Transport Canada rules again was raised, but no firm answer is forthcoming, only the "expectation" that MAAC affiliated clubs will be exempt. If you plan to fly at a field other than a MAAC sanctioned field, you need to abide by the old rules as they exist now, as well as the new ones taking effect June 1, 2019 - no exemption will apply .

Following the discussion the "Chase the Ace" contest was played, with Ted Mruck getting the pick, but no luck finding the Ace so the pot continues to grow. It now stands at \$207.90 and the odds of winning continue to get better each time we remove a selected card that is not the Ace of spades. Don't forget to buy your tickets at the next meeting - you can't win if you don't play!

Ron Birchall had this reply from the MAAC office

"Our TC Advisory Group is working on an exemption for MAAC members which may be approved prior to June 1st when the new regulations become law. There was a mass email sent to members in January regarding the new regulations (I think around the 8th). When the exemption has been approved, members will be advised by email again and likely it will be published in the magazine as well.

Hope this helps.

Linda Patrick

MAAC Secretary/Treasurer"

Engine Noise Rules at the Club Field

Frank Pilih will be in charge of all noise level testing of engines that are deemed as being too noisy.

If a plane fails a noise test it will be immediately grounded by Frank with the backing of the Executive. The plane will remain grounded until such time the excessive noise level has been brought into the acceptable club level of 98db at three meters.

Thank you your understanding - Terry.



Free Flight Contest

John Marett graciously came again to help out, and give some tips to those members who tried their hand at the free flight contest. Several members had bought and built the kits John supplied when he last came to our club meeting. Some came better prepared than others!



When the flights started, it was clear who had been paying attention to John - non other than Andy who, other than John, was by far the best with flight times ranging from 20 - 45 sec.

John again demonstrated his unique talent as he launched his creation with an airborne time of 50 secs. If that wasn't enough on another attempt it went 65 sec's only to be stopped by the wall. When he picked it up he tossed it again with the remaining wind and it continued for another 25 secs.!



Terry asking, "is this how it's done?" Well I guess not as he and Ted Mruck only managed flights of 10 secs!

Everyone was amazed at the "experts" and the details needed to get the long flights.



Follow-up on Mike McDermott's

Mitsubishi A6M5 ZERO

Hi all.....well Spring is almost here and I guess we are all getting ready to test our fingers again after what seems to have been a lengthy winter.

I have been checking out all my planes and I did find a couple of surprises.....luckily finding them now....before take off. However my main focus over the winter was my Zero. I have brought the plane to several club meetings so most of you have some idea of what I speak!



I am aiming at a 17lb airplane and have put in an OS 160 four stroke twin. The Zero cowl is a great fit leaving almost an inch gap between the cylinder heads and the fibre glass cowl. I have had some issues with the fake engine. Luckily I had a fake plastic 7 cylinder radial layout which actually was a good fit for the engine cowl. Also, when messing with the cooling holes I had to cut to allow air to reach the twin cylinder heads, it all sort of lined up



as the pictures will show. You will see that that the fake plastic engine is epoxied to a small plywood frame and held onto the front bulkhead using 3 aluminum struts.

I am planning to have a movable canopy and have cut the one I have into 3 pieces and have made three canopy braces out of a 3/16" foam board with carbon fibre molded on both sides of the foam.....very strong and light.



I have cut a hole in the fuselage for the main switch which has green, yellow and red lights to show the condition of the battery. The hatch will be hinged.



You will note that there are various 1/64th plywood overlays to create the look of raised panels etc and I have made up some brass machine guns for the nose area. This later war model was equipped with 4 machine guns and 2 canons and some heavy armour but it lost some of it's speed and some of it's amazing maneuverability.

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area but I am a long way from finishing. I have made up the framing and some covering of the left wing and am now working on mounting the landing gear which will operated by an air system.

The tail section is a bit different. The elevator control rod is connected to two separate arms at the connectors of the elevators. This allows for individual adjustment and also for proper connection of the rear wheel to the back of the body. The rear cone, so to speak, is detachable allowing me access to all the

I am using carbon fibre/aluminum arrow shafts for the elevator and rudder. The landing gear is a combination of robart heavy mounts and 11" aluminum struts with 5" beautifully machined wheels courtesy of Hans Reyppa.

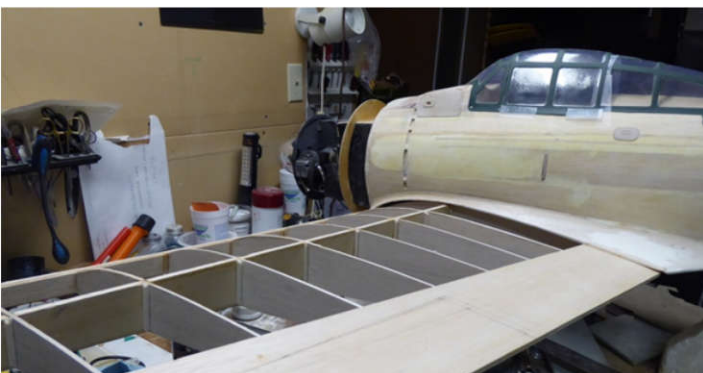


fittings and controls of the elevators and rear wheel connections back there, plus it will allow for periodic inspections.

The radio/receiver and servos will be multiplex [2.4]



The wing cord is approx 14" at the landing gear area and is 3-1/4" deep which will accommodate the wheels nicely. I have started to make up the cockpit



Well that's about it for now.

Mike McDermott

Mystery Member?

The mystery member returns!

“In this picture I would have been 16 (~1964), and my friend and I flew control-line in a school playground in Hamilton (on the west Mountain). Nothing you see in the background of that photo exists any longer – it’s now apartments and strip malls.

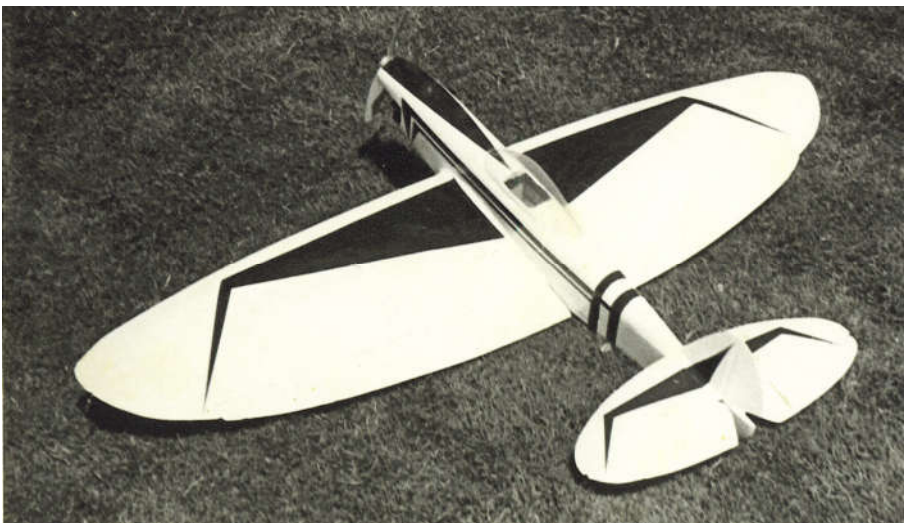
I got my interest in models from my father, who had built gliders in his youth in Europe. The idea was to launch from a hill, then hop on your bike and race across the valley to the next hill and hopefully your plane will have arrived. That was not always the case though, I understand. Anyhow, when he came to Canada he thought I might be interested, so he built one. These were not small models – over 10’ span if I remember right. He didn’t really have place to fly it so it sat in our basement. However, having it around kept me interested in model aircraft and building them. I never did fly free-flight – no way I was going to chase anything on my bike, but control-line was



Can anyone guess what the model is?

popular in the Hamilton area (thanks to Keith at Hamilton Hobby on Ottawa Street).

Eventually I learned to fly control-line in the late 50’s / early 60’s with a Cox .049 powered plastic (!) PT-19. From there I got a Sterling ‘Ringmaster’, and everyone flying in our area had at least one Goldberg ‘Voodoo’. They were kind of disposable – if you didn’t damage the engine you could have a new one in a couple of days!”



And can anyone identify this one?

Next issue the member and details of the models will be revealed.....until then submit your idea of who it is and send any photos of yourself from earlier times!

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OMFC Meeting Dates for 2019

<u>Date</u>	<u>Agenda</u>
May 6 (Monday)	Beauty Contest (bring your best)
Oct. 7 (Monday)	Summer in review
Nov. 4 (Monday)	Annual General Meeting
Dec. 2 (Monday)	-

OMFC Event Dates for 2019

<u>Date</u>	<u>Event</u>	<u>Event Contact</u>
May 14 (Tuesday)	Flight (& Grnd.) School (OMFC Field)	Brian Anderson
Jun. 01 (Saturday)	Electric Fun Fly (OMFC Field)	Denis Loo
Jun. 08 (Saturday)	Milton Street Market (Milton)	Bill Funnell
Jun. 23 (Sunday)	Airshow (OMFC Field)	Mike McDermott
Jul. 27/28(Sat. & Sun.)	Precision Aero. Contest (OMFC Field)	Bert Armstrong
Aug. 24 (Saturday)	Family Fun Fly (OMFC Field)	Terry Sears
Aug. 25 (Sunday)	Fam. Fun Fly RAIN DAY (OMFC Field)	