



Newsletter of the  
Oakville Milton Flying Club

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



May 2017



'Best of Show' - Sopwith Camel  
(Percy Ford-Smith)

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Our next Club events are:

**Electric Fun Fly**

Saturday, June 3rd  
and

**Annual Air Show**

Sunday, June 18th

## Minutes of May Meeting

The OMFC May meeting was brought to order by President Aldo Agostini at 7:30 pm on May 1st, with 30 members and one guest present. Our guest, Chris, has been into modelling for about 40 years as a builder, he now wants to join our club and learn to fly. Looking forward to seeing you this summer, Chis!

As this meeting is our annual Beauty Contest, there were not very many business items on the agenda. First on the list was Erik Genzer with a report on the Club's financial affairs. Erik had looked over the books and did an economic review, and was able to say he had 'no concerns' over the current financial status. Erik did mention that the Club should look into getting liability insurance, not for incidents involving models, but for incidents involving work being done on the club's behalf (e.g. grass cutting, barrier installation, etc.) Our thanks to Erik, reviewing the Club's books is a yearly volunteer job, and not a minor one at that.

Next on the agenda was the closure of the Standing Resolution made by Frank Pilih and seconded by Percy Ford-Smith:

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

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

As reported in the last issue of the Fliteline, the executive recommended that the resolution be amended to include input from the Rotary Wing Committee. The following amendment was proposed by Fred Messacar and seconded by Jim Daly:

### **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).**

There followed a fairly lengthy and at times very passionate discussion centering around what constitutes 'obtaining permission' to fly, and who, if anyone, has the right to deny permission to fly at our field. After the debate subsided, a vote was taken, and the Standing Resolution was accepted as amended above, though not by a unanimous vote (60% for; 30% against; 10% abstain). The members were reminded that this is a standing resolution, and not set in stone, and can be revisited at any time. Also, the Rotary Wing Committee will remain active until all the issues and potential problems with the rotary wing training programme are ironed out.

This represented the last By-Law/Standing Resolution change prior to the flying season, so the newly revised Constitutional document can be found on our web site.

After members picked up their beauty contest ballots, we had a break so that everyone could get a good view and a more detailed explanation of the aircraft on display. At the same time Jim was selling our usual draw tickets. After a somewhat extended break (to give members plenty of time to mark their ballots), we held our monthly draw (the jackpot is still out there—somewhere!), and then the business part of our meeting concluded and we move to the Annual Beauty Contest.....

## Beauty Contest—May 1st

Photos by Harvey Slaght & Andy Sulkowski

Another fine showing of models at this year's contest. Mainly ARF's, but building is still alive and well—and look at the gorgeous results!

More of Harvey's photos can be found on his Web Album at:

<https://www.flickr.com/photos/149318768@N03/albums/with/72157682302137706>



### Best of Show

#### First Place, Self Built —Percy Ford-Smith

Percy's WW1 Sopwith Camel started life as a Balsa USA kit, but was extensively upgraded to more exact scale using Replicraft plans, which are the plans sets used in making dull-scale replicas.

Percy modelled his plane after the one flown by pilot Henry Bottrell in WW1. Interestingly enough, Henry was born in 1898 and passed away in 2003, he thus saw three different centuries! Percy found out about Henry some twenty tears ago from Henry's son, who was the sail-maker for Percy's boats. At the time Percy didn't have much interest in that type of plane, but he remembered the connection, and was able to get documentation on Henry's plane.

The model features a steerable scale tailskid and bungee cord shock-absorbing scale main gear and WW1 style bomb dropping capabilities.

Wing span is 84", weight will be in the 11.5 pound range and power is a DLE 30cc engine.



### First Place, ARF—Kim Vasiliadis

This Cap 232 was originally given to Kim in 2007 by Hemant Samaroo after a crash. Kim gradually rebuilt and refurbished the model resulting in the gorgeous plane displayed here. The model was originally a 30% Lanier kit, and is powered by a Moki 1.8. Kim hopes to fly it later this year.





Terry Sears' Ultimate biplane was originally a glow powered kit, but Terry converted it to electric power. Terry also gave us a short run-down on the technical aspects of the model, as well as its expected flight characteristics. A fantastic looking model!



Ilya Voronov displayed a Chinese ARF of a Russian trainer from the 1970's. Ilya was quite pleased with the quality of the model, a YAK 52, and said that only minor modifications were required.



Dennis Milenkovic had two entries, the first was a standard aircraft and the second was a very strange looking rotary wing machine.

The aircraft is a Pitts biplane, an ARF that Dennis has had for a while but never flown yet—this should be the year! The kit has a lot of its plastic parts replaced with aluminum and carbon fibre for strength.



The 'flying printer' was the result of having a printer casing lying around, and the curiosity to see if it could be converted to a flying machine. The machine has eight independently controlled motors, as well having a flight controller that is capable of fully autonomous flight



An electric heli entered in the ARF category by Frank Pilih. This is a new Align kit—a T-REX 470 featuring a new 470MX motor and including carbon fibre side frame plates.



Aldo Agostini and his modified Sig Four-Star 40, which he converted to electric power. Other mods include a slightly more rounded tail and a new, stronger landing gear. Aldo made a mold of the nose area and mad various plastic cowls for the model.



A four-stroke powered Great Planes Escapade by Ted Mruck. Ted brought the model mainly as an accessory for the plane cradle he designed and built to store and transport the model. The cradle acts as both a carrying case and storage for the fuselage and two wing halves.

The club used to have a yearly Mall Show, where we displayed our models at a local shopping mall. Eventually it became harder and harder to get indoor space at the covered malls, so we moved to an outdoor venue. However, unless the weather was very good, shoppers were usually not interested in a display outside a grocery store. For the last several years, we have had a booth at the **Milton Street Market**. This is an event that can draw huge crowds if the weather is good, and even in less than ideal conditions people will still stop to chat at our display. This year the Club will have its table out on Main Street, Milton (near Knox Presbyterian Church) on **Saturday, June 10th, from 8am till noon. Come and visit!**

## *Cat's Cradle*

A reprint from the May 2013 Fliteline. 2013 was only four years ago, but I thought the article was very fitting for the Air Show's 50th anniversary, when some people's idea of a model airplane is a multi-rotor video platform bought at a camera store!

Our annual Air Show used to be called a 'Demonstration Day', and that may actually be closer to what we are trying to accomplish on that day. The Air Show is often the only real chance we have of showcasing our hobby to the general public. We need to make the best of the opportunity!

Today we are far removed from the days when aviation was a more personal thing—people today tend to think of an aircraft as a bus with wings, or a multi-million dollar weapon flown by a computer. And, while people are awed or impressed by demonstrations of 'Xtreme' flight, either by a fixed wing or a heli, we mustn't forget that we also need to show the public models with which they could see themselves involved.

Don't forget that someone coming into the hobby will be starting with a very 'ordinary' model. As much as they may have dreams of being an instant fighter ace, their start-up is going to be a lot tamer! As a club, we have to foster their interest in aviation, we have to show that something a bit more 'ordinary' will have a place.

We can all help to do that by bringing our day-to-day planes for static display, by coming to the Air Show, not only to participate or help, but also to just be there (maybe in club apparel). We can be there to answer questions and in general to show solidarity with our fellow club members who are participating or volunteering. We can show that we are an organization that is deeply interested in aviation, and hopefully that interest will spread!



## 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>	
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<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>
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>
June 3rd	Electric Fun Fly	Denis Loo
June 10th	Milton Street Show	Bill Funnell
June 18th	Annual Air Show	Aldo Agostini
July 29-30th	Pattern Contest	Jim Eichenberg
August 26th	Family Fun Fly	Terry Sears