

Presidents Message from Mr. Pete McKenzie

1. Why R/C Car Park at OMFC

When I started flying model aircraft in 2011, I used to see lots of Scratched builds, and Almost Ready to Fly (ARF) airplanes. Fast forward to 2025, we find mainly Plug and Plays (PNP) and Bind and Flies (BNF). Stop by Hobby Hobby and Great Hobbies, and you will see a large section of the stores is for R/C cars. Not only that, pilots are now driving these vehicles.

Here are a few reasons why an R/C Car Park is a good fit for OMFC.

- It provides an activity for members to participate in on days when it is too windy to fly, or you just want to have fun doing something else.
- It will result in higher utilisation of the field, and therefore higher presence of members at the field.
- It is an opportunity for members to participate in the hobby.
- It will also provide an opportunity for other family members to use the track and therefore expose them to model aviation.
- It is an opportunity to attract new members to the club who want to enjoy both flying, as well as driving R/C cars.

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Like model airplanes, there is a wide range of prices. You can get a 1/10 starter car with battery for about \$300. These vehicles can use Lipo batteries, so you do not need to buy a battery charger if you already have a lipo battery charger for planes. If you check on the internet, you will be able to find a secondhand market for used R/C cars. Check out RC Canada and Facebook marketplace. Just remember that you will need to assess what you are getting, as those transactions are usually final sale. Also, make sure the radio system is for it is the 2.4 GHz band so that there is no interference with other RC vehicles. The picture above is an example of a starter car.

This car will drive on the sample battery above for about 12 to 15 minutes.

Electric or Nitro?



Zeebe 2S Lipo Battery 6500mAh 120C 7.4V Hard Case Battery with EC3 Connector for RC Vehicles RC Car Truck Truggy 1/10 Scale Racing Models (2 Pack)

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Typical price: \$52.99

The current trend is electric. With the high cost of Nitro fuel, most R/C cars sold are battery powered. Also, another advantage is the ease of operation as there is no tuning of the motor etc.

Humans are multifaceted, come let's fly planes, helicopters, drones and drive R/C cars.

OMFC is embarking on a R/C car track. Once all approval is received, construction of the car track will begin. Stay tuned.

Pete McKenzie

2. Frozen Finger Fly

The wind was howling at 20-25 km/h with gusts of 40 km/h and the temperatures were at -1°C but felt more like -5 to -10 with the wind chill, but that didn't stop the festivities. The frozen finger fly has been a time-honoured tradition



at OMFC with members gathering to celebrate the new year and competing for the honour of who would be the first flight of the year. Members began gathering around 10:30 a.m. around a cozy fire (thanks Paul and Zane), warm coffee (thanks Aldo and Umberto) and hot dogs (thanks Mo) to discuss good times and enjoy the company of good friends. It was a cloudy with the sun trying to peak out at times to give a semblance of hope that the competition could occur. Last years Nitro winner, Umberto, was present while last year's electric winner, Ark was not. The wind was blowing down the runway, but even with that, no electric flyers wanted to chance that their planes could not battle the wind, so no contestants were present for the electric competition this year. The Nitro competition would commence as always at 12pm for the honour of the first flight of the year. Paul M. was ready this year to become the champion, training months in advance at the field in harsh weather, preparing for this day. His aircraft was a scratch build, where the fuselage was a drain pipe and its wings made out of chloroplast. Having had difficulty with the

engine earlier in the year, he replaced it with a more reliant and stronger power unit for the competition. The second competitor was the defending champion, Umberto, with his Skylark.



The Skylark was a tested champion decorated with all its sponsors, looking like a F1 Ferrari. As the rule states, both competitors would work their engines, start them and keep them heated until 11:45 am where then they were to move to the field and get ready for the competition. Paul was eager to get started as he knew this was the year he was going to beat Umberto, and as always Umberto wasn't worried at all. While on the field preparing, Paul looked up towards the parking lot to see Kim, his old

instructor and multiple time winner of this competition walking towards the field. The look on Paul's face said it all, this was a game changer. You see Kim hadn't been in the competition for a couple of years giving time for the rise of Umberto as champion. With that said, during Kim's reign, no one came close to strategy of quick engine start and take off. With his return, Paul was now facing both Umberto and Kim, seasoned champions, the task at hand just got tougher. However, Kim didn't have with him his brother who normally helped during the competition and was an integral team member. It would seem a miscommunication regarding only members flying was misinterpreted and Kim thought his brother was not allowed to participate. The dynamic duo was now just Kim which as time would tell, may hamper the past champion. For safety reasons, each competitor was to have a helper, Rick with Paul, Aldo with Umberto, and Pete helped with Kim. Kim was flying an ugly stick that he had just put together for the competition.



The countdown began and at 12pm the action began with Paul, Kim and Umberto plugging in their starters on their glow plugs. Paul was the first to start his engine and pull off his glow starter and commence the rolling down the field for take off. As Paul's Frankenfly got off the ground, Aldo got the Skylarks engine started, allowing Umberto to pull



the glow starter off and get the Skylark rolling down the field. Being much lighter than Paul's aircraft, Umberto's Skylark porpoise straight up and down, coming inches from hitting the ground. Kim, at the time, was struggling to get his engine started and could not do so while Paul and Umberto were now entering their prospective circuits. Paul's circuits were wide while Umberto's were tight to the field, both completed the two circuits required and Kim cleared the field so that the competitors could land their aircraft. Paul would land first on his

mains, perfectly as Kim had taught him years earlier, but the field being soggy and his aircraft being heavy, moving too fast his nose gear failed and collapsed inward, causing the aircraft to nose into the ground. Just behind him Umberto, with his plane bobbing up and down because of the wind, using all his experience and talent, his mains touched and he landed his aircraft successfully. The winner and still champion for the 2025 frozen finger Fly for the nitro competition was Umberto. Paul was awarded with the first crash of the year. When the field was cleared of all aircraft were being dismantled, Kim had quietly worked his way back onto the field without anyone noticing at first. Knowing Kim, he is not a quitter, he did finally get the Stick fired up and off the ground, completing two circuits and landing his aircraft safely, all while the wind was gusting and pushing his plane around in the sky. We all gathered by the fire for Pete to present, Umberto, with a \$20 Hobby Hobby gift card and Paul received a \$20 Hobby Hobby gift card for the first crash of the year. Well done gentlemen.



3. OMFC Swap Meet – February 2, 2025

The club's first swap meet of the year was held at the Union Hall as per club tradition. Once again, it was deemed very successful as 85 buyers showing up take advantage of some of the amazing deals. Thanks go out to the executive team for the amazing job they did in advertising the event and organizing it.



4. Thrust Vector Turbine Experiment

One of the new ideas that has been taken shape at some of the clubs near Oakville is the replacing the Electric Ducted Fan with a turbine engine in a foam jet. But why stop there? Simply adding more thrust will give it more power but why not add more versatility to the Flexjet G2 90mm by adding a thrust vectoring system too. A fun experiment that



Jagmeet, an aeronautic engineer and a member of the Guelph Gremlins decided to try when converting his Flexjet G2 90mm to a turbine jet. The procedure would be similar if you wanted to keep the EDF in your jet and just add a thrust vectoring system.

What Jag did first was design all the pieces in CAD to make sure all the dimensions and geometry of the project was accurate and correct. Once designed, he made the nozzle from steel shim stock and spot welded it together. The outer ring and the main hinge were made using 6061 aluminum. To control the vector nozzle, he connected two control horns placed 90 degrees apart that represent the Vertical tail configuration. This allowed the vertical tail mixing to control the vector nozzle movement. The nozzle can move about 20 degrees in X and Y direction. That seems to be more than enough travel for a 3D turbine jets. With testing during he flight, he found that it was easy to hover and could perform 3d aerobatics without over controlling the jet. In his own words, "This was more of an experiment converting a Foam 90mm EDF jet to turbine with Thrust vectoring and it turned out great!"

Thank you, Jag for sharing!

Jag has included some pics of his design on the next page. Enjoy.



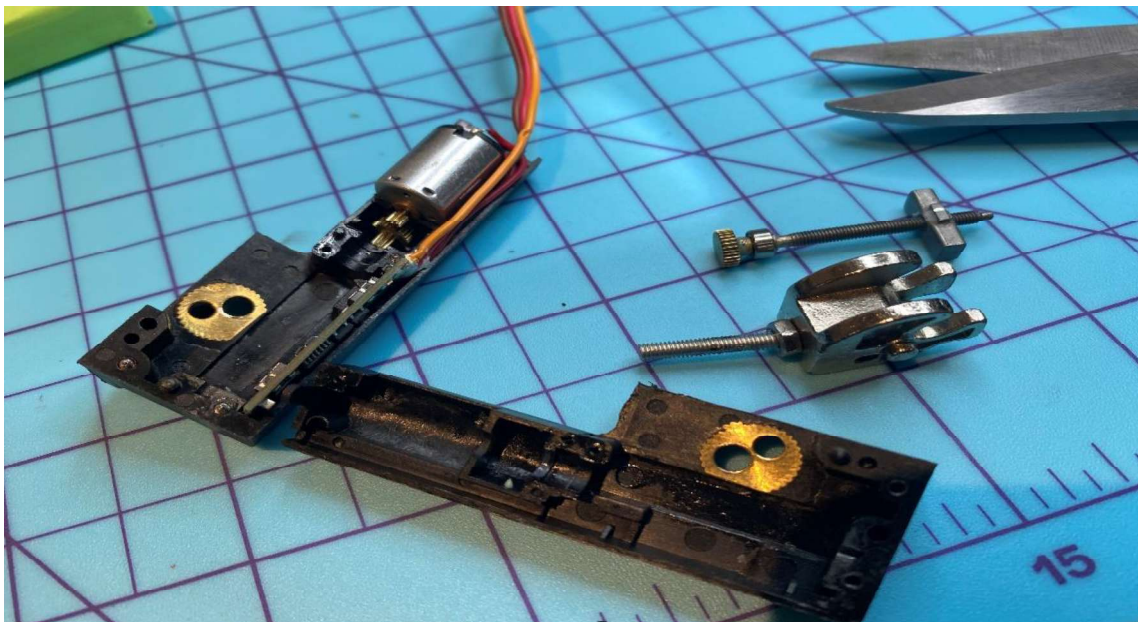
5. From the Bench

It's amazing some of the tricks you can pick up from youtube that help with the hobby. One such trick came from Charles RC with his Freewing F-16 landing gear strengthening mod (ref: <https://www.youtube.com/watch?v=BHpwdj84FYk>). I had just bought a Freewing F-16 70mm v1 and noticed that every time I landed that the main landing gear would buckle a little as the aluminum piece inside seemed too weak to handle my not so perfect landings. You learn quickly that landing on a runway is not as easy as some flyers make it look. As many new jet owners learn, it takes a while to pick of the skills required to grease your landings. So, I decided to follow Charles RC lead, modifying it slightly, and remove the aluminum peg and replace it with a M3 bolt 35 mm in length. You can pick them up really cheap at Bolt's Plus for about 25 cents each a M3 35mm bolt with nut. I noticed that sometimes when I landed, the gear would spin a bit and hence I decided to add a nut to prevent the bolt from rotating. Charles doesn't do that in his vid. The result was excellent, you need to land pretty hard to bend the gear outward now and I find overall that the plane tracks better on landing. I've included some pictures of the procedure below:



As the video shows, you simply open the casing of the servo and remove the pin and slide

the



bolt into the hole. To prevent it from spinning I tightened a nut to the other end as depicted. Use lock tight to prevent it from loosening. Then simply reassemble the servo casing and reinstall. I then grind to flat spots so the landing gear set screws sit in them. Works great.

To personalize my aircraft somewhat and not having the artistic skills as some of individuals in the RC world, I decided to pick a vinyl cutter, Cricut, to make my own decals. While the Cricut software bundled with the vinyl cutter is limited to my liking, it still is functional and allows me to accomplish a look that I am pleased with.



This winter's build was a Dancing Wings PT-17 Stearman 1.6m ARF that I picked up from Great Hobbies. The power system I placed in it was an Eflite 90 which was too large for the plastic radial engine mount, so it required modification to fit. Furthermore, with a Castle 100A ESC, I plan on flying it with a 6S 5000 Mah battery. The heavier than recommended engine allowed me to add very little nose weight to get the CG to specs at 110 mm. As you can see from the radial engine mount, the wooden stand painting black modification is not noticeable.



To personalize it, I decided to add my own nose art, Louyang Lady as depicted left and add decals to the lower wing (424 US NAVY) as was depicted on the web with some of the PT-17s. (Pics below)



6. Club Meeting Summaries

Jan. 1,2025 Meeting Summary

During the Frozen Finger Fly our new executives held a brief meeting where a vote was held to amend the club by-laws. The purpose of the meeting was to vote on splitting the duties of the Secretary/Treasurer amongst three individuals as to make the work load more manageable and more attractive to volunteers. As a result of the vote the following by-laws changes were made:

The **Vice-President** would add to his/her current duties the process of maintaining the membership list and respond to membership queriers from the Secretary/Treasurer position.

The **Secretary** would now:

- a) To keep minutes of all meetings, and if unable to attend, to appoint a proxy to keep an accurate record which shall then be added to the Secretary's records of minutes.
- b) To keep records of all club correspondence, contracts, and documents required for the administration of the club and to maintain membership lists.
- c) Update the Ontario Business Registry with the new officers annually.

The **Treasurer** would now:

- a) To collect, record and administer the revenues and expenditures of all Club funds.
- b) To provide a current financial report if requested.
- c) To assist the auditor(s) in any way requested.

As a result of the splitting of duties, it then made sense to have the signing privileges split up amongst these new positions also. As a result, the Banking section of the by-laws was amended to read:

Article IV. Finance 1. Fiscal Year

3. Banking

- a) Cheques drawn or funds transferred from the Club's bank account must be signed/approved preferably by the President and Treasurer or alternatively by any two of the following officers:
 - i. President
 - ii. Vice president
 - iii. Secretary
 - iv. Treasurer

The final change to the bylaws occurred due to the irregularity of the publishing of the Fliteline. If there is no newsletter published, technically, no other form of written notice is permitted. However, based on normal business practice, notice can also be given to all members by other acceptable

means, including email, or by distribution of minutes. As a result the following changes were made to the bylaws:

Article V. Alteration of By-Laws

1. Alteration of By-Laws

Any proposal to alter these bylaws shall be presented for debate in at least two regular meetings, the second of which, a vote can be taken, or alternately by 10 day notice to all members, after which time the Executive shall put any resulting resolutions to an immediate vote. All accepted alterations must be recorded in full in the newsletter or in the minutes of the meeting.

With the motions all passing, elections were then held with two individuals who came forward to volunteer for the Secretary position and Treasurer position. They are as follows for Treasurer Ted Mruk and for Secretary Rick Naylor.

Furthermore, the executive have appointed the two positions CFI Ark Skupien and Webmaster Steven Goldring.

The position of social director still remains open. If anyone would like to volunteer for this position, please contact Pete.

March 3 Meeting Summary held at Union Meeting Hall

In this meeting the 2024 Finances were discussed with the 2025 budget being presented by Ted. It was recommended that 2-3 picnic tables be picked up as our current tables are deteriorating a much faster rate due to their age. Ideas of how to grow our membership were also discussed and a proposal to make a car track was proposed by Pete. A vote was to be held for the membership to decide if the executives were to move forward with the proposed RC car track.



Memorials OMFC

It is with profound sadness that we share the news of the passing of Krzysztof Romain and Erik Genzer. They were both valued members of our community, and their absence will be deeply felt.

We extend our heartfelt condolences to both the Romain and Genzer family and wish them strength and comfort during this challenging time. They will be remembered fondly for their enthusiasm, their kind nature and their dedication to the club.

The widows of both Eric and Krzysztof have asked the members to contact the executives as they have several models available for sale.

Sincerely,

OMFC Executive.



OMFC Executives

President:	Pete McKenzie	president@omfc.org
Vice-President:	Maurizio De Vincentis	vicepresident@omfc.org
Secretary:	Rick Nayler	secretary@omfc.org
Treasurer:	Ted Mruk	treasurer@omfc.org
Past President:	Wajeeh Khan	
Field Manager(s):	Paul Miller Zane Bechervaise	fieldmanger@omfc.org
Chief Flight Instructor:	Ark Skupien	cfi@omfc.org
Social Director:	Vacant	events@omfc.org
Fliteline Editor:	Vacant	flitelineeditor@omfc.org
Webmaster:	Steve Goldring	webmaster@omfc.org

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OMFC Event Dates and Meetings

<u>Event</u>	<u>Date</u>	<u>Location</u>
Frozen Finger Fly	Jan. 1, 2025	Flying Field
Swap Meet	Feb. 2, 2025	Union Hall
Members Meeting (Hybrid)	Mar. 3, 2025	Union Hall
Beauty Contest & Meeting	May 5, 2025	Union Hall
Flight School Begins	May 20, 2025	Flying field
Work Day	June 7, 2025	Flying Field
Airshow/Swap Meet	July 6, 2025	Flying Field
OMFC Jet Jamboree	Aug. 24, 2025	Flying Field
Pilot's Day	Sept. 28, 2025	Flying Field
AGM	Nov. 3, 2025	Union Hall
Members Meeting (Hybrid)	Dec. 1, 2025	Union Hall