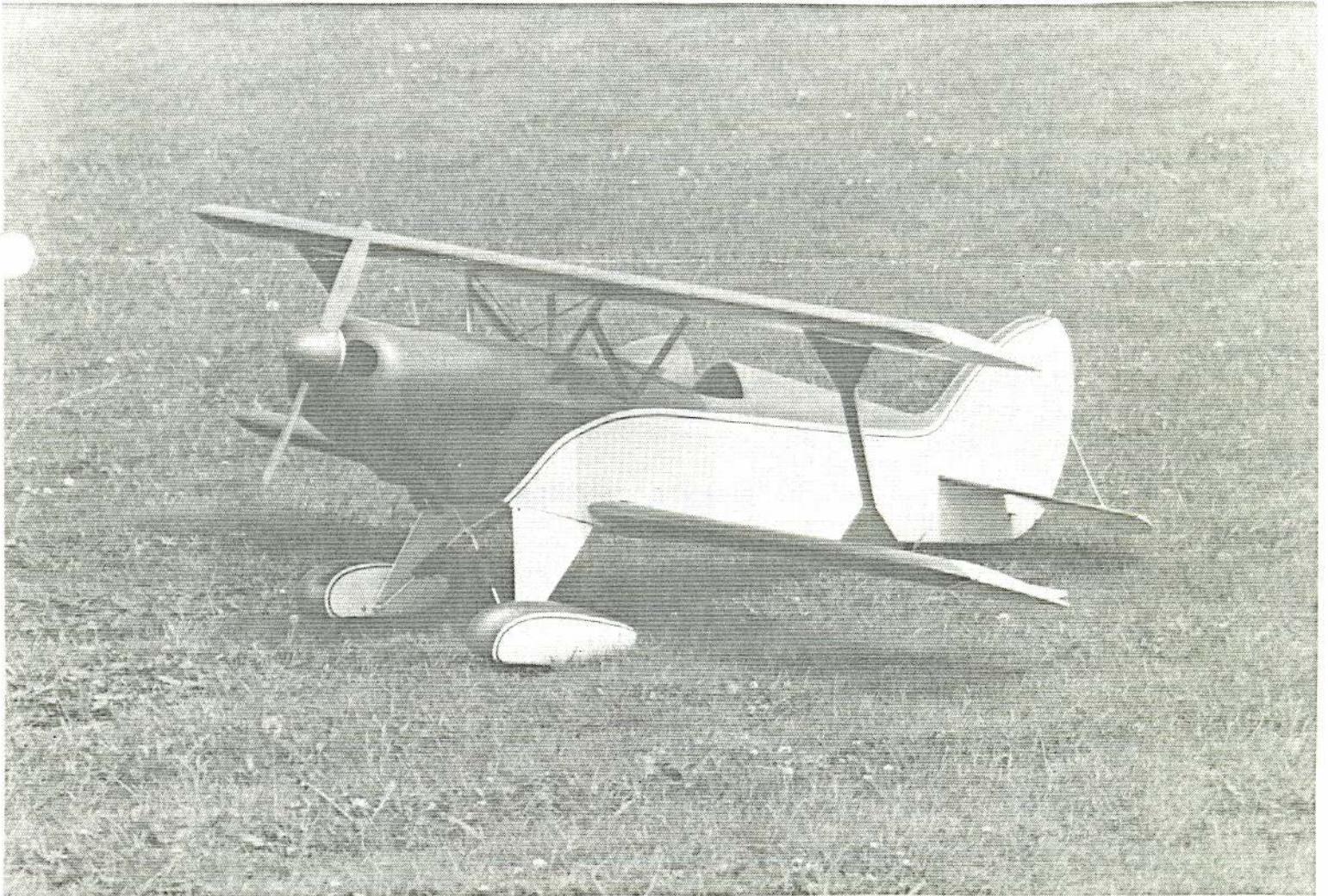




The Oakville Model Flying Club, Inc.
A Model Aeronautics Association of Canada Charter Club

JANUARY

1990



EXECUTIVE

PRESIDENT - Frank LILLIMAN NORTH FIELD MGR.- Martin LECKIE
V/PRESIDENT - Phil SODEN SOUTH FIELD MGR - Manny EIBERGER
SEC/TREASURER - Walter GRAY SOCIAL DIRECTOR - Steve JOHNSTON
FLITELINE - Jim EICHENBERG

Address all Club correspondence
to the Secretary/Treasurer:

Walter GRAY
2072 Searle Crt.,
Oakville, L6H 1P9

The January meeting of the Oakville Model Flying Club will take place on TUESDAY January 2nd at the Knox Presbyterian Church Hall at 8:00P.M. - Remember to bring a model for Show & Tell.

AGENDA

1. Club Business
2. Show & Tell -
3. Panel Discussion 2 and 4 cycle engines.
4. Coffee Break & Payment of Memberships
5. Video - R/C Subject

EVENTS CALENDER

- 16 Dec 89 to 4 Feb 90 - The Third Model Engineering Show.
900 Woodward Ave., Hamilton Ontario
- 27 Jan 90 - R/C Pattern Fun & Fellowship - 9:00 AM to 5:00 PM
Desert Inn, Woodlawn Road, Guelph, Ontario.
Presented by Ivan KRISTENSEN - Call (519)763-0756 for
more information.
- 6/8 Apr 90 - The Thirty-Sixth Annual Radio Control Exposition
Toledo Sports Arena - One Main St. Toledo, Ohio.
- 16 Jun 90 - Oakville Model Flying Club Scale Rally
- 15 Jul 90 - Demonstration Day - North Field
- 21/22 Jul 90 - Oakville Model Flying Club Pattern Contest

COVER PHOTO; Dave SLOTE's Aeromaster Bipe.

MINUTES OF MEETING

Frank called his first meeting to order at approx., 8:00 P.M. and welcomed those who attended. Frank gave a brief explanation of the "Show and Tell" sheet he would like members to fill out. Jim BURT moved that the minutes of the previous meeting be accepted as published in the Fliteline. Seconded by Don FIELD, Carried.

The Sec/Treasurer, Walter GRAY gave a brief outline of the Clubs financial position. At present our Bank account contains approx., 11,800. and we have some G.I.C.'s coming due in Feb and March. This gives us approx., 15,000. Walter has moved to place \$11,000. into 6 month Treasury Bills at a good interest rate. Basically we are in good shape financially. Our constitution requires the executive to maintain at least one years operating expenses in the bank. We also must maintain a good financial position in case a new field is needed. At the present time we are blessed with two fine fields but we could lose either at any time. We must be prepared to undertake the construction of a new field.

Frank introduced two new members, Mark GROH from Streetsville and Amer AL-TIKRITI from Mississauga

During 1990 the executives plans to do the following:

- (1) Provide good safe flying sites. However it is up to everyone to police the fields. Violators should be spoken to or reported to the Field Manager.
- (2) Hold a Scale Rally on 16 June 1990
- (3) Hold a Demonstration Day on the 15 July 1990. Al COOK volunteered to run this event and Don FIELD agreed to be the M.C. Jack SWIFT suggested that we set up a progression of flyers and air craft to show the public all phases of our sport.
- (4) Hold a Pattern Contest on the 21/22nd July 1990. Tony KREGLEWSKI has agreed to act as C.D., and Ivan KRISTENSEN will assist

Discussions ensued to see if the membership wished to have the January meeting on the 1st. It was suggested that we try to get the hall on the 8th. The president has advised that the only time available is TUESDAY the 2nd of January.

If members are going to get a new transmitter for Christmas it is suggested by the executive that you obtain a odd number frequency. Stay away from the following frequencies. 72.080, 72.160, 72.240, 72.320, 72.400, 72.720, 72.760, 72.800, 72.840 & 72.960

Discussions were held with regard to transmitters at the flying field. Members are reminded that upon arrival at the field the first thing you do is to impound your transmitter. The last thing you do before driving away from the field is to put your transmitter in your car. (Transmitters should not be left in the cars).

Frank asked the membership to think about helicopters on the flying field. There has been some concerns raised about safety.

SHOW & TELL

Frank LILLIMAN presented his Aero Star 40. This aircraft went together very well and Frank recommends it highly. Frank also had a Picca kit of a Cessna 180. Frank requested any hints other members could give about this model. From the reactions of Don FIELD it was apparent that he had built this kit at one time. Don described it as a "Pig" with a weak under carriage and a wing that breaks. Don advised that he will donate a modified nose gear to Frank. (That was the only thing that survived when Don's crashed)

Ron BAWDEN presented his Super Chipmunk a ARF by Thunder Tiger. This model required additional work around the wing saddle. It is going to be powered by a OS 46 long stroke engine. All in all Ron stated that this kit wasn't too bad.

Greg BLACK presented his Sig 4 Star 40. Greg wanted a model that was predictable and could be flown on a tight field. He is going to power the Sig with a OS 48 Surpass 4 stroke engine. The weight is about 5.5 lbs and the kit went together well.

Jack SWIFT presented his revamped scratch built Taylor Craft. This one is slightly modified from the drawings and Jack is hoping for about a one pound reduction in weight. This is a scale model of the Taylor Craft being flown by Andy HENDERSON. This model is a lot cleaner than the original with a longer nose and wheel pants. Jack advised that he installs the radio and servo's as far back as possible. The reason for this is the amount of vibration the air frame receives when the model is powered by a 4 cycle engine. Jack had a crash once that may have been caused by vibration. This model will be powered by a HI MAX 120 4 cycle engine (British). Over the years Jack has had problems obtaining O.S. parts, Enya doesn't seem to bother. The British seem to send parts immediately. Jack is also going to use British wheels that are about half the weight of DuBro wheels.

Mike MATTICE presented his House of Balsa P51D. Mike started this model in 1981 and is concerned about the weight from the amount of balsa used. He is going to use Goldberg retracts and slim line wheels. The power will probably come from a 40 size 2 cycle engine.

David EICHENBERG presented his partially completed Midwest Super Sweet and Low. This model has a massive 84" wing and is constructed from balsa and hardwoods. The model should weigh 17lbs, when completed. It will be powered by a Quadra 35. Total cost should run about 18,000. (His father will have to buy a truck to transport this one)

Phil SODEN presented his scratch built Lancaster Bomber. The model when completed will be 84" long with a wing span of 120". The bomb bay will be 48" long. This model is being built from scaled up English plans. The wing will be in 2 pieces with spruce spars bonded to aluminum spars. There are no doublers in the fuselage. Phil will have to install enough servo's to stock a hobby shop. The four engines will be Lanser 75 4 cycle swinging a 9 X 14 propeller. The model weighs 7.5 lbs now and Phil hopes to bring it in at about 13 lbs.

Al COOK presented his completed Dynaflite Mustang. Al has three of these kits. He has built one and found that it is a good flyer. He has modified the wing so that bolts can be used instead of elastic bands. This model is very fast when powered by a OS 40 SFR 2 cycle engine. Al has one kit available to anyone that would like it for \$50.00. As a matter of interest this is the 79th aircraft Al has built.

John COOK presented the framed wing of one of his Elusive models. The entire thing is constructed of spruce. John advises that you should go to spruce spars and get rid of the balsa. Recently Al COOK was flying John's "Vindicator" when the elevator failed. Al landed the air craft at half throttle and the only damage that occurred was that the muffler was knocked off. John found that the elevator clevis came off the servo and it was the balance of the model that allowed it to land without serious damage. John's latest manoeuver with the "Vindicator" powered by a 45 Super Tiger, full throttle, pull straight up and go hard left. You end up with the Cook Special Flat Spin.

Bruce DEALHOY presented an unusual concept for a model. Originally it was designed by the Stutgard Flying Club and called the "Ayispa" or Wasp in Spanish. This model will have a solid foam fuselage with a twin boom inverted tail. It was reported to be stable in pitch. Bruce could use some help with the proto-type.

HIGH FLIGHT - (Frank LILLIMAN) The first regular meeting of the "90" executive is now history. There were a couple of high lights in case you missed them. The response to the request for both completed and unfinished models was very gratifying. Phil SODEN brought the fuselage of his Lancaster. What a beautiful example of craftsmanship! No one will want to miss the maiden flight of this magnificent ship that was inspired by the restoration of the Lancaster at Mount Hope. Jack SWIFT brought his Taylor Craft which is under construction. This is another example of skilled craftsmanship. Everyone appreciated the comments of all of the modelers who brought their models. Any help that you can give to improve the performance of the model or its flying characteristics will be appreciated.

We are asking you to complete an information sheet outlining your modelling experience. This can be very useful to your executive, and we ask your co-operation in completing this project.

Jim EICHENBERG's efforts in providing the video was well received. One modeler even said so in his information sheet. Thanks from all of us, Jim.

Yours truly will be in Florida for Christmas and will be forced to miss the January meeting. However, Phil SODEN will certainly be able to see that you have a profitable evening. Please note the date for the meeting: TUESDAY JANUARY 2nd. This is the only date towards the beginning of the month that is available.

On behalf of the executive and myself may you have a very happy holiday. May you receive all of the goodies that will keep you flying during 1990. The Best of the Season to all of you!