



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

MARCH

1990



EXECUTIVE

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

Address all Club correspondence
to the Secretary/Treasurer:

Walter GRAY
2072 Searle Crt.,
Oakville, L6L 1P9

The March meeting of the Oakville Model Flying Club will take place on Monday the 5th of March 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. Toxic Chemicals - Dave PALEN
4. Coffee Break
5. Finishing Models - Live Demonstration of Plastic film, Weave Material and Trimming.

VERY IMPORTANT Hans REYPA has agreed to test transmitters of members at the March and April meetings. Members are urged to bring their transmitters and have them checked. Units that pass the test will receive a OMFC sticker. Units that are off frequency or with excessive sidebands should be re-tuned or discarded by their owners.

EVENTS CALENDER

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
28/29 Jul 90 - Oakville Model Flying Club Pattern Contest
(South Eastern Zone Pattern Championship)

COVER - Tony KREGLEWSKI receiving the S.E. Zone Championship Trophy for Advanced Pattern, from Ivan KRISTENSEN
July 30th 1989.

MINUTES OF MEETING

Frank LILLIMAN called the February meeting to order at 8:00 P.M. Guests Greg & Dean ELLIOT of Oakville and new members Doug JENNINGS and Helmut SCHMITTER were introduced to the membership. Jack SWIFT moved that the minutes of the previous meeting be adopted as published. Seconded by Al COOK. The minutes were adopted.

Old Business : The president advised that the present club policy of increasing the dues after January the 15th will continue. There can not be any exceptions. However this present procedure may be unfair to some people and the executive will discuss the situation. A check by the Sec./Treasurer has revealed that some members were not registered with MAAC. Members are advised that current MAAC membership means membership for 1990 not 1989. Discussions ensued with reference to membership.

- Tony KREGLEWSKI advised that at Ivan's Fun and Fellowship meeting the president of MAAC, Doug MOISUK advised that as of 1 FEB 90 MAAC members are covered to fly in the U.S.A. without making special insurance arrangements.

- The president advised all members to be especially vigilant about field damage. With the spring fast approaching be careful around the fields. (Particularly the lower road and parking area at the southfield.)

- The president called upon Al COOK to say a few words with regard to members who had done a lot for the club over the years. Al took this opportunity to advise the membership that Jim BURT should be granted a life time membership in the OMFC. Not only has Jim been a member of this club for 30 years, he has held every executive position (at least once) and done every job except as an "Instructor". Al reading from the records of this club reported that in 1960 Jim BURT successfully flew his Skyscooter powered by a Fox .09. He also had two crashes that year so nothing has changed. In 1961, Jim with his rebuilt Skyscooter really tore up the sky with a Webra .09 Diesel engine. The president after receiving the recommendation of Al COOK and the unanimous agreement of the executive, presented Jim BURT with a "Lifetime Membership" certificate. Jim gave a short acceptance speech after receiving his certificate. (I believe we surprised him). Lifetime membership certificates were also presented to our other lifetime members who were present at this meeting. Al COOK who was made a life member in 1986 and Ted HIGNELL who was made a life member in 1981. Certificates will be forwarded to Don RAY who was made a life member in 1981 and Ken DAWSON who was made a life member in 1967. Don and Ken could not attend this meeting because of previous commitments and distance.

- Tony KREGLEWSKI advised that the dates for the OMFC S.E. Zone Championship Pattern Contest has been changed to the 4th weekend in July. (Note the change on the Events Calender). In an effort to encourage new people we are attempting to obtain Sponsorship

to add prestige to our contest. Tony plans to have a "Pattern Ground School" and a "Pattern School" of 4 sessions. These schools will be directed at Sportsman and Intermediate class of pattern flyers. Times and dates for these activities will be announced later. Interested members should contact Tony and he will insure you remain informed as to what is happening.

- At the end of the year the president would like to hold a "Awards Recognition Nite" to highlight the achievements of various members during the year. He would like suggestions as to what categories we should issue awards for. One suggestion came from our C.F.I. last year was a Junior Achievement award.

- Sometime in the future we would like the older members to bare their souls and tell about some of their crashes and why they happened, ie: forgot to plug in ailerons, etc.

SHOW & TELL

Jack CHAPMAN presented his Goldberg J3 Cub. The kit consisted of balsa and ply. The cowl is very poor quality. Jack plans to power this model with a .45 Enya 2 cycle engine. Two rolls of Monocote was required and Jack used cryo for the balsa and Wilhold 56 on the windows. Flying weight about be 6 lbs.

Al COOK presented his Goldberg Cub again. He now has finished adding the trim and it appears to be a completely different model from last month. Its amazing what a bit of color will do for a model.

Bruce DEALHOY presented his forth fuselage for a "Boulton Paul Defiant" At the last meeting Bruce talked to Al COOK and decided to scrap his third fuselage and start again. Bruce is using internal doublers to replace the original 1/4" sides. Bruce also showed a different hinging method using a notched 1/64th ply sandwiched between two pieces of 1/8th balsa. The entire unit and the hinge is glued with cryo.

Colin WALKER presented his Great Planes Super Sporster. Colin is going to power this model with a Enya .45 2 cycle and he will be building floats for it. The servos for the ailerons will be mounted in the wings. This was an easy kit to build and it is covered with Skycote. Everything is working will so far.

Don FIELD presented his 1/5th scale SkyBolt from Ian ROSS drawings. See Ian if you need some drawings. Its constructed of balsa, spruce and ply and the cowl is fiberglass. The finish is Mono cote with Sig dope on the cowl and wheel pants. The plane weighs 8.5 lbs and has a wing loading of 21oz per sq. ft. Don will be powering it with a 90 O.S.(FS) 4 Stroke engine. The landing gear is plastic stiffened with carbon fibre and fiberglass. Don feels this combination will work great.

Jim BURT presented his 4 year old Sig Skybolt (400 flights) so that members could see the 10% difference between his and Don's. The Sig kit tends to be tail heavy and Jim lightened the tail and put lighting holes in the fuselage to correct the problem. He tried a 90 4 stroke engine but found that it was too hot. He is now flying quite successfully with a snarled .60 2 cycle.

Wilf ALDCROFT presented a "Rebel" which he scratch built from 1956 plans. This model has rudder only the same as years ago. Wilf estimates his finished weight will be 2 lbs., with rudder and motor control. Many maneuvers can be done with rudder only as long as you adjust the CG. The model will be powered by a .20 4 stroke engine. Wilf uses balloon straws for his torque rods and welding rods for his push rods. He finds that these items work very well and they are economical. Need an extra hand while working on a wing, use a zip lock bag filled with kitty litter.

Tom RUSSELO brought his almost completed Great Plains Super Sporster. Tom will be powering it with a Enya 120R 4 stroke engine. The model is all wood construction and is covered with the Balsa U.S.A. plastic film. This model looks like it will move when completed.

Foam Cutting and Sheeting

Steve Johnston was introduced by Frank Lilliman and proceed to give a very entertaining explanation of foam cutting and wing sheeting. The following is some of the points covered by Steve. He uses a bow type cutter that is powered by a 10 amp 12 volt battery charger. The wire is "Nicrome" (Available at Hobby Hobby). The width of the bow is the problem in that it limits the size of the foam you can cut. The procedure requires two people and the wire gets very hot. The tension on the wire must be correct even after it expands because of heat. Steve had handouts for the members present that shows the exact size and construction of his bow cutter. Finding decent foam is a problem that Steve has encountered and he suggested that you look out for recycled foam. When cutting foam timing is important. The speed at which you and your partner pull the wire through the foam will decide how good a cut you will make. After reducing your piece of foam to the correct size rectangle you must make templates of the tip and root ribs. Set the exact center line and mount the templates to the ends of the foam. Steve uses pop rivets or a jig that he built up for the template. The ribs are marked off every 1/4 inch to aid in the timing. At the word go you and your partner attempt to draw the wire through the foam and exactly the same speed. (Practice will make perfect).

-For fixed gear, Steve adds side ribs to the landing gear block. Vertical slots are then cut for the ribs and the block. A Wheller soldering gun with a 14 gauge wire on the heater works great.

-For retracts, a template is made of 1/16 balsa and it is attached to the wing with pins. Using the Wheller gun you cut right through the foam in the shape of your template.

-Using copper pipes that have been sharpened on the inside and a jig you can cut straight holes down the length of your wing. Hole size can be adjusted by using a bigger pipe. Any mistakes made can be repaired with "Great Stuff" Foam insulation. This brand won't melt foam and doesn't heat up

-Before sheeting your wing, sand the fine hair off of it. (If you cut it properly there will be hair) and then vacuum it off.

Steve uses the epoxy sandwich method when covering with balsa.

-When preparing your balsa skins, Steve recommends that one strip is run parallel to the leading edge and another strip runs

parallel to the trailing edge. The middle is then filled in.
 -Using a 3 hour exopy, Steve heats it in hot water for 10 to 20 minutes until it gets very thin. He mixes the parts and spreads it on to the balsa. (very thinly) Any shiny spots indicates that there is too much exopy at that spot. The wing core is returned to its original foam block and approx., 50 lbs is placed on top of it. Steve suggests that you do one side at a time until you get use to the procedure. After leaving the wing to cure for 24 hours you can proceed to cover the other side.
 -Steve uses white carpenters glue to add the leading and trailing edges to the wings.
 -To join the wings use the bottoms of the foam block to line up the middle on a perfectly flat table. The key is a flat work surface. The half's are epoxied and then 3 inch fiberglass tape goes around the center to strengthen the join.

Hopefully I didn't make to many errors while trying to report what Steve had to say. It is strongly recommended that you talk to Steve if you are planning to go into foam cutting. Thanks Steve for a very good presentation on an interesting subject.

OAKVILLE MODEL FLYING CLUB INC.
FINANCIAL STATEMENT
 for the year ending November 30, 1989

BANK BALANCE DEC. 1, 1988 \$14,855.90

Add

REVENUE

*	Memberships	\$7,121.50	
	Interest Earned	629.56	
	Catering	44.27	
	Sale Frequency Pins	52.00	\$7,847.33

Less

EXPENSES

	Field Maintenance	\$3,951.68	
	Fliteline	821.02	
	Events	346.55	
	Instruction	144.13	
	Office Supplies	72.96	
	Donation-Church Hall	275.00	
	Bank Charges	11.36	\$5,622.70

NET REVENUE \$2,224.63

**BANK BALANCE Nov., 30.1989 \$17,080.53

* After fees totalling \$3,922.50 were paid to M.A.A.C.

** Includes a G.I.C. of \$5,291.64 maturing Jan., 1990

Assets of the club: Sound Meter, P.A. System, etc.
 have a book value of \$347.42

Orig Sgn. Mike HEREL Sec/Treas. Jim BURT Auditor

O.M.F.C.

ACCOUNT BREAKDOWNS - 1989

FIELD EXPENSE

Registration M.A.A.C.	\$ 10.00
Gravel for South Field Driveway	1,350.00
Impound Box	165.00
Roller Rental	808.05
Grass Cutting	1,600.00
Lock for Gate	18.63
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	\$ 3,951.68
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Events

Scale Rally	\$ 86.92
Pattern Contest	310.00
Demo Day	(80.37)
Special Events at Meetings	30.00
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	\$ 346.55
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Fern MARQUES's - Designed and Scratch built Pattern Ship.