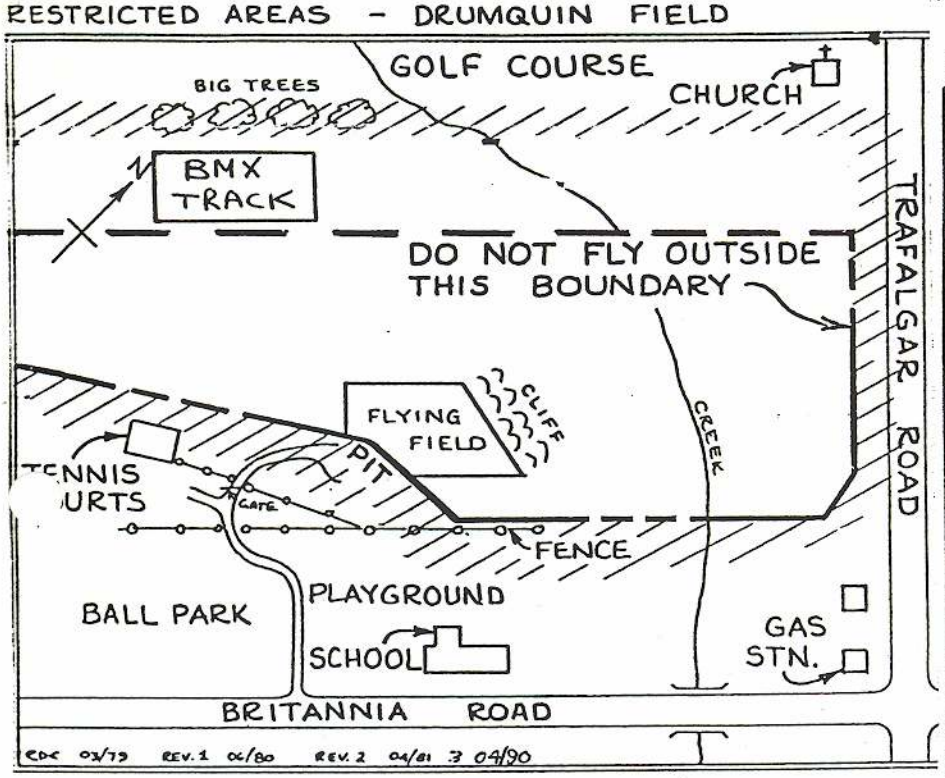
FLYING

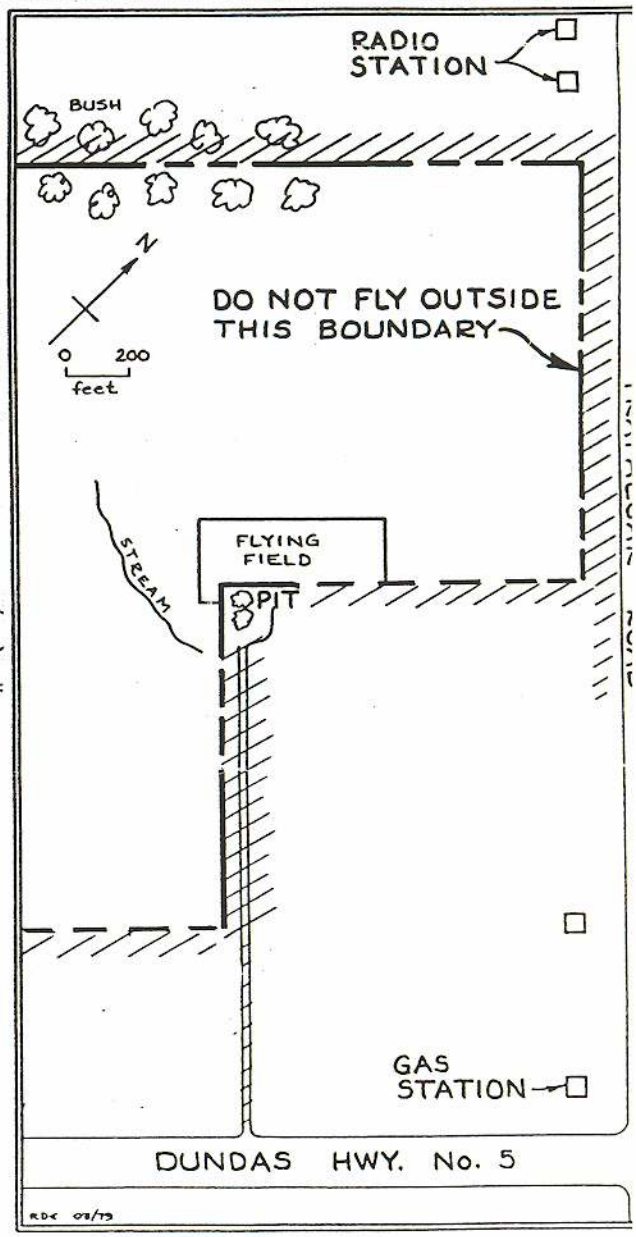
The Oakville Model Flying Club, Inc.
A Model Aeronautics Association of Canada Charter Club

MAY **1990**

RESTRICTED AREAS - DRUMQUIN FIELD



RESTRICTED AREAS - SOUTH FIELD



FLYING TIMES

NORTH FIELD

SUNDAY: 11:00 a.m. - sunset
MON- FRI: 4:00 p.m. - sunset
SATURDAY 9:00 a.m. - sunset
(NEVER WHILE CHILDREN ARE ATTENDING CLASSES)

SOUTH FIELD

SUNDAY 11:00 a.m. - sunset
MON.-SAT. 9:00 a.m. - sunset

EXECUTIVE

PRESIDENT - Frank LILLIMAN

V/PRESIDENT - Philip SODEN

SEC/TREASURER - Walter GRAY

FLITELINE - Jim EICHENBERG

NORTH FIELD MGR.- Martin LECKIE

SOUTH FIELD MGR - Manny EIBERGER

SOCIAL DIRECTOR - Steve JOHNSTON

Address all Club correspondence
to the Secretary/Treasurer:

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

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The May meeting of the Oakville Model Flying Club will take place on Monday the 7th of May at the Knox Presbyterian Church Hall at 8:00P.M. - Remember to bring a model for the Beauty Contest.

AGENDA

1. Club Business
2. Beauty contest - Open to all members of O.M.F.C.
   3 Categories: Scale / Sport & Pattern / Novice*
   (* must be member's first R/C airplane)
   Registration and ballot forms on admission.
   All club members will have one vote per category.
   1st, 2nd, & 3rd prizes will be awarded in each category.
3. Coffee Break.

EVENTS CALENDER

New Date (To Be Announced) - 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)

FOR SALE; Kadet Senior - 78" wing span - Model is in good condition. Complete with a Futaba AM 4 channel radio, Receiver and 4 servo's. (72.670) - $200.00
Call Charlie SPEIGHT at 821-1846.

MINUTES OF MEETING

Philip SODEN called the April meeting to order at approx.. 8:00 P.M. Walter GREY advised the club of the tragedy in Frank LILLIMAN's family and that the club had made a donation to the Canadian Cancer Society in Franks son's name.

- New members and visitors to the meeting were introduced.
- Tony KREGLEWSKI, advised the membership that the OMFC Pattern Contest is now under the exclusive sponsorship of Hobby Hobby. This is an excellent opportunity for OMFC to put on an **Event**. Tony is encouraging all club members to participate in the up coming Pattern training. This training is designed for the new pattern flyers who have never flown in "Sportsman" or "Intermediate" classes. Instructors will be available at the Northfield on the 14th & 21st of May from 5:00 PM to dusk. Please call Tony KREGLEWSKI at 820-1043 to register. Only OMFC members can attend these classes and they must register with Tony by the 7th of May.
- A letter from Art BLACKBURN, the Chief Flying Instructor was read to the membership.
  - Student registration and the handing out of Flight Training Manuals will take place at the 7th of May meeting.
  - A ground school will be held at the Brookdale Public School, 1195 Bridge Rd., Oakville on the 9th of May from 1900 hrs to 2200 hrs. Students are urged to attend and to bring their planes and radio gear. Instructors will be on hand to answer your questions, check out the planes, construction, engine installation, radio gear, etc. They will point out and offer suggestions for any adjustments or modifications that should be undertaken before your plane is flight tested.
  - Student flying sessions will begin at the Northfield on Tuesday the 22 May, weather and field conditions permitting.
  - Student flying will take place on Mondays, Tuesdays, Thursdays, 1800 hrs to dusk and Saturdays from 1000 hrs to 1400 hrs.

- Hans RYPA was at the April meeting and once again he was checking members transmitters. Hans explained that he is looking at (1) the frequency of the transmitters and (2) the occupied band width, (not only the total but also the levels down to about -30 db) Any problems that Hans is finding are transmitters that are off frequency. The band widths do not appear to be a problem.
- Manny EIBERGER gave a brief explanation of our Frequency Control Board that was designed last year by Don FIELD. The main items in Manny's discussion were:

(1) Make a personalized frequency pin. 3.5 X 1" with your name, and frequency on it.
(2) When you want to take your radio out of the impound find the

club pin corresponding with your frequency. If you can slid the tab into its slot on the board, you can lock it there with your personalized pin and you can remove your radio from the impound. When you are finished flying, return your transmitter to the impound and remove your personal pin and the OMFC frequency pin from the board. If you are finished for the day and no one else is flying on your frequency, return the OMFC pin to its box. Common sense and courtesy should pervail.

- It was reported that some damage has occurred to the grass in the parking area at the South field. There has been some frost break up around the pit area. Members are requested to exercise caution until things dry up a little bit more than they are now. We do not have that many volunteers to repair things. The First Aid kit that is normally stored in the outhouse at the Southfield is missing. If any members have it could they contact Manny and advise him.

SHOW & TELL

Steve JOHNSTON presented his Scat Cat 500. This is an older model that Steve has (5-6 years) that is very fast. It is powered with a 45 size 2 cycle engine and weighs in at approx. 3.5 lbs.

Tony KREGLEWSKI presented his Summit III. This pattern aircraft is the latest thing in technology and was designed by Ivan KRISTENSEN. Tony brought it to the meeting so that the membership could have some idea what goes into an advanced class of pattern ship. Tony estimates it should weight 7 lbs and a bit when finished.

Andy SULKOWSKI presented a scratch built model with a 20 degree swept forward wing and a canard. The model is constructed of balsa and should weigh about 5 lbs when finished. Power will come from a OS 45 2 cycle engine. The wing span is 62" with a 24" canard. This model proves that it doesn't take Andy years to complete a ship. (Although I haven't seen it fly yet!)

Doug JENNINGS presented his Laddie Mikulasko's "Laker", s Balsa USA kit that was featured in the Sept., R/C Modeler. Doug advised that the quality of the kit was dreadful, with the balsa being one of the main problems. The plastic parts were not the best and Doug had to make a lot of modifications to get the model ready.

- Dave PHALEN came forward and proceeded to give an excellent talk on the hazardist chemicals that we are using in this sport. The following is an outline that was supplied by Dave on this topic.

Chemical Warfare in Your Workshop

Some of you may think the greatest hazard in you workshop comes from your power accessory tools or maybe even the risk of cutting yourself with your Xacto knife. Today I'm going tell you about some of the unseen hazards in your workshop that may be quite literally killing you.

The hazards I'm referring to come from the wide array of chemicals and other airborne pollutants that we routinely expose ourselves to in the course of making our master creations. These chemicals come from 3 types of products commonly used in modelling. They are **glues, paints & finishes,** and **solvents or thinners**. The dangers inherent in using these chemicals include:

- inhalation of toxic fumes or particulates
- ingestion or absorption through the skin of toxic chemicals
- skin irritation varying from mild to severe
- blindness if exposed to eyes
- fire and explosion hazards
- cancer - the slow & silent killer!

Not all products present the same hazards and some products are safe **if** you take proper precautions. Examples of the 3 major types of potentially dangerous chemicals are shown below.

Glue Types	Brands	Comment
-"airplane" cement	Testors	toxic, flammable, skin/eye irritant, vapour may cause hallucinations
-epoxy	Hobby Poxy, K&B	toxic, may be flammable, carcinogen(hardener), may cause allergic reaction
-contact cement	Cdn Tire	toxic, flammable, vapour danger
-cyanoacrylate	Zap, Jet	non-toxic, non-flammable, eye irritant, may cause allergic reaction, bonds skin instantly
-white glue	Elmers, Titebond	non-toxic, non-flammable - Safe!

Paints & Finished		
-dope	Sig, Perfect	)toxic, flammable
-epoxy paint + catalyst	K&B, Black Baron	)mild to severe skin irritant)carcinogen (solvent)
-polyester resins + catalyst	Sig, Cdn Tire	)catalyst causes permanent blindness
-fillers/primers	K&B, Cdn Tire	sanding dust harmful (use mask)

Solvents		Chemical	Comment
-thinners	dope	)methyl ketone, toluene,	)most dangerous
	epoxy	)xylene, benzene,	)group of chemicals
	resins	)ethers, styrene	)toxic, flammable, carcinogen
	fuel	)methyl alcohol	)Use only with extreme caution!

If you are going to use these chemicals it is essential to use appropriate safety equipment and follow manufacturer's recommendations regarding adequate ventilation.

Chemical Warfare in Your Workshop – Cont'd

There is a 4th category of 'chemicals' that deserves proper handling. These are chemical dusts which are created when sanding and spray painting our models. The danger arises from 2 sources. First, the dust itself may be a strong irritant causing allergic reactions in some people. Second, if the dust is derived from sanding a painted surface or the dust created during spray painting itself, the dust is probably toxic. Inhaling these chemical dusts can cause permanent lung damage and lead to cancer. These dusts can also be absorbed through the eyes so proper eye protection is a must.

Particulates & Dusts	Sources	Comment
-wood sanding	avoid high speed sanders which create very fine dust	causes lung/eye irritation and allergic reactions
-saw dusts		**use dust mask!**
-aerosols	spray paint, air brush	vapour/dust/mist may be toxic, **use dust+organic vapour mask and wear eye protection**

Recommended Safety Equipment

To protect yourself from these harmful chemicals and dusts I recommend you consider purchasing the following safety equipment. Sealed goggles, rubber gloves and an organic vapours mask are a must if you're handling polyester resin, epoxy paint or spray painting. When sanding plain wood or painted surfaces a cloth/paper dust mask should be worn. For less than $40 you can acquire all of the necessary items.

goggles	3.00	
rubber gloves	1.80	
dust mask	2.50	
organic vapours mask	30.00	(mandatory if your going to use spray paints)
Total cost	37.30	

But remember, safety equipment won't do you any good sitting on your work bench. Get in the habit, wear the right protection, your life is at stake!

Jim BURT advised that a number of interesting things came up while he was working with linkages at the last OMFC meeting.
(1) The Z connectors that he was using had a pressed on plastic disk added over the end. These units had been on for approx 2 years and were as solid as ever.
(2) You should use a flexible wire to the throttle and nose gear. This could save your servo in a crash of a hard landing.
(3) Straight wire should be used on all other surfaces.
(4) Use of small EZ connectors on the control horns has proven to be effective. They don't loosen.
(5) Tail wheels should be mounted on to the fuselage and then to the rudder. In this way the thrust is on the fuselage instead of the rudder. Jim promises that his "Funster" will be ready in the summer but he didn't say which summer.

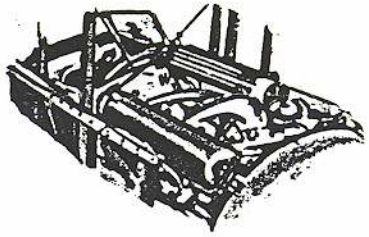
The meeting broke up for coffee while various workshops were set up.

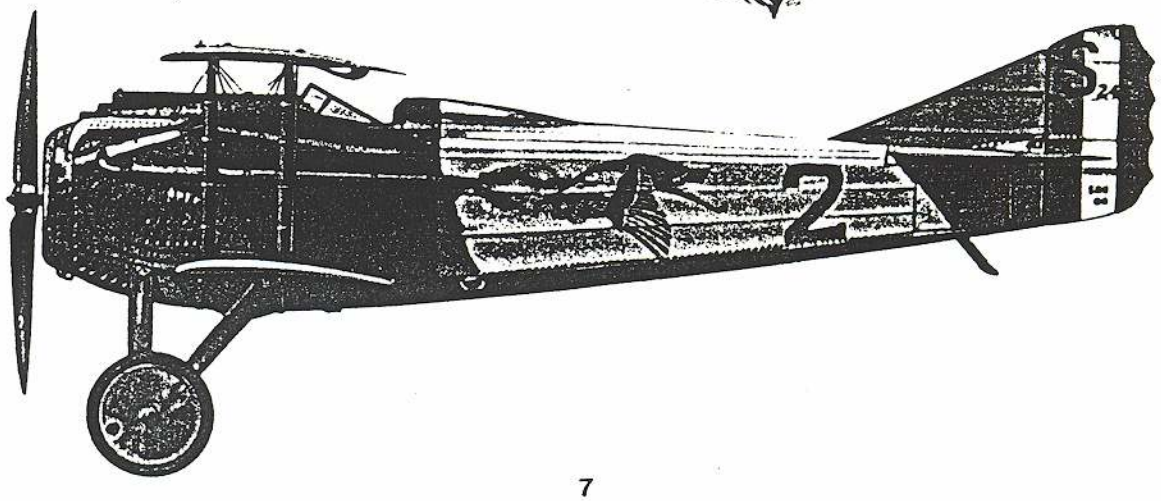
Don FIELD demonstrated how transmitters worked and how they transmitted the necessary data so that the servo's would be activated in the proper direction.

Wilf ALDCROFT demonstrated what could be described as an automatic foam cutter and he showed how to cut both sides of the wing at the same time.

Steve JOHNSTON & Dave SLOTE were to discuss pre flight tests and safety procedures that we should perform before we fly. The members were noticeable by their absence at this demo. I know for a fact that a good portion of our membership is not aware of what should be checked before they fly and it is only after a crash that you hear "Well I should have checked the batteries, elevator linkages, etc.," Thanks Dave and Steve for your attempt.

Jack McGREGOR demonstrated the proper linkages that members should attempt to build into their models.





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Spad VII *Vieux Charles* flown by Capitaine Georges Guynemer of Esc. SPA 3 (Les Cigognes), 1917. *Inset:* The fixed, forward-firing 0.303 in. Vickers machine-gun of the Spad VII.

PROTECT YOURSELF, OTHERS, AND YOUR HOBBY

1. Ensure that all batteries have been fully charged before leaving home.
2. Park your car in the designated parking areas.
3. Impound ALL transmitters on arrival at the field and remove only when preparing model for flight, flying, or returning home.
4. Check to see that your frequency is clear before removing your transmitter from the compound.
5. Be sure Frequency Marker and Identification Pin are on the Frequency Control Board before each flight.
6. Do a range check each day after your airworthiness inspection
7. Assure prop and spinner are tight, and avoid leaning over, or reaching around to adjust engine.
8. Use a flight pad when taxiing and flying, and fly the circuit pattern according to the wind direction.
9. Avoid taxiing model in the pit area when leaving the pit area, and shut down engine at the flight pads before re-entering.
10. Always avoid flying over, towards, or behind the pit area, as well as avoiding all restricted areas designated on the maps.
11. Intentional low passes are to made no closer to the pit area than the centre line of the field.
12. All guest flyers must be accompanied by an OMFC member, and the guest must carry a current MAAC membership.

FIELD ETIQUETTE FOR MODELERS

Thoughtful Modelers:

1. stay in the spectator area unless flying, readying their model for flight, or have been invited into the pit area orflight line by another modeler.
2. respect students and instructors who are flying.
3. assume responsibility for the safety of their guests.
4. respect the desires of other modelers who are sharing the same frequency.
5. keep the flying sight clean and tidy.
6. assist other modelers whenever possible.
7. direct airstream away from others during run-up.
8. use no more of the pit area than necessary.
9. flying high performance aircraft, consider the limitations of student pilots.
10. when last to leave the flying sight, store the frequency markers, windsock, and frequency board, and lock the gate.