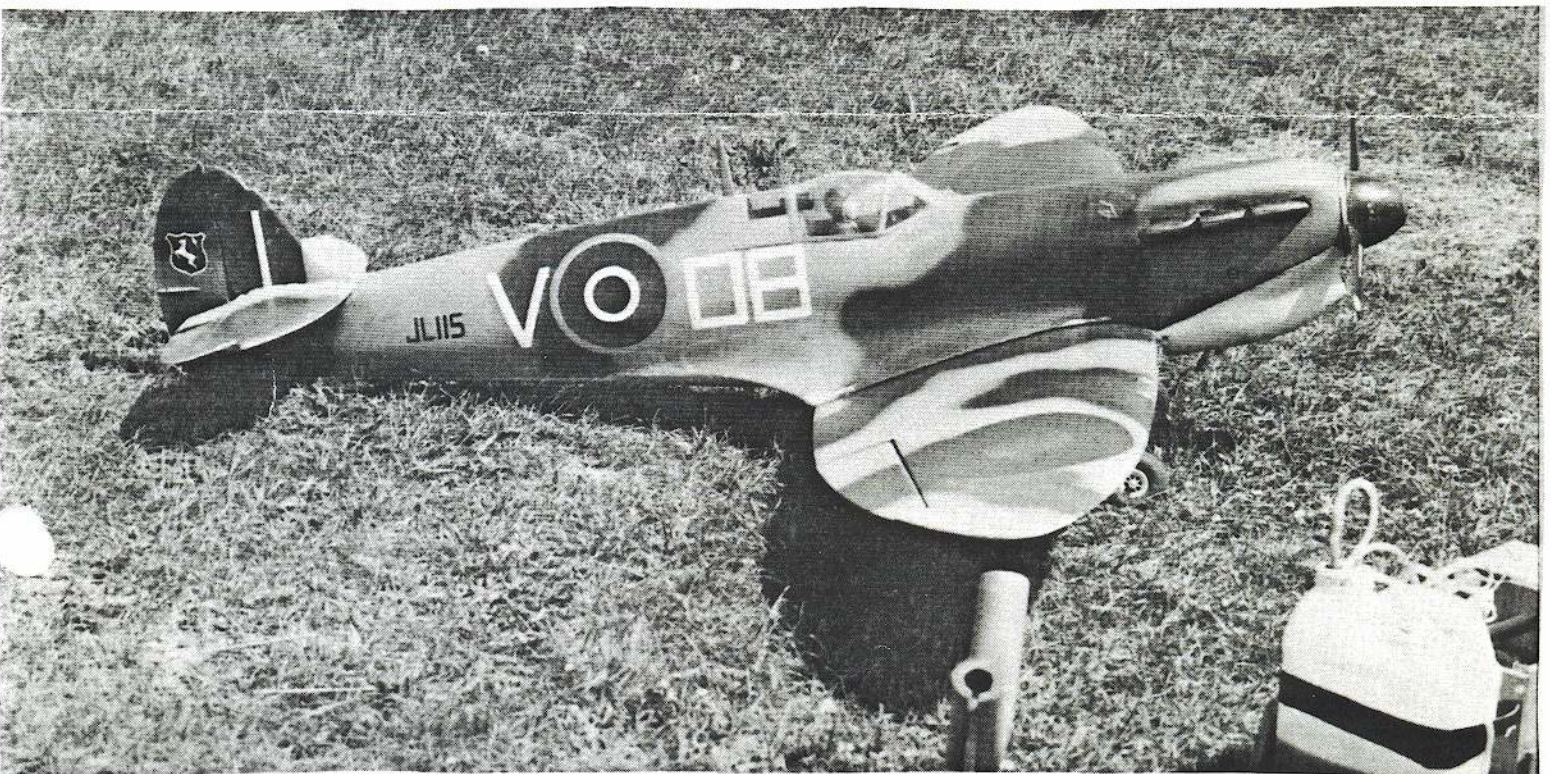




*The Oakville Model Flying Club, Inc.  
A Model Aeronautics Association of Canada Charter Club*

NOVEMBER

1990



EXECUTIVE

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

Address all Club correspondence  
to the Secretary/Treasurer:

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

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EVENTS CALENDER

The November meeting of the Oakville Model Flying Club will take place on Monday the 5th of November at the Knox Presbyterian Church Hall at 8:00 P.M. Please bring any models that you are presently working on for a Show and Tell.

AGENDA

- (1) Club Business
- (2) Awards & Recognitions (Wings, etc.)
- (3) Election of Officers
- (4) Show & Tell
- (5) Winter Care of Transmitters & Batteries  
(Don FIELD)

November 2,3,&4th Hobby Show, International Center  
Airport Rd and Derry Rd.

FOR SALE

- (1) Complete Bearcat Kit - \$100.00 Call Al COOK -827-3030
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- (1) Scat Cat 500 c/w Super Tiger 40 ABC. Smooth, fast sport pylon plane. 3 channel. \$150.00 Steve JOHNSTON (828-7545)
- (2) Carl Goldberg Super Chipmunk. 80% completed. 4 channel \$150.00. Call Steve JOHNSTON at 828-7545
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- (1) Balsa USA 1/4 Scale Cub. Framed Up but not covered. \$150.  
Cub Wheels - \$25.00
  - (2) 60 Size Harvard. Fully Constructed & Ready for finishing.  
\$150.00
  - (3) OS 61 Four Stroke engine, 4 years old. \$125.00
  - (4) Fiberglass fuselage and foam wing trainer. Needs a .40 to .45  
engine. \$125.00
  - (5) Goldberg Sophisticated Lady Sailplane with electric pod.  
\$165.00 Call Dave SLOTE at 826-2055
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- (1) K&B Sporster .45 - 2 cycle engine. \$50.00  
Call Jack GREENE at 845-2775
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#### MINUTES OF MEETING

At approx., 8:00 P.M., Frank LILLIMAN welcomed everyone to the first fall meeting to the O.M.F.C. Visitors and new members attending their first meeting identified themselves. Jim CHEESEMAN and his son Brent, Wayne WOLOSHIN, George POWERS, and Erwin ROTHNER. The oversight of new members being left off the membership list has been corrected.

- Discussion took place with reference to our summer events of lack of them and the reason they were cancelled.

- Tony KREG has presented the financial report for the Pattern Contest to the Executive and it will be presented to the membership at the November meeting.

- Flying fields: The southfield was in fair shape all year. The field manager, Manny EIBERGER, tried to get a crew together for road repair. He didn't get even one call. Manny chided the membership for their lack of assistance. The one bright spot at the Southfield is Betty SWIFT, who kept the entire area picked up and neat. Paper and broken planes just disappeared. Frank LILLIMAN joined Manny in thanking Betty for her efforts. She apparently even moved rocks to try to fill in some of the worse holes in the road. Consideration will have to be given to replacing our Club signs next year as they are getting pretty weathered. The road to the south field will also need some work in the spring. Estimates are being obtained to build a permanent sun shade at both field. Frank LILLIMAN thanked both field managers for their work.

- Discussion took place about a full scale air craft that landed and took off from our south field. John SOLTYSSEK gave a complete description of the event. Jack SWIFT hopes that the pilots next visit to our field will be by automobile. "Big aircraft and R/C models just don't mix."

- Discussion revolved around new members not knowing out field or flying procedures. ie: Membership cards displayed on flite boxes, etc.. It was suggested that a handout should be produced and supplied to new members when they purchase their membership. We can not take for granted that new members know all the rules.

-Discussion ensued with reference to dangerous flying around our fields. All members must police the fields. The executive assumes the responsibility of enforcing our regulations if we are advised of the activity. First offence is a verbal warning, Second - culprit will receive a letter from the executive. Third

time - Good By.

-Discussions also took place on how can we identify members. Membership cards on the flite boxes or a sticker for members transmitters.

### ENGINE CARE

Don FIELD gave a talk on the captionally noted subject Corrosion is the biggest enemy your engine has. Free water inside an engine will cause rust on the bearings and any steel parts. When burnt, the fuel we use produces Nitric acid which also attacks the bearings and steel parts.

You can leave the engine on your plane or take it out. If you have had a lot of running with a castor based fuel you should consider stripping the engine down. Castor when it burns produces a gum that can really mess up a engine. For this reason you should not use castor base fuels in 4 stroke engines. Particular attention should be paid to 4 stroke engines because of the exhaust valves. (Carbon and/or gum build up) The hardest thing you should hold these valves with is your finger. (Never use a tool) To scrape carbon off the valve stem use a scraper made from a softer metal, ie: copper or brass. With a 2 stroke engine you should pay particular attention to the ring because that is where carbon and gum will collect. When the engine has been dismantled wash the parts with gasoline or kerosene. After everything has been dried, coat the metal with Rislone Engine Treatment Oil. This is a highly refined oil that will stay on a metal surface. Flood the engine with Rislone, wrap it in cloth and put it away. Under no circumstances should the engine be put into a plastic bag.

If you are leaving the engine on the plane, flood it with Rislone through the plug and hang the plane up. It is suggested that you do the same thing with a new engine.

To clean a grungy cylinder head, try to find a product called Sunbeam Electric Fry Pan Cleaner. This cleaner is no longer being produced but some might still be found. Poly Stripper Paint Remover also works but it will take 12 hours, plus. Look out for oven cleaners because they will attack the aluminum and blacken the engine. Jim BURT mentioned that Sunbeam Metal Cleaner is safe on aluminum and John COOK suggested something called "Frog Juice" will take the burn off metal but it is hard to find. Jack SWIFT advised that butylate thinner will remove castor oil gunk.

Another hint for the people who are considering using ultra sonic baths to clean their engines. Don't put the bearings in the bath unless you are planning to buy new ones.

As far as fuel tanks go. Flush them out with alcohol and leave them dry for the winter.

COVER PHOTO: ADVERSARIES Philip SODEN's - "Mosquito"  
Dave SLOTE's - "Spitfire"

## SHOW & TELL

John COOK had his Dominator with him. John has plans available for this model and reports that he has sold a number of sets already. This aircraft is very acrobatic, capable of doing knife edge flat spins and reverse backward somersaults. John also had what is going to be a scratch built Mustang using pieces of a Dynaflite fuselage. John is going to built it to scale of one on the first production Mustangs with full armourment, 3 bladed prop and full military specs.

Frank LILLIMAN - had his Chipmunk that he rebuilt from a crash this summer. Frank said that the only thing that survived the crash was the control surfaces. The rest was smashed. Frank put four weeks into the restoration and it looks great.

Jim EICHENBERG presented his 1/6 Pica Spitfire that was almost finished. This model features retracts and will be powered by a O.S. 91 Surpass 4 cycle engine. Pica kits are not for beginners and the wood leaves a bit to be desired. Jim advises that if you are going to build a Pica kit talk to some of the more experienced modelers for help and advise.

Frank Lilliman advised that the executive was considering 3 constitutional changes.

- (1) Deadline for membership renewal to be extended to the February meeting before the penalty is imposed.
- (2) Make the immediate Past President part of the executive.
- (3) Make the Chief Flying Instructor a member of the executive.

Frank again reminded the membership that the November meeting would be for Recognition and Awards and the election of a new executive. He also advised that he would not be running for re-election.

The meeting broke off to watch a video starring Jack SWIFT with his Clipped Wing Taylor Craft and Philip SODEN with his Mosquito. The video was made by Frank LILLIMAN this summer.

## NOTICE OF MOTIONS

- (1) Article 1 - Sub. Section 2(a) - Delete "and current Canada Department of Communications radio licence if flying radio control models."
- (2) Article IV -Sub. Section 2 - Delete " and must be paid by January 15th, of any membership year".

There are no other motions to be put before the membership. Other changes mentioned by Frank are to our Standing Resolutions which can be amended at any time.