

FLYING

Newsletter of
The Oakville (Milton) Model Flying Club
www.omfc.org



December 2020 & January 2021



Photo: Adam Foreman

Adam Foreman has been delving into several “vintage” projects of late and this “Rickey Rat” pylon racer is his latest. This is a “Pilot” model by OK Model Co. Ltd. out of Japan., using a COX TD .049.

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Featured:
Rickey Rat Pylon Racer
Article & Photos by Adam Foreman

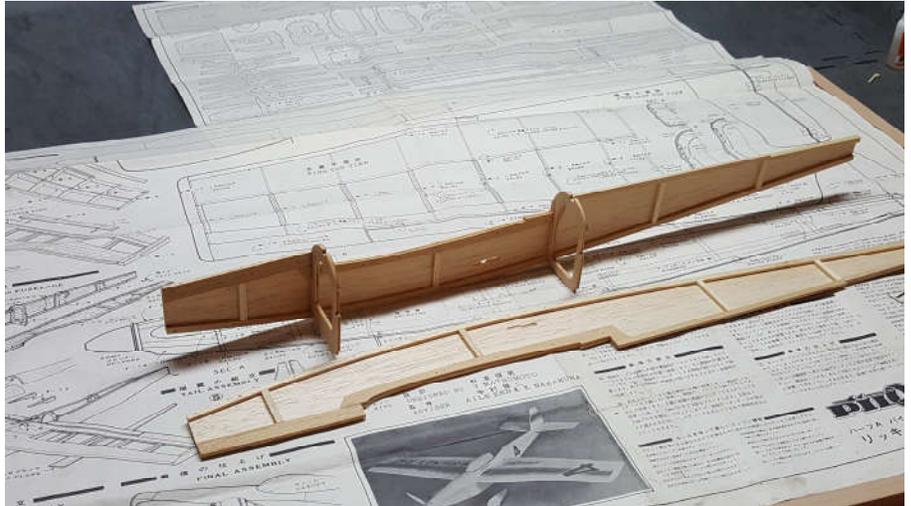
Keep safe and keep distance.
Reminder of latest rules for gatherings
outside is now at 5.

Our next club meeting is:
To take place Virtually
February 1, 7:30 p.m.

Adam Foreman's "Rickey Rat"

You may recall Adam's presentation of his "Skylark" back in the March issue. Well he is continuing in his theme of models from bygone days and presents his latest project.....

The last item we had new, and never used, in the house from back in the day is a COX TD 049 engine, which sat in a bench organizer for the last 45 years. Dad reflected that it was bought because it was in an attractive "Jewel box" but other than a run or two on the bench, it was never installed in an airframe, so it sat for a few or more era. I decided to look on Kijiji and found the perfect class of plane this engine was intended for (top engine listed on plans as a high performance competition engine.).



This kit (Rickey Rat by pilot) was purchased for \$25. I found out the company was popular in the 70s and early 80s, and this was one of the earlier models used by enthusiasts competing in the 049 class of Pylon racing at the time. The kit was open but never started. After starting it I realized this is a really nice kit and a thin wing built for speed. It is constructed as a mid wing, with servos and radio accessed by a hatch on the bottom of the fuse and the servos growing out of the wing. The engine mount has soldered nuts, the cowl is balsa block shaped, and all reflects model construction predating typical, build friendly standards that came later.

I wanted to do the plane as the scheme on the box to keep it authentic back in the day, and if the straight strips didn't do it, once I applied the numbers, made from sticker stock, it certainly now has a 70s vibe to it. I am looking forward to seeing how it performs, this engine uses a minimum 30% nitro for proper operation - the competitors used up to 55%! So it will be interesting, perhaps not mind blowing, but 80



MPH might not be too crazy as it should wind up to 24k rpms with the right prop and fuel.

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Adam says it should be done in a couple of weeks

Club meeting Summaries

We again had a successful club meeting by a virtual Zoom meeting in December and January. **The December 7, 2020** (7:35pm) meeting had 21 members attending and our President, Denis Loo, reviewed the discussions the executive had after the club November AGM meeting. As our field lease had not yet been renewed at that time, Mike McDermott had asked for a letter from the Town of Milton to ensure that we could continue the use of the facilities. *Editors note - Finally the Town issued a renewal and amending agreement that effectively renewed our field lease for one year (third renewal term), ending December 31, 2021 with the same terms as the existing. This will allow some time to reach a more long term agreement in the next year, when the Town is not so occupied by the pandemic.*

A discussion on restarting the practise of recognizing long term members and others who had made significant contributions to the good of the club (such as grounds maintenance crews) ensued. There had previously been recognition of members who had completed 25 years of club membership, although it was not sure in what form this took, nor when any presentation was last made. This will be researched by the executive.

A new class of membership was discussed, which would allow a member to be active, but without flying privileges, nor the need for MAAC membership. This “social” membership will be reviewed by the executive at it’s next meeting with the aim to bring forth a recommendation for the wording changes in our by-laws at the January club meeting. There being no further business, the meeting was terminated at 9:00p.m.

The January 4, 2021 club meeting was also well attended via the Zoom meeting. It was noted that the annual Frozen Finger Fly, which no one could remember having ever being cancelled, was in fact cancelled this year due to the pandemic restrictions, which were further reduced to outside gatherings of only five. The organizers felt it did not make sense to hold this eagerly looked forward to event when so few could participate. It should be noted however that this did not stop a few members from having an impromptu gathering and taking to the skies on this auspicious day!



Kim Vasiliadis and Paul Miller - we can always count on them at the FFF
Photo: Harvey Slaght

The social member class and it’s suggested wording was presented to the club members (via a share screen - isn’t technology great!) and some lively banter was heard from a couple of members. Most seemed amenable to this addition, but a few thought that this class of membership should not have voting rights. Some suggestions as to how long a person should be a member to qualify for this class of membership were made and the executive will take these suggestion under consideration at it’s next meeting in the formation of the final wording proposal to be presented to club members for voting on. (See full proposal on page 7)

Club meeting Summaries continued

We again talked about the 25 year member recognition topic. This would apply to members who had 25 years of continuous membership. Some plaques had been recently found (see photo at right) and it was suggested that they be mounted on a wood base and then engraved with recipient's name. As the records for who would be eligible and whether they had previously received anything were unclear, **we ask that anyone who thinks they meet the criteria, and have not yet received any form of recognition, contact the Sec/Treas so that you can be considered for one of these plaques.**



Some of the planned expenses for the upcoming year were discussed, including field rolling, fencing replacement, new flag and windsock. Some of these may be dependent on how long we can get for the next field lease term. If for some reason a renewal past next Dec.31 did not happen it would not make sense to spend a lot on improvements that would only then be abandoned. Insurance to cover Director's and Officers liability was also mentioned as it is now available through MAAC and we have in fact purchased it for this past year and will going forward. It was questioned whether we will have the Port-O-Potty for this summer as it was not rented last year. It was felt that this depended on the pandemic conditions but that it would be rented for the Pattern Contest weekend (or whatever minimum period), if this event was in fact able to be held this summer.

The usual planned spring/summer events, many which would have been held at the club meeting hall, will likely be held at the field instead. This would include the "Best of Show" in April, "Swap meet" in June , the "Jim Eichenberg Memorial Pattern Contest in July and "Pilot's day and BBQ" - perhaps more than one, in August and later. Of course all these events are dependent on the pandemic conditions and restrictions that may be in place and as such we will only be able to confirm as we get closer to the dates.

A little contribution from our friends across the pond - Barry Cole, in Hampshire UK....a light hearted look at the art of aerotow by his friend Chris Williams

10 TOP TIPS FOR AEROTOW VIRGINS

1: Be nice to the tug pilot

2: Be sure that your tow release works properly. Be *very* sure that your tow release works properly. If you have decided on a whim to give aerotow a try and performed a last-minute installation on your hack model, there's a very good chance that it will either release prematurely, or hang up at altitude. The former will cause the tug pilot to purse his lips in disdain, the latter will cause him curse your ship again and again. It is important to test your rig at home before you ever get near to an aerotow event. Pull on the release as hard as you can and make sure it operates under tension: as a rough rule-of-thumb it should release at a minimum at the AUW of your glider. Specific tensions can be easily read off with spring balance, but beware of the recoil...!

3: If any of the above happens, be sure to apologize to the tug pilot (If he's still talking to you)

4: If there's one thing that pee's off tug and glider pilots alike, it's when people faff about hooking up when they get to the

Continued from page 5

front of the queue. This holds up proceedings and uses up precious tug gas. When the guy in front is hooking up, you should be switched on with your release already inserted so that all you have to do is march out there and attach the tug's line to your release. If you have a vario, make sure it's in the model and you have the receiver attached to your person. Running back to the car to fetch either causes more lip-pursing. (I would *never* do that)

5: If you have a helper or wingman, make sure he is properly briefed. The most critical part of a tow launch is the initial phase before the model escapes Earth's clutches. The wingman should almost always let go of the wing tip as soon as the model starts to move: many is the time I've seen a crouched wingman stumbling along trying to keep up the tug's acceleration looking remarkably like a crab in handcuffs. The result is invariably a huge yaw towards that wing, often ending up with the model inverted and the pilot wishing he had tested the rig properly back home because look, it won't release!

If the grass is short and the ground smooth, smaller models will sometimes benefit from having no wingman at all; sometimes a really kind tug pilot will rest the wing tip on his foot. Flipping-upside-down-on-take-off is usually limited to smaller models, especially glass ships with no wheel. A high-wing woody like a K8 is usually off the ground so quickly that this phenomenon doesn't apply.

6: Don't use up precious time searching the Internet for how-to-articles on the art of safely keeping your glider behind the tug, because there is no art, the whole thing can be summed up in one simple phrase...'keep your wings level with the tug's'. If your tug pilot is experienced, this is all you will need to do. (We have experimented in the past with large, well trimmed tug and glider combos which would happily climb to altitude without either pilot touching the controls). The only exception is if there little or no wind and there's not enough room for straight out climb to altitude. A zig-zag path is the most likely compromise and it's possible that the line might go slack just after the turn points. The application of spoilers or airbrakes might be an idea at this time, the tug won't even notice the extra drag. Circle-towing is not for the novice, slack lines on the downwind phase are a near certainty, and circle-towing with touch-and-goes...well, I would *never* do that...!

7: Make sure when you leave home that you have plenty of spare releases. Pilots who drive hundreds of miles with one release are bound to be mired in disappointment, I believe that was one of Confucius's better ones. No one knows where all the offending releases go, but by the time you've come off at altitude, blundered into and fallen out of half a dozen thermals, landed, and had a calming cup of coffee, your precious release has been used twice by others and then been somehow disappeared by magical forces: it's probably something to do with Quantum, or String Theory or something...

8: Keep your shouting-for-help voice in good fettle. I don't know if it's something to do with UK meteorology, but it would be a rare event indeed when someone or other doesn't lose sight of his glider when it is at altitude. This is one of the worst experiences you can have, on a par with an unexpected gas bill, a speeding fine or being caught with your pants down in public. (I have hardly ever done that).

The worst days are when there is a clear blue sky, or the same with the addition of a heat haze. White glass ships are the most susceptible to this experience, woodies with translucent covering the least, because the sun causes their wings to glow, making visibility much easier. What happens is this: there are a dozen sailplanes in the same patch of lift, including yours. You look around to locate your Old Man's Chair, because although the lift is willing, the legs are weak. When you look back you see at least half-a-dozen of those sailplanes looked frighteningly like yours. You lock your eyes on the one that is yours and waggle the sticks to make sure. Nothing happens... well, something happens, you are flooded with waves of the purest fright! This is the point where you swallow your pride and start bellowing, because although you are looking at the wrong model, other sharp eyes will see your sailplane cavorting about due to the ever-more frantic wagging of your sticks, and this is how order is preserved. (All right, I admit it...I *have* done that)

9: Don't let yourself become complacent; you haven't been nice to a tug pilot since tip number three...

10: Tip no 10 is the Chicken Tip, arguably the most important. It is simply this: if anything goes wrong, or even looks as though it might, if you don't feel comfortable or feels things are getting away from you, RELEASE! There is absolutely no shame in being cautious and gliders, being efficient, allow you to let go at just about any altitude and glide safely back to your nice big, flat field. Regard slack lines with extreme caution, keeping your finger on the release switch; it's not unknown for a line to wrap itself around a wing with dire consequences. As I may have mentioned before, the take-off phase is the most critical, so any sign of a wing tip digging in and a subsequent yaw past, say 30 degrees, RELEASE! Yes, things may right themselves and often do, but do you want to take a chance with your precious model?

It is entirely possible that when reading the foregoing, you might form the erroneous impression that aerotowing is a thoroughly dodgy business, well, this is far from the case. Ninety-nine percent of aerotow launches go off without a hitch: statistically, aerotow is a lot safer than flying from the slope, and personally, I have no qualms about maiden flying a new model this way. I hope that these tips will go some way towards steering the reader away from the position of being in that one percent...(I would *never* be in that group! Chris Williams)

Proposed Club Document Changes

The following are the proposed changes that the executive is recommending based on input from the membership. Please review so that you will be prepared to approve these changes at the next virtual meeting of the club (Feb. 01, 2021). Only the affected sections of the documents are shown and the areas with changes are shown in **RED**. If these changes are not approved, they can be amended and presented at another meeting of the members for consideration and approval.

BY-LAWS

Article I. Membership

2. Requirements for Membership

a) Paid membership in the Club (which, **except for social membership**, requires MAAC membership).

3. Classes of Membership - There are **four** classes, as follows:

- a) Junior member - Under age 18 as of January 1st
- b) Open member - Age 18 and over as of January 1st
- c) Honorary member - Lifetime membership
- d) Social member - Non-flying member (MAAC not required, but requires five years of prior open membership)**

6. Rights of Members

b) The right to vote on all Club issues shall be restricted to Open, Honorary **and Social** members.

8. Limitations

The number of Open, **Honorary and Social** members shall be unlimited in any one membership year. There will be no restriction placed on the number of Junior members.

Article IV. Finance

2. Dues

b) The annual Club fees are due December 1st **for the ensuing membership year**.

STANDING RESOLUTIONS

2. Dues and Initiation Fees (refer to By-Laws, Article IV, section 2)

b) Resolved that; The dues payable by the commencement of each membership year be as follows:

v. Social Member \$35.00

~~c) Resolved that; A late fee of \$25.00 be imposed for memberships renewed after the due date.~~

3. Club Insurance

Resolved that; In addition to MAAC member to member liability insurance, field insurance shall be taken out through MAAC for the protection of the field property owner. It is further resolved that individual members be strongly advised to obtain personal coverage, e.g. via a homeowner's policy. **It is further resolved that Directors and Officers liability insurance may be obtained at the discretion of the executive.**

OMFC 2021 Executive

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Vice-President:	Rick Wilson		
Past President:	Terry Sears		
Field Manager:	Harvey Slaght		
Social Director:	Aldo Agostini		
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Webmaster:	Bert Armstrong	bert@virtuhost.com	
Municipalities Liaison:	Mike McDermott		

OMFC Meeting Dates for 2021

<u>Date</u>	<u>Agenda</u>
Feb. 1 (Monday)	Virtual
Mar. 1 (Monday)	Virtual
Apr. 5 (Monday)	Virtual
May. 3 (Monday)	Virtual

OMFC Event Dates for 2021

<u>Date</u>	<u>Event</u>	<u>Event Contact</u>
Mar ?? (Sunday)	Swap Meet - TBD	(??) TBD
May ?? (Tuesday)	Flight School - TBD	(OMFC Field) TBD
Jun. ?? (Saturday)	Street Display - TBD	(Milton) TBD
Jun. ?? (Sunday)	Air Show - TBD	(OMFC Field) Exec.
Jul. ?? (Sat/Sunday)	Prec. Aero. Contest - TBD	(OMFC Field) TBD
Aug. ?? (Saturday)	Electric Fun Fly - TBD	(OMFC Field) TBD
Aug. ?? (Saturday)	Family Fun Fly - TBD	(OMFC Field) TBD