



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



May 2021



This is how the OMFC flattens it's curves!

Thanks to Percy for arranging through his contacts and Frank for helping out in the "administering" of justice to those nasty little bumps and poorly located curves on the field - Just in time for flying again.

In This Issue:

Club meeting summary
Interesting "Stuff"
CFI Report
Meeting and Events Calendar

Featured:

1/4 Scale Piper PA18(ish) by
Barry Cole from the UK

**Keep safe and keep distance.
Reminder of latest rules for gatherings
outside is 5 and Max. 15 at field.**

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

May club meeting - Synopsis

We held the May 3rd club meeting virtually again with 23 members, and guest Dan Tulloch, in attendance. Our president, Denis Loo, updated us on a few items. The field is again closed due to the latest pandemic restrictions, with only field maintenance occurring. (*Editors note: Field is now open effective May 22*). He noted that since members are not allowed to fly at the moment, and therefore not as likely to come to the field, it is important to keep a good rapport with any dog walkers that often use the field so that they can help to deter any vandalism and possibly report to the club. He also mentioned about the need for volunteers in order to keep the club functioning. In addition to the usual club events and maintenance help required, there is the need for members to contribute, when they are able, to the running of the club by way of being on the executive or as an officer. Please consider this as we approach our November meeting and the club's AGM when we elect new officers. At present we have three vacant positions being filled by others already on the executive.

Membership numbers have not changed much in the last month, so if you are hoping to fly and have not yet renewed, remember you cannot fly until you have renewed. If you no longer are able to fly, but still want to be involved, we now have the new "social" membership so that you can keep up your membership and does not require you to have an active MAAC membership. If you are a lifetime member, please still send in an application form so we know you are still interested (no payment is required of course - still requires MAAC if you intend to fly).

The position of field manager, which was being covered by Bill Funnell, still had no one coming forward, so Bill said he would stay on if he received some help. As such, since there were no other candidates for the position, he is acclaimed to the position. He may be asking others to help out with various tasks over the summer, so please help out when you can if asked.

Our CFI, Aldo Agostini showed the web based booking system for use during the temporary pandemic times flight training and how it operates to indicate to other members when a flight training session is planned with students and instructors. (*see article page 5 by CFI*)

We then had the presentation by Dan Tulloch via the Zoom meeting "share screen" feature, of his project of restoring the prototype bush planes designed and built originally by Joe Murray. The display is installed at the Canadian Bushplane Heritage Centre in Sault Ste Marie. This was a great presentation with Dan providing a background and step by step series of photos (and some video) of the whole process. We thank him for taking the time to show our members this interesting aspect of a fellow modeller. And if you can, please help Dan out in his effort to have Joe Murray inducted into MAAC's hall of fame for all his contributions to our hobby over the years.

For new pilots, and noted in the MAAC document MSD 25 - RPAS Competency Demonstration Requirements, which is available to read on the MAAC website under Resources > Documents > Advisory Group - Safety, is the requirement that, upon successful completion, all newly reviewed pilots and their instructor shall complete the "Student Pilot Competency Qualification" form, with both signing and then submittal to MAAC. Also mentioned in this document is reference to "international" visitors. As of April 2021, the TC exemption granted to MAAC does not recognize the prior reciprocal agreement with AMA members. This means they must join MAAC and demonstrate RPAS competency according to the process. It is a good idea for everyone to read the pertinent MSD's as there is much in the fine print that should be known and followed.

Perhaps we need to set aside a whole club meeting just to talk about these new regulations!!!!

Interesting Stuff

From Percy - a youtube about crazy STOL takeoff & landing: <https://youtu.be/zk4teJwQ6FI>

Just a quick note from Miles Johnston: My father Doug Johnston was a part of the founding group in 1956. He was at the time the treasurer. He is in the centre of this picture with Al Cook and Bruce Hutchison. He and Warren Hitchcox were the two who owned Debolt Champs. Dad is 92 now and has great memories of his flying days.



If you happen to see this hybrid quad flying at the field, it belongs to new member Alex Coutu. He is doing some interesting things with it, so stop by and say hello and find out all about the project.



The "rolling" crew from years ago - anyone know when or who?

1/4 Scale Piper PA18(ish) - By Barry Cole of the UK

Although the Greenly tug is probably the best for towing, scale it is not. I started my towing with a 1/4 scale Cub with a Zenoah 38. I think I spent 50% of my time trying to get it started, 20% of my time fitting new props, due to it's need to tip over on landing. I was buying props 6 at a time. I then got a chance to buy another 1/4 scale cub with a Zenoah 62. This was a great improvement, the engine started first time, and it did not want to tip over on every landing. The poor Cub had a hard life, and at least 3 quite major re-builds. It eventually passed away in 2008. I started to build a Titan, for towing, and was part way through that in 2010 when I had a stroke. Fortunately no great after effects, other than double vision, which was corrected with new glasses after a few months. The Titan was built, and flown, and then the Greenley was built, and has been the go to tug ever since.



I found a 3 view drawing of a PA18/L21A, and as there was not much flying going on due to Covid lockdowns, I set about drawing it. Just as I got the drawings ready for laser cutting, the country ran out of balsa. Still the Fuz formers were all ply, so I got on with that part first. Not one to make things easy, I wanted the tail feathers removable, as it makes transport so much easier, more details on that later. The 3 view came with all the technical info on the plane, and gave the wing sections as: USA35B. I looked up the coordinates of this section and it is virtually identical to Clark Y. So I went with the USA 35B, just to see how it flies. I have built in about 1.5 degrees of dihedral, just to aid stability. (The Greenly has some dihedral, and it seems to work well).

The engine will be a trusty Zenoah 62, fitted with my home made starter, which is based on the Fema starter as fitted to the Greenley.

A quick word on the starter. The original Fema starter, comes with a 2 stage (4 gears) reduction, and driven by a brushed speed 600 motor, on 12 Volts. The Engine needs a good 1000 RPM to get started, so the poor old motor is doing 50,000+ RPM. Hence the label on the side saying "Do not run for more than 15 seconds". The Engineer in me did not like this, so after some research, I found a brushless in-runner that would do 50,000 RPM on a 3S Lipo. The first time I ran it, the first two gears, shed their teeth all over the workshop. "Bother" I said. These two gears had a reduction of 8:1, so I figured that if I could find a motor that would run at 6,500 RPM on a 3S Lipo, I could do away with one set of gears. At this point, luck



was on my side, as I had a motor that had come out of a motor glider that had gone to where old motor gliders go. This motor was grafted on to the remains of the starter, and has been working well ever since.

Ed: Looking forward to more as the build goes on.

CFI Report

A message from your CFI

With the field opening and summer approaching, it's time to dust off those wings and get out to the flying field and have some fun. Not all at once though, due to covid restrictions being in effect, a maximum of only 15 members can be presently at the field at one time. With that said, I'm hoping that this message clarifies some of the confusion surrounding the booking system implemented this year for flight school.

The booking system we are presently using is only for student and instructors enrolled in flight school this current season only. The rationale behind the decision was based on the fact that Tuesday and Thursday's flight school had been cancelled and we needed a system to monitor and limit the number of students present at the field at one time. This system would ensure that all the membership could be serviced and enjoy the field during these crazy times. Current members can go to the link below and see how many groups of students will be there on a particular day. They can then determine by themselves whether they wish to go to the field to fly or not. They do not need to book to go, but instead this tool aids your decision if you wish to fly when students are present. (Link is also on website > Flight Training - below photos.)

	Flight Pad #1	Flight Pad #2	Flight Pad #3	Flight Pad #4	Flight Pad #5
6:00 AM					
7:00 AM					
8:00 AM					
9:00 AM					
10:00 AM					
11:00 AM					
12:00 PM					
1:00 PM					
2:00 PM		2:00 PM			
3:00 PM					
4:00 PM					
5:00 PM					
6:00 PM					
7:00 PM					
8:00 PM					

No information will be provided on the system other than a block of time being booked depicted as a rectangle as in the photo above. This system will also allow Instructors to look ahead so they can arrange times to meet with their students. Note to instructors, I will only allow a maximum of three groups of instructors – student pairs (6 people) to be booked at the field on one particular day due to current covid restrictions in effect.

Since only I can log in and book you, instructors are gently reminded to let me know by email, phone or text the times they have selected to meet with their students. I will then give a Yay or Nay and either proceed to book you or suggest an alternate time. Furthermore, ignore the Flight pad columns in our system, they are simply for aesthetics and serve no purpose. All members are allowed to use any pad they wish when at the field, so you are not really booking a pad per say.

Hopefully this clarifies some of the confusion regarding the booking system in general. Bookings are required for students in flight school and not the current members. The current members can use this tool to be informed on the number of students at the field so they can decide whether to go or not.

Take care and stay safe, Aldo

OMFC 2021 Executive

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Municipalities Liaison:	Mike McDermott	

OMFC Meeting Dates for 2021/22

<u>Date</u>	<u>Agenda</u>
Jun. 7 (Monday)	Virtual
Oct. 4 (Monday)	Virtual - TBD
Nov. 1 (Monday)	AGM - Virtual - TBD
Dec. 6 (Monday)	Virtual - TBD
Jan. 3 (Monday)	Virtual - TBD
Feb. 7 (Monday)	Virtual - TBD
Mar. 7 (Monday)	Virtual - TBD
Apr. 4 (Monday)	Virtual - TBD

OMFC Event Dates for 2021

<u>Date</u>	<u>Event</u>	<u>Event Contact</u>
Jun. ?? (Saturday)	Swap Meet - TBD	(OMFC Field) 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