
Skywords

The Newsletter of the Burlington Radio Control Modelers Club

www.brcm.org

May 1999

EDITORIAL:

This completes the Skywords editions for the building months. For this edition, I have made some technical changes to improve the general appearance. I hope you noticed! Now it is time to stop writing and to fly the winter's creations.

For me, these five editions have been interesting to produce. To some degree, it's a bit like broadcasting – you never know who might be reading it or what anyone thinks of what you have written. However, Art Titmarsh (a.k.a. The Artful Dodger) said he thought I was the best editor we've had in 1999 (Aw shucks, thanks Art!) and I have had one or two compliments so it couldn't have been all bad – could it?

It's been a privilege to represent the Club as the Skywords editor. Now, I'm going to stop writing and see if I can learn to keep at least some of my models (and me!) in one piece.

Cheers, *Lawrence*.

THE PRESIDENT WRITES

Summertime and the livin' is easy! At least that is what the song says, and here we are at the end of another building season, and the start to the REAL flying and repair season.

This will be a short note, basically stating that your executive have been hard at work for you, clearing the path through some perilous times and working to keep those aircraft flying. Final details of the Bronte Creek Provincial Park agreement have been hammered out, with some wins and some losses on our and the Park's part. Art Titmarsh and Bud Childerhose have been diligently working to arrive at a workable compromise that best suits the needs of both the Park and BRCM. The overview of the results can be seen in the attachment enclosed with this mailing of the newsletter and my thanks goes to the two above mentioned members for their persistence.

Bayview Park is still in operation, but the time may be fast approaching when we will have to relinquish the area to the contractors for the necessary work that must be done to upgrade the landfill cap to meet current specifications. Once those conditions are met, then the field will be turned back to us for our use, but the time period in between start and finish

of the project is presently undefined.

That's the bad news, now for the good. The weather has been great for getting those hangar queens out as well as the new projects that were laboured over so intently over the

winter months. We would all love to see them fly, and there are plenty of opportune times coming up for that to happen. See the events calendar that is also enclosed within this mailing.

Come on out to these events, meet members from other clubs, admire (or critique) their aircraft, but enjoy each other's company and opinions. We all have the same interests at heart. I hope to see each and every one of you at the events, I will be attending pretty well all of those listed as President of your organization, and hope that you will be able to find the time to attend as well. Remember, while visiting other clubs, or greeting guest members at any of our events, we are judged by our behaviour and friendliness. Be kind to the visitors, you never know when you may be a guest at their field.

Above all, remember the following, fly straight, fly level, but most of all fly SAFE!

Have a great summer, see you at the field or in the fall.

Sincerely,

Bill Swindells
President, BRCM

Next Meeting: Thursday, May 27, 1999

A new agreement ref Bronte Park which implies new costs and terms of operation will be offered to the membership for ratification.

The meeting will conclude with a Show & Tell session.

ABOUT SOME OF OUR MEMBERS:

Art Titmarsh has finally procured a computer and a net connection. His email address may be found in the exec listing. I don't know what he's going to do with all this new-found power but I don't doubt he'll find some way to create new forms of mischief. *Ed.*

Neil Nugent (The Sheriff of Sheridan) is a second year member learning to fly and he has discovered the joys of the Real-Flight Simulator. Neil notes that he would rather crash on a monitor screen anytime. Real-Flight presents a variety of different planes to choose from together with wind velocity and engine displacement variations. Finally, there are hecklers sounding off in the background!

Readers should note that RealFlight requires a lot of computer horsepower to run it. Personally, I run a simpler, relatively crude simulator called AeroChopper. This runs under DOS and will run on an antique 486 with ease. Ed.

Neil Allatt is gaining expertise as a WWII fighter pilot through the medium of MickySoft's Combat Flight Simulator.

COMING EVENTS:

June 12 & 13 - Float Fly at Christie Conservation Area (Park Admission) Hwy #5 West of Hwy. #6. Also in September sometime.

June 26-27 Otterville Air Show and Fun Fly at Rene Goossens Trout Farm, RR2 Otterville: 24KM South of Woodstock on hwy 59. There will be a free meal for each *flying* pilot. Presumably, Trout figures prominently on the menu! On Sunday, 27th there will be a Barn Storming contest with a \$300 prize for the *first* pilot to fly through a "Barn" with two windows 21" high by 47" wide. Info: David Neale at 519-688-6824 or cbam@kwic.com.

Sun. June 27/99 Oakville 4th Annual Model Airshow Precision Aerobatics, Helicopter displays. Drumquin Park field Britannia Rd. at Trafalgar Rd.

July 1st - Canada day festivities - Fun Fly, at the Bronte field.

July 17-18/99 IMAA Scale Rally Hwy. *9 at Hwy. 40

July 31, Aug. 1/99 Oakville Club, Drumquin Park (Trafalgar & Britannia Roads) Precision Aerobatics Championships

Sat. August 7th - Tri Club meeting hosted by BRCM at Bronte. The organizer for this event is our new President: **Bill Swindells** who will doubtless be looking for volunteers.

Sun. Aug. 15/99 Hamilton Flying Tigers Fun Fly and Model Show Hwy. # 56 south to Townline Rd. West to field.

Corn roast 4th weekend in August, Bayview field.

September 11-12 - 30 th Annual Kitchener Scale Rally, Kiwanis Park.

Watch MAAC magazine for other events.

EVENING MEETING PLANS

Our last meeting of the Winter months and our thanks to Norm Harris for organizing a successful series of meetings.

May: Show and tell in which you bring your model(s) in pristine condition before you've had a chance to crash it (them.)

IN CASE YOU DIDN'T KNOW

This is really about me (Ed.) who mounted a Saito 91 sideways in his nice new Ultra Sport 60 with the needle valve accessible from the bottom. This is not a good place to have it! Only later did I find out that it is a simple matter to flip the needle valve mounting so that access is from the top.

MAAC MEMBERSHIP & INSURANCE

The Executive have received a letter of clarification with regard to mandatory MAAC membership of all members in order to provide the Club with third party liability insurance.

The letter points to the Club's application for charter membership in MACC which includes a commitment that all current and future Club members will be members of MAAC.

The letter also states that since all liability claims are subject to interpretation of the policy, it is unlikely that any statement of obligations beyond those specified in the policy would be forthcoming in advance of filing a claim.

In response, the Executive passed a motion that ALL Club members MUST be MAAC members in accord with the terms of the Charter Club Membership.

WHAT TIME IS IT?

This from Neil Nugent:

On some air bases the Air Force is on one side of the field and civilian aircraft use the other side of the field, with the control tower in the middle. One day the tower received a call from an aircraft asking, "What time is it?" The tower responded, "Who is calling?"

The aircraft replied, "What difference does it make?"

The tower replied "It makes a lot of difference. If it is an American Airlines Flight, it is 3 o'clock. If it is an Air Force, it is 1500 hours. If it is a Navy aircraft, it is 6 bells. If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3."

A STORY

Hercules, Snow White and Quasimodo The Hunchback were having a picnic one day when Hercules said, "I've been told I'm the strongest person alive, but how do I really know? Snow White said, "You're right. I've always been told I'm the fairest of them all, but how do I really know?" Quasimodo then said, "Yea, I've been told I'm the ugliest one alive, but how do I

really know?" So Hercules suggested, "Why don't we pray tonight and let God answer us." That night they all prayed and all three had dreams where God answered them.

The next day, they met again for another picnic and Hercules said, "God spoke to me in a dream last night and told me I am truly the strongest man in the world. Then, Snow White said, "God spoke to me too, and told me I am the fairest of them all." Quasimodo, looking a little confused, said "Who is Linda Tripp?"

ABOUT GROUND LOOPS

*Here's some more writings from my favourite oracle: Harry Curzon.
This is a short article which might answer a few questions:*

Ground looping is when a tail dragger does an uncommanded and uncontrollable tight turn on the ground, often at speed which has serious consequences.

It is caused by the weight and drag trying to swap ends. With a decent airflow, an aeroplane behaves like a dart with the tail feathers always weathercocking the plane straight, in effect the momentum is ahead of the drag. But at low airspeeds the tail fin can be very ineffective especially at the high angle of attack that a tail dragger sits at, since air behind the wing and fuselage is disturbed. The wheels then become the dominant drag factor and since these are ahead of the weight, the plane tries to reach a stable situation by putting the drag behind the weight.

The first solution is to convert to a trike, where the main wheels, therefore the main drag, is behind the weight and the tail fin is not sitting in disturbed air. If you are stuck with a tail dragger which is difficult to keep straight on take off, push in down elevator to get the tail up and into the airflow. Open the throttle at a reasonable pace, too slowly will not get the airflow over the tail, too quickly will bring in gyroscopic effects as the tail rises and the rudder may not have enough power yet to control it, there is also the problem of the corkscrew airflow over the fuselage and tail being most pronounced at low speed high throttle situations. It is different for every plane. One method often successful is to push in full down elevator before starting the take off roll, then open up to about half or 3/4 throttle, reducing elevator to neutral as the tail comes up, then smoothly up to full throttle. On landing, decelerating too quickly can cause the momentum of the weight behind the wheels to overcome the fin and rudder, if this is a problem then experiment with a throttle setting higher than slowest idle after touchdown, especially once the speed starts to get quite slow to the point where the airflow over the fin is becoming negligible.

Harry

OOOPS!

This is another from the newsgroup:

I've got a 1/2A Texaco Playboy Sr. Had trouble from day one getting it to glide right. Spent over a year getting the CG and decalage dialed in. Finally got it. Had a 20 minute plus glide from a 3 minute engine run. Went home happy. Kids came out to help unload truck. Daughter took fuselage in, couldn't find a place to put it on the (cluttered) bench and set it on the floor. Son came in with flight box, turned around and saw me coming

in with wing, stepped back to get out of the road and put foot down on stabilizer. Heard crunch, stepped back with other foot to get first one off plane... stepped on other side of stabilizer. Fixed stab, went out to field, was unloading planes when son leaned back and put hand down on stabilizer. Back to shop fixed it. Won't let son near plane. Still trying to get glide dialed in again!

FACTS ABOUT FUEL

This is the last of five articles submitted by Ernie Fryer. I have edited this for the sake of brevity.

No. 5 - Storing Fuel for Maximum Shelf Life

One of the frequently asked questions is, "What's the shelf life of fuel?" The answer is: Properly stored, model engine fuel will last almost indefinitely. So; what constitutes "properly stored"? Let's take a look.

The only thing that adversely affects model fuel is the absorption of moisture from the air. Keep the air away from it, and your fuel will likely be potent longer than you are! Methanol - the major ingredient in model fuel - is hygroscopic. This means it's virtually 100% soluble in water, and absorbs moisture from the air like a vacuum cleaner sucking up dirt.

Let me paint a picture for you: Almost everyone has spilled a little fuel on the top of their fuel can in their flight box. If so, you've no doubt noticed that the shallow film of raw fuel takes on a cloudy, milky look. What you are seeing is the methanol sucking moisture right out of the air. Since the quantity of fuel is thin with a lot of surface area, the absorption is rapid, the water won't mix with the oil and the fuel turns cloudy. Just remember how quickly this happens.....almost immediately....and it might give you an idea of just how quickly your fuel can be ruined if you leave the cap off, allow a vent tube to remain open, etc.

The solution is simple, of course: just keep the container tightly sealed. And yet, sometimes that's not enough. Most of us have seen small droplets condensed inside our fuel jugs after it's become partially empty. This is the result of condensation of moisture as the air trapped inside the jug cools. Until about a year ago, there was little we could do about this, but there is now a method to take care of this problem. *Powermaster have a "fuel saver" container which looks like a compressible bottle which lets you squeeze out air.* Ed.

While it's true that the UV in sunlight (or in fluorescent lights, for that matter) will cause pure nitromethane to deteriorate over time, it's our experience that once the nitro is in solution and substantially diluted, the deteriorative effect is relatively minor.

To test this, some years ago we put a gallon of 10% fuel out in direct sunlight (in sunny Southern California) for a month. At the end of that time, we tested that fuel in an engine vs. fresh product and could see no difference. While it certainly won't hurt anything to store fuel away from direct sunlight, etc., it's our personal opinion that the adverse effect of sunlight on fuel under normal operating conditions is too little to worry about.

The Author of this series is Don Nix, President of GBG Industries, Inc., manufacturers of POWERMASTER model fuel. Readers are invited to contact Don directly via e-mail - FLYERDON@aol.com.)

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