Skywords

The Newsletter of the Burlington Radio Control Modelers Club

www.brcm.org November 1999

EDITORIAL:

I am pleased to report that my favourite oracle, Harry Curzon, has written some more interesting stuff which I have the pleasure to include in this edition.

Unfortunately, the same cannot be said for the membership. I had a few inputs for last month's edition but, by and large, getting material from the membership is like pulling teeth. I'm sure somebody must have done something worth writing about. Come on, what are you all doing or thinking of doing?

At the last meeting I tried a public "answer yes or no" session in an attempt to find out what the membership wants/does not want in the news letter. So far as I can tell, I seem to be meeting the general requirements. However, I really would like to have ideas, articles, photographs, sketches, etc from the members; anything that you think might be of general interest.

I can be reached at 416-622-3705 or you can send material by smail to 820 Burnhamthorpe Rd. #2010, Toronto, M9C 4W2 or preferably by email to Cragg@Inforamp.Net. Photographs in print form, JPEG or TIFF format are welcome.

Cheers, Lawrence.

THE PRESIDENT WRITES

Here we are close to the end of November with two events left for the year. At this month's meeting we are having the Great Canadian Rubber Race, with members of the Hamilton Flying Tigers as our guests (opponents). Although this is deemed not to be a contest, we really do not want to allow our 'guests' to show us how to fly aircraft, even if they are rubber powered! We need to demonstrate that WE are in control and know how to fly just about any aircraft or challenge presented to us. Good luck to all who enter this fun event.

Secondly, the Christmas Parade will be upon us shortly, and all members of the executive have volunteered to contribute time to the effort. This does not mean that others should not participate in the event. Our float is usually well received by the Burlington public and I am sure that we are all proud of our aircraft and look forward to showing off our creations. We look forward to a fine exhibit again this year. The trailer has been volunteered by one of our own members, Peter Ranchuck. Thank you for your contribution to this effort Peter!

As we approach the end of the year, we need to start thinking about next year's executive, who would be good for the club, who would be willing to carry forward the ideals and promote the hobby. There are members within the organization who have, in the past, contributed much of their personal time and who now expect other members of less experience to pick up the responsibilities. We have many excellent people within the club who have the abilities to perform to our expectations, and we should encourage this talent to participate.

For me personally, my activities for the hobby have quieted down considerably, with few opportunities to visit the flying field and take advantage of some of the fine weather that we have experienced recently. I have several building projects on the go, probably too many at one time, and it become a juggling act as to which one will consume the hour or two of my time when it becomes available, but that will get sorted out later.

I look forward to seeing everyone at the meeting in November to further answer questions regarding the club operation and activities. Until then, remember to fly level, fly safely, and above all have fun!

Bill Swindells.

Next Meeting:

Thursday, November 25th

The Great Rubber Powered Contest!

At this meeting, the Burlington Club will clearly demonstrate their superiority over members of the Hamilton Club. Bring a rubber powered model of your choice and show 'em how it's done!

Estate items for sale, see below.

THE OCTOBER MEETING

You should've been there!

Dale Preston and ***Joe Trinadad*** gave a most interesting and informative presentation against a backdrop of no less than three Ravens – two complete and one completely framed and partially sheeted. Dale showed his own engine – a horizontally opposed "boxer" twin and talked about lots of other goodies that go into building these remarkable models.

The Corsair kit was one by Kevin Hall.

NEED HELP?

If you want help with any model you are attempting to build, bring it to the meeting. There you will get at least 50 different and conflicting opinions about what to do.

READ ANY GOOD BOOKS LATELY?

From Lawrence Cragg ('Ed)

Quite by chance, I found an excellent book: "Basics of R/C Model Aircraft Design" by Andy Lennon from the publishers of Model Airplane News. I've only got into the first part of it but the book is a veritable mine of good information presented in a thoroughly readable fashion. Notwithstanding a number of silly errors, I recommend it to anyone who wants a deeper understanding of the myriad factors that go into the design of a model aircraft.

"Stick and Rudder" published 'way back c 1944 is still a worthwhile text for those interested in learning to fly full size or model aircraft ~ same principles apply.

"The Theory of Flight" by Richard von Mises, copyright 1945, is a daunting tome unless you are proficient in mathematics and calculus. Personally, I've found it difficult to extract useful information from the book.

A TRIP TO THE USAAF MUSEUM

From Lawrence Cragg (Ed.)

On October 19th, ***Ernie Fryer, Neil Allatt, Sid Carr*** and myself went to the United States Airforce Museum at the Wright Patterson AFB, Dayton Ohio. The last time I was there c 1988 there was but one "gallery" housing the massive B36. Now there are four connected galleries and the aircraft are displayed in settings appropriate to the era as well as being hung from the roof. It is very well done and well worth a visit. The four of us certainly enjoyed it.

If you are on the internet, try **www.wpafb.af.mil/museum** This web site provides a very comprehensive preview of the exhibits with a brief history of each.

THE LANCASTER

Wayne Bransfield's Lancaster is no more so I asked Wayne what he would like me to write about it. Here is the essence of his reply:

I have never fretted over losing a model and I am sure not going to start now. The Lanc had 260 flights on it and has been flown from coast to coast, and from the far reaches of the north to the gulf of Mexico. It has flown at numerous veterans affairs and airshows. I have seen a tear in the eyes of veterans that have watched its flights from the inaugural flight to its last. To be upset would be disrespectful to the model; to those who flew the full size aircraft; and for all it stood for. Besides, the ribs and formers are already cut out to complete another and hopefully as graceful a flyer as the first. Upset? Never. Happy with the 260 flights? Ecstatic. A Lanc will fly again in the spring and I hope it will bring a smile to some young lads, or tough old vets and all my critics will again say "It might look rough but my God it sounds like the real thing":

Wayne

P.S. A word of advice: "do not, I repeat do not fall in love with a model as it will always bite you".

The picture above is the Canadian Warplanes Heritage Lancaster flying at the Hamilton Airshow on June 21, 1998.

A MODELERS' WIFE'S LAMENT

By Rita Ellerd <Tellerd@computron.net>

Once upon a time, many years ago
I didn't know the difference between Topflite & Dubro
I thought Midwest referred to a region of the land
And RC were my initials before I got a wedding band
Great Planes were fields that stretched
As far as the eye could see
And models were something little boys built
As they sat and watched TV

One day my husband told me: "I want to learn to fly
and I have found an airplane I would like to buy"

I was thinking Cessnas not an airplane kit
and I told him "No way, before you've even started,
you've already quit!"
When I found out the airplane he wanted was not real
I was so relieved, I thought "A model's no big deal."

Little did I know the changes to my life
That little kit would make when I became a Modeler's Wife
A "model room's" required at houses we live in
And if there is no workshop then the model room's the den
Everything about our life revolves around the planes
And all our plans are based on if its windy or it rains.

He's had Trainers, Hots and Elders, Big and Little Stiks
Chipmunks, Cubs and Gliders, he's flexible with his kicks.
He's had Spacewalkers, Sportsters and Four Stars,
Stingers and Extras and Aerostars
He's even had some helicopters and a few RC cars
He had a 1/3 scale Fly Baby that lasted for three flights
And for about 15 minutes, he had a Christian Eagle Bipe.

Sometimes I kinda feel like, I'm stuck in the middle
And me and the kids, well - we play second fiddle
I know that's not the way it is, he loves us more than them
And I can go up to his shop if I really need to see him
Being a modeler's widow can drive a girl insane
But instead of going crazy I think I'll get my OWN plane!!

With thanks to Bill Montgomery for finding this one. I have the writer's permission to publish this. She wrote it as a birthday present for her husband Tim.

A STORY

I don't remember where I got this from:

Sherlock Holmes and Dr. Watson went on a camping trip. After a good meal and a bottle of wine they lay down for the night, and went to sleep. Some hours later, Holmes awoke and nudged his faithful friend awake.

"Watson, look up at the sky and tell me what you see." Watson replied, "I see millions and millions of stars." "What does that tell you?" Holmes questioned. Watson pondered for a minute.

"Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Astrologically, I observe that Saturn is in Leo. Horologically, I deduce that the time is approximately a quarter past three. Theologically, I can see that God is all powerful and that we are small and insignificant. Meteorologically, I suspect that we will have a beautiful day tomorrow. What does it tell you?"

Holmes was silent for a minute, then spoke. "Watson, you idiot. Someone has stolen our tent.

HERE'S HARRY

This item from Harry Curzon, my favourite oracle, is a demonstration of full size aircraft flight behaviour using a flight simulator. The principles demonstrated are equally applicable to models:

One of the main mistakes made by model fliers is to think that elevator is the up/down control and throttle is the speed control. That is their instant effect but their true effect is the other way around. Not knowing this is the cause of many model crashes due to attempts to stretch a landing approach with elevator which leads to a slow speed stall, or using throttle to increase speed on the approach which simply leads to a climb at an already dangerously low speed.

For a good demonstration in Microsoft's flight simulator go to London City runway 28, select Cessna 182S, set Nav 1 to 110.30, OBS 270 for Heathrow 27R. We are now going to take-off, fly across London, and land at Heathrow without ever touching the elevator! Go to full power and just leave the plane alone, it will take-off and establish a climb itself. The climb will stabilize around 65 kts. During the climb make a gentle turn to heading 260. Level out between 2000 and 3000ft. by gently reducing power to approx 2000rpm, use the VSI to confirm level. It seems mad to reduce power in the climb when you are already quite slow but watch what happens - the moment the speed starts to reduce the nose comes down to maintain the speed and you will end up in level flight at the same speed. Crazy eh, we change the throttle and the speed stays the same! Wait for the ILS to lock and turn onto the localizer, runway 27 is on a heading of nearer 275 degrees. Speed will be stable between 65 and 70 kts, just as it was in the climb. You should still be below the glideslope in level flight. Go to first stage flap, a phugoid will start but will soon damp out and can be stopped by throttle anyway, speed will reduce. Use throttle to maintain height, when stable go 2nd stage flap, as the phugoid damps out go to full flap before meeting the glideslope. As you meet the glideslope throttle back gently, just a bit at a time. The rule of thumb for a 3 degree approach is that the rate of descent in ft. per min. equals 5 times speed in knots. Speed will now have settled around 55 knots so initially aim for VSI at 250 down by adjusting the throttle and thereafter refer to the ILS glideslope. The speed is lower, not because of the drag of the flaps since the aeroplane would simply pitch down to maintain speed against the drag, but because the flaps change the longitudinal trim of the aeroplane just as the elevator does. Make tiny changes only to throttle and heading, the mistake of most people is to make big changes and wildly try to drive the aeroplane along the approach by chasing the needles. Sit back, enjoy the view, avoid the temptation to interfere, make occasional tiny corrections and let the plane do the job for you. It is very easy to have it settled on the localizer and glideslope by 8 miles out, approx 2400 feet altitude, and from there you should hardly ever touch the controls. At about 1 mile out when you are sure that all is well, try switching view to looking out of the side (numlock on and 4 for left or 6 for right). See how it is nose high, stay with the side view right through to touchdown and you will see there is no need to flare since at this low speed the plane is already nose high. There you go, an entire flight without touching the elevator. This demonstrates that by changing the power and not changing the elevator, we changed the height and not the speed.

So power controls change of height, elevator controls speed. Try it again but during the climb put in a small amount of down trim. The speed will increase, say to 80 kts. Now leave the elevator alone and fly as before, see how once again that speed is maintained as power is changed. Next time your model is at the wrong height on approach, leave that elevator alone and change the throttle. On the other hand, if your model is at the wrong speed adjust it with the elevator.

Harry.

ANOTHER STORY

This one from my daughter Penny.

A cabbie picks up a nun. She gets into the cab, and the cab driver won't stop staring at her. She asks him why is he staring and he replies, "I have a question to ask you but I don't want to offend you."

She answers, "My dear son, you cannot offend me. When you're as old as I am and have been a nun a long as I have, you get a chance to see and hear just about everything. I'm sure that there's nothing you could say or ask that I would find offensive."

"Well, I've always had a fantasy to have a nun kiss me."

She responds, "Well, let's see what we can do about that: #1, you have to be single and #2 you must be Catholic."

The cab driver is very excited and says, "Yes, I am single and I'm Catholic too!"

The nun says "OK, pull into the next alley."

He does and the nun fulfills his fantasy. But when they get back on the road, the cab driver starts crying. "My dear child," said the nun, "why are you crying?"

"Forgive me sister, but I have sinned. I lied, I must confess, I'm married and I'm Jewish."

The nun says, "That's OK. My name is Bruce and I'm on my way to a Halloween party."

OUR MEMBERS WRITE

They haven't this month! But I will add a little.

Having smacked my Extra 300S on its maiden flight – as shown in last month's edition – I have rebuilt the fuselage but the wing may be a bit of a problem. It *can* be rebuilt but I think it will be easier to build a new one if I ever get the wing kit from GP.

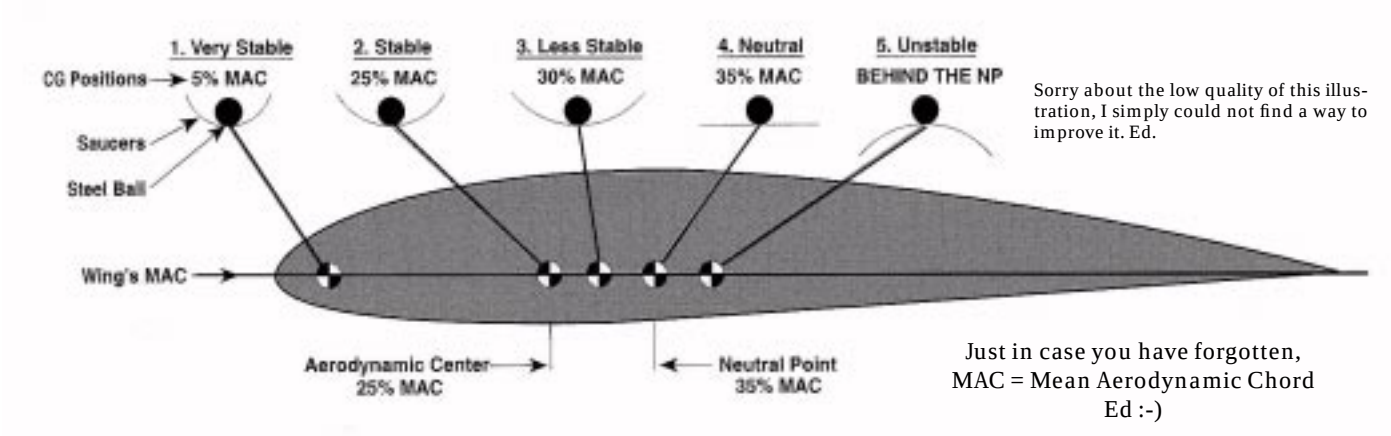
Thinking about rebuilding the wing which includes constructing some new ribs, I thought of that old "contour gauge" comprised of a set of sliding needles that can take up the shape of any one dimensional object. I had one helluva time finding one but ultimately found one in a Lansing store.

Awaiting construction is a GP Giles 302. I intend to put an OS 61 FX in it which ought to be enough to get it excited and me into trouble if I don't watch it.

ESTATE SALE

The following items are from Clay Coons estate. To bid on any of these, contact Dick Fahey @ 905-637-5469. Dick will be bringing some of the major items to the November meeting. He will bring other goodies to the December meeting.

- Aircraft: Quick Stik, Enya 46, on floats; SIG Cougar, OS40; partly built GP Ultra Sport 40.
- Radios: Futaba Gold series FG - 6 ch. FM ch 54 (transmitter only); Futaba Conquest 4 ch. FM - ch 44 (for Quick Stik and Cougar).
- Engines: Thunder Tiger Magnum 46 (new) to be installed in Ultra Sport; OS 35 R/C (used)
- Field Kit: complete with tools, electric starter, battery and charger, spares.
- Miscellaneous: Wall type wing storage brackets (for 6 wings); Fuselage wall hangers (4); work bench; shelves c/w brackets - 0.5" x 8" x 5'; wall brackets 3'-0" long.
- Tools: Dremel scroll saw c/w flex extension shaft & sanding disks; soldering iron; Monocote iron; Hobby Shack heat gun; Xacto knife set; small screwdriver set; tap and drill set; engine test stand; black plastic clamps - 7 large, 2 small; aileron monting set.
- Supplies: 6 tanks - 8 to 12 oz sizes; Silicon Clearseal (2 @ 1/2 tubes; Hobby Poxy - 2 (A & B) in tubes (approx 1/2 full); large Sigment in tube; Zip kicker (small); Iso alchohol; 1 large box of miscellaneous sheet and stick balsa; 1 lot short pieces of plywood.
- Covering etc: red, white, black Monocote and other covering - 2 full, 5 part full rolls; black trim sheet; 3" black letters and numbers set; yellow trim sheet.
- Pushrods: 6 sets (some short) nylon push rods, some cable.
- Trims: 3/4" and 1" scale instrument sheets - 1 package; EZ letter sets (4).
- Piano wire: Miscellaneous sizes, 36" length (bundle of 6+/-)
- Storage: 2 - 16 drawer small parts cabinets loaded with common goodies and for aircraft construction.



Sorry about the low quality of this illustration, I simply could not find a way to improve it. Ed.

Just in case you have forgotten,
MAC = Mean Aerodynamic Chord
Ed :-)