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# Skywords

The Newsletter of the Burlington Radio Control Modelers Club

[www.brcm.org](http://www.brcm.org)

December 1999

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## EDITORIAL:

Oooops! I normally prepare Skywords editions as items come up and I finish it off about 10 days prior to the meeting. This gives time to print and mail to serve as reasonable notice of the next meeting. All was proceeding to meet the normal deadline when I read my notes and discovered that the meeting had been brought forward one week! Sorry folks, this one got by me and there is no way to mail in time.

Our esteemed President has got himself up to his ears in work. Silly fellow! Anyway, he cannot attend the next meeting and he won't be able to contribute his usual column to Skywords. We can but wish him well and hope he recovers from this peculiar workaholic syndrome in the near future. See Richard Fahey's report on page 4.

As always, I'm fishing for items of interest from the membership. This is the building season and I know a lot of you are busily planting next year's crash crop. So let's know what you're up to and how far you've got.

Wayne Bransfield came up with the idea of publishing a photograph from archives to see if members could put a name to the subject. The first one - from Wayne - appears herein.

If you have photographs or articles that you would like to see in Skywords, I can be reached at 416-622-3705 or you can send material by mail to 820 Burnhamthorpe Rd. #2010, Toronto, M9C 4W2 or preferably by email to [Cragg@Inforamp.Net](mailto:Cragg@Inforamp.Net). Photographs in print form, JPEG or TIFF format are welcome.

Cheers, Lawrence.

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## WE'RE FAMOUS!

*This from Dave Parry*

It's funny how things work out. Most of you know that I look for any excuse to fly, but I also love to promote the hobby and our organization. Back in September, I took the opportunity to put on a demonstration for my daughter's public school for the third year in a row. The school had a theme on aviation, so again, they welcomed me to show the principals of flight. It was kind of interesting because shortly after takeoff, I lost the back side of the muffler, but other than that the flight was uneventful. They really did appreciate the flying and the time that I took to show them what RC modeling was all about.

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## Next Meeting:

**Thursday, December 16th**

### **Video Night**

Bring your own videos and enjoy this last meeting of the Burlington Club in 1999.  
The doughnuts and coffee are on the house  
(well, it's your money anyway)

A young girl in the audience, thrilled about what she had seen, went home after school to tell her parents. The parents thought this would be a good opportunity to encourage her to get into the hobby. The family contacted me so I began mentoring them on the finer points of building an Eagle II.

As it turns out the family runs a chiropractic clinic and has a patient who is the host of the television show "***In the Workshop***". Dr. Frank Stepec and I were invited to appear on the show to talk about building and flying RC model. Dr. Stepec went out of his way to promote the Burlington Radio Control Modelers, and talk about "getting into the hobby the right way".

The show will be aired coast to coast on HGTV, January 5th and repeated in March April and May.

I believe promotion like this puts life back into the hobby. Yes, it takes a little effort, but the benefits of teaching, mentoring, and promoting this hobby are worth a lot to us all. And best part of all, you gain friendships that are worth a great deal more than you can imagine.

Dave Parry

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## THE NOVEMBER MEETING

*You should've been there!*

We had a whale of time with the Hamilton bunch who, abetted by our own Wayne Bransfield, transported all of us back to a second childhood. Of course, there were exceptions who were still in their first childhood. Anyway, Hamilton set the

stage by insisting that we move the launching line much further back so that they could better demonstrate their superior rubber powered models. Unfortunately, it must be admitted that they did this rather convincingly.

Wayne subsequently cried foul after Hamilton introduced a totally unwarranted distraction in the form of a well endowed female which caused Wayne to bust all his rubber bands.

Oh well, you can't win 'em all I guess.



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### FREQUENCY PEGS

*All members please take note:*

We need all members to put in a request for one or more frequency (channel) pins - one for each frequency that you use. Members using older transmitters which may cause problems to receivers operating on adjacent channels should request a double width pin. The club has a scanner which can be used to check on your transmitter if you wish.

Application forms will be available at the December meeting.

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### AWARDS

Recipients of the Herb Stoneham & Cliff Moore awards have been selected by the Executive. The winners will be announced at the December meeting.

The Horses Arse award will, from hereon, be awarded monthly. The intended victim will have a chance to defend himself (best of luck) and, having received the award by vote of the members present, will be expected to get rid of it ASAP by finding another suitable victim which he may propose at the next meeting.

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### LITTLE TIM

*A short story from one of my daughters:*

Little Tim was in the garden filling in a hole when his neighbor peered over the fence. Interested in what the cheeky-faced youngster was up to, he politely asked, "What are you up to there, Tim?"

"My goldfish died," replied Tim tearfully, without looking up, "and I've just buried him."



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### NEW EXECUTIVE FOR THE YEAR 2000

Some of the long serving members intend to take a well deserved rest so the time has come when we must seek volunteers to replace retiring members and to serve on your Club's Executive. The Club would particularly like to see younger members take an active role in the Club's affairs. The Executive meets on the first Tuesday of every month.

Nominations will be solicited at the December meeting.

The neighbor was concerned, "That's an awfully big hole for a goldfish, isn't it?"

Tim patted down the last heap of earth then replied, "That's because he's inside your damn cat."

### WHO'S THIS

Wayne Bransfield came up with the idea of publishing a photograph from the 70's to see if anyone recognized the victim. Here is the first of what I hope will be a series. Anyone know who this is?



### READ ANY GOOD BOOKS LATELY?

Neil Nugent wrote:

I purchased a modeling book a month ago and found some interesting facts and ideas. I have always had a few hang ups on covering with heat shrinking materials. This book by Faye Stilley "Covering R/C Airplanes" has helped me considerably. There is no school for covering R/C planes and I would like to hear from the older members on their covering techniques. I know there are a lot of builders in the club, and any knowledge would help us younger builders.

### A STORY

This one from Neil Allatt

Lewis bought two horses, and could never remember which was which, a neighbor suggested he cut off one horse's tail. That worked great until the other horse got its tail caught in a bush and it tore off. Now they look exactly the same. Lewis is stuck again, The neighbor suggested he notch the ear of one horse. That worked fine until the other horse caught its ear on a barbed wire fence. Once again Lewis couldn't tell them apart. His neighbor suggested he should measure the height of the horses and he was very pleased to find that the white horse is 2 inches taller than black one.

### IT HAPPENED!

This one appeared in the news group and I thought it worth publishing.

A couple of weeks ago I was flying my Midwest Giant Stik at my field. This is a big brute with a ST 4500 on it. I came in to land, and was going a little bit too fast. The plane rolled off the end of the runway, going slowly, and disappeared over a little rise.

I figured the engine had quit, since it almost always does at idle, but I thought I would advance the throttle a little bit just to see if I could hear the engine. No luck, there was too much noise from other planes in the air.

So I started walking towards where I figured the plane was. Just then I heard someone yell "YOU TOOK OFF AGAIN!!" Startled, I looked around, didn't see anything, then all of a sudden I saw it: there was the Giant Stik about 50 feet high and heading east at a pretty good clip.

Obviously the ST 4500 had NOT quit! The plane took off all by itself, missing the high voltage line, the cyclone fence, and the warehouses to the south. I was so amazed I forgot to be scared. Luckily I had not put my Tx on the ground as I usually do when retrieving a plane, so I turned the plane around and landed it. Then my knees started shaking. I don't think the guys at my field will ever let me forget this one. I know I won't.

### OUR MEMBERS WRITE

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

I finally got my wing kit and have rebuilt the wing for my Extra 300S. At the time of writing, I'm pondering aileron hinge techniques: to hinge before or after covering? I'm very tempted to try hinging first.

I put this question to the newsgroup and had some interesting responses. Most of them said "don't do it" but others had some very thoughtful insights to offer. One even suggested 'X' hinges made entirely of the covering material.

Here it is:



The GP Giles 302 remains in its box and there it will stay until I've finished the Extra

## VICE PRESIDENT, RICHARD FAHEY'S REPORT.

*By the time I received Richard's report, I had already completed the foregoing layout and I was running out of time to finish this edition. Richard therefore got the back page all to himself. Ed.*

Bill is away on business again this month and doesn't expect to be back before our December 16th meeting.

Did you enjoy the "Great Flying Tigers Rubber Challenge"? Our thanks to Wayne for organizing what turned out to be a real fun event. There had been talk of padding the back wall of the room but, as it turned out, there weren't that many "hits" and little or no damage.

While we're on the subject of rubber powered models, you are all invited to come over to Aldershot High School on Saturday P.M. December 18 from 1:30 to 4:30 to watch Squadron 40 of the Flying Aces Club doing their thing. We fly everything that can be flown indoors from catapult gliders to electric RC. Our current flying sessions (roughly every two weeks during the winter) attract participants from the Burlington-Hamilton area and from Brantford, Kitchener, Toronto and Buffalo N.Y. Squadron 40 started out many years ago as a division of Burlington RC Modelers and still has several members from the Club.

During the summer, a similar schedule of rubber-powered flying is conducted outdoors - mainly for scale models and old timers. Each year we enter a team in the Jimmie Allen Postal Challenge. This is a competition for models specifically designed in the 1930's for members of the Jimmie Allen Club.

This was an organization started as a promotion for the Skelly Oil Company in the U.S. and supported by British American Oil in Canada. In the late '30's there were about 400,000 members in the two Countries! This year our team was tenth of eighteen entries around North America.

While family matters prevented me from attending the Santa Claus parade, reports I have tell me that our float was again well done and enthusiastically received. Thanks to all members who participated in this important public awareness project. It, along with our mall show, gives us a high profile in the community enhancing our relationship with Parks and Recreation at City Hall.

Ivan Wismayer presented his draft budget at the November 30 Executive meeting. We appear to be in excellent financial shape over all. With some fine tuning, we expect to see some improvements in operations in the coming year, and still enjoy a balanced budget. That will be evident to all at the January annual meeting.

For the second time in the last 8 years, Burlington RCM will have two members on the Canada Scale Team going to Switzerland for the FAI Scale Internats next year. Karl Gross has represented Canada on this team twice and will be going for a third time. George Barkus also will be going along with Peter Hall of the London area. This team was selected at the Special Scale Eliminations held in Oakville in October under the direction of the MAAC Scale Chairman Chuck Smith. To have two members of our Club on this team is exceptional; we should be proud.

On behalf of your Executive Board, we wish each and every member a Merry Christmas and may you find just the right kit under your tree.



### **Flying Aces Club, Squadron 40**

Jimmie Allen meet August 28, 1999

Standing L-R: Ed Peabody, Mississauga; Bob Hemmett, Kitchener; Dick Fahey; Sam Burke, Waterloo; Warren Kelley, Clarkson; Bob Stewart, Priceville;

Seated: Ted Toth, Burlington; Jim Lee, Brantford (Chief Timer)