

The News Letter of the Burlington Radio Control Modelers Club

Editorial:

How about that! It's the year 2000 and we all seem to have survived dire Y2K predictions. Speaking personally, I can attest that none of my aircraft fell off the ceiling at the stroke of midnight on December 31st.

My apologies to those of you who turned up for the monthly meeting on December 23rd. By the time I discovered that the meeting had been brought forward by one week, I was too late to get the printed copies mailed.

I trust Santa Claus was good to you all and that you will tell us all about the good stuff through your news letter. Among other stuff, I sprung for new publishing software which might make it easier for me to produce this News Letter. We shall see! For the time being, I'll refrain from introducing too many new tricks. It's a bit like flying: once you can keep it straight and level, then you might try something adventurous. Of course, talent helps! For those of you on the Web, you'll have to upgrade to Acrobat version 4 ~ sorry, but it's free!

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 E-mail to Cragg@Inforamp.Net. Photographs in print form, JPEG or TIFF format are welcome.

Cheers, Lawrence.

The President Writes:

Welcome to the New Year, the New Millennium, the New Building Season and whole new list of challenges for the coming year. I hope that your holiday season was a happy and healthy one, and you prosper from your resolutions, which I am sure have all been wisely chosen.

As you are aware, this coming meeting on January 27th is the Annual General Meeting in which a new executive is elected to guide and direct the advancement of the club and govern the business dealings for the coming year. Although the positions are filled on a voluntary basis, it is expected that these positions be filled with people who are willing to provide serious guidance, dedicate time, personal experience, and contribute good business reasoning to the matters of the club. It is a responsibility that is not to be taken lightly, and puts demands upon those that are elected because the guidance and leadership of the club is a serious business. The concerns are for the advancement of the hobby as well as providing a safe and sanctioned flying site for all members of the club to fly their aircraft.

On the lighter side, about 25 to 30 people showed up on New Year's Day for the Frost Fly. Unfortunately (or fortunately, depending upon the condition of your stomach) this year there was no chili, but that did not stop everyone from have a great social time. As usual, there was the hot chocolate and coffee to take the edge off the cold weather. As many of you are aware, this cold weather flying tradition continues most Saturday and

Next Meeting

Thursday, January 27

Annual General Meeting

Presentation of the budget for 2000

Election of new Executive

(Door prize draw for all participating members)

Sundays, weather permitting, and the hot chocolate and coffee are always present and welcome.

I look forward to seeing a great turnout for the meeting this month with a full slate of nominees for the elections. I am sure that the membership will choose wisely, make the correct decisions for their future, and support your newly elected executive.

I wish to thank the executive that worked with me this year for their tolerance, guidance, patience and support, but most of all for their dedication to performing jobs that were sometimes uncomfortable to perform, and their persistence to see it through to the end. It takes special kinds of people to persist and perform under some of these circumstances, and the most that I can say at this time is 'Thank you for a job well done!'

Regards,
Bill Swindells,
President

Sheherazade

A police officer who finally pulled over a motorcycle rider after a long pursuit walked up to the rider and said, "It's the end of my shift. If you come up with an excuse I haven't heard before, I'll let you off." The rider replied, "My wife ran off with a cop last night and I was afraid you were bringing her back." The officer dissolved into gales of laughter and waved him off.

And:

During a campaign called Operation Safe Rider, a speeding crackdown in Wales, three motorcycles were apprehended traveling at 100 m.p.h. in a 60 m.p.h. zone. All three were off-duty police officers! *I wonder what happened then? Ed.*

Frequency Pegs

In case you didn't see this in the last edition of Skywords:

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 January meeting.

Warning – About Epoxy use.

I picked this up from the news group and thought it worth repeating here. I have edited for clarity.

Epoxy is a known skin sensitizer (listed on the MSDS and industrial quantity labels), which means that some percentage of the population will develop a reaction under chronic exposure. Once you are sensitized to a substance, the only reasonable course of action is to avoid it and find a substitute.

Do not use alcohol or vinegar to remove epoxy from your hands. Acetone is recommended because alcohol and vinegar act to carry the epoxy through the skin and into the blood stream whereas acetone quickly cuts and removes the uncured epoxy from the surface.

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 second of what I hope will be a series. Anyone know who this is?



A Story

This one from Neil Nugent:

Airman Jones was assigned to the induction centre, where he advised new recruits about their government benefits, especially their GI insurance. It wasn't long before Captain Smith noticed that Airman Jones had almost a 100% record for insurance sales, which had never happened before. Rather than ask about this, the Captain stood in the back of the room and listened to Jones's sales pitch.

Jones explained the basics of the GI Insurance to the new recruits, and then said: "If you have GI Insurance and go into battle and are killed, the government has to pay \$200,000 to your beneficiaries. If you don't have GI insurance, and you go into battle and get killed, the government only has to pay a maximum of \$6000."

"Now," he concluded, "which bunch do you think they are going to send into battle first?"

Field Maintenance

The Executive have resolved to buy a new tractor for volunteers to keep the Bronte grass cut. (It is assumed that we will have grass to cut!)

We are going to try this for one year. If it proves to be

impracticable – i.e. there are not enough volunteers to do the job, then the club will let a contract to do the job and adjust the club's annual fees accordingly.

You have been warned!

Awards

At the December meeting, Norm Harris was awarded the Cliff Moore trophy for his dedication to the Burlington Club over many years.



Our Members Write

Bill Montgomery writes:

I've attached a JPG of the GP Super Sportster 40 that I've been working on (for 'way too long'). Its almost ready to be covered and hinged. {Here it is:}



Our Members (Bill Montgomery) Write, continued:

I dropped by Aldershot High School Saturday afternoon to see what the Flying Aces Club, Squadron 40 were up to. Norm and Dick were there as well as about 25 other flyers. There was quite a variety of planes, mostly rubber powered, but also two very small electric RC models (1 Oz. total weight!). Some of the rubber powered planes were 'scale' while others were more of the 'experimental variety'. These planes free flew around the somewhat cramped gymnasium at speeds anywhere from a brisk walking pace to less than a meter per second.

Because of the small mass of the aircraft, encounters with lighting fixtures or roof rafters generally resulted in a minor 'bump & dive' with flight resuming as soon as the plane leveled out. It was quite common to see 4 or 5 planes in the air at one time. Pretty cool stuff!

This from Paul Chitty, a former member now in the U.K.

Hi Guys. I bet you thought you had got rid of me for good. Well I'm still active and keeping up with the news at BRCM. I haven't flown since I came back home but I've been pretty busy building up a crash Squadron, ready for next year. I've also been doing a bit of consultation with the BMFA (MAAC equivalent) regarding safety and frequency control.

It was interesting to read about the English guy from Northampton in the Gallery (*on our Web site. Ed*) I am moving to that area in the new year so I may just look him up. Meanwhile, my very best wishes to all the guys especially Bill Swindells, Dave Parry, Norm Harris and Karl Gross.

I still keep in touch with some of the other fellas, I hope to be over in February for my Daughter's Graduation from University so I will try to make it to the meeting.

Well that's about it for this time, Hope to see you all soon.

Best Wishes, Paul Chitty

This from Ernie Fryer in Florida:

Hi Guys, just a note to let you know that everything is going well down here. Today was my turn to fly so I took the Astro Hog. Bob Gelina, a chap I fly with, also has an Astro Hog and took it up for it's maiden flight. Take off was smooth, with a gentle lift off with no input from the elevator. The 61 four stroke that I had my doubts about has adequate power turning an 11X7 prop at 10,000 rpm tops. Two clicks of down controlled the trend to climb, but it needed more throw on the ailerons to get a good roll. Bob passed the TX to me and I found that it flew just like your Astro Neil. When landing it wanted to lift off again, I think the idle was too high, otherwise I am very pleased to have it as an addition to my Air Farce.

The club is having a Fun Fly on January 22nd. Events include, longest glide time where you climb with the engine for a pre determined time then shut down and make like a glider, whereupon you are timed until touchdown. The Limbo pole, kind of self explanatory, and the Nearest To Target, Measured from a spot on the field to the nearest part of the plane when it comes to rest after landing. Last year one contestant's plane was measured from the wing tip down to the ground spot, he stopped on top of it, and of course won the event. I have not entered anything like this before but I think I will this time.

Well, I hear the weather has been pretty mild for you, are you able to get any stick time? The weather here has been

75 to 80 each day and sunny. We have been doing some work around the place which has necessitated trips to Home Depot. I noticed that they have all kinds of motorized equipment outside just like at home, rototillers, lawn mowers and tractors, etc., but I don't see any snow blowers. I think I could have a segment of the market sown up if I could get a Canadian Franchise down here, any support monetary or otherwise would be appreciated. Well, that's all for now, keep well and look after yourselves.

Regards,
Ernie.

Then there's me - Ed.

The Extra 300S which had such a short life in the air, has finally got a new wing. I did, in fact, hinge the ailerons before I covered the wing. First, I covered the aileron tips and the corners of the wing-aileron space. Then I hinged it with CA hinges and proceeded to cover from the bottom of the aileron to the leading edge, then covered from the top of the aileron to the L.E. The technique, first suggested to me by Neil Allatt, worked well and, yes, I would do it again. One tip: put some waxed paper between the CA hinges to prevent gluing the aileron to the wing TE. I just hope it flies as good as it looks but I am not completely sure that the repaired fuselage is straight. Here it is:



Now, where did I put that Giles kit?

A Useful Link

This from Bud Childerhose:

Good day: My Name is Marc Sharpe and I am President of the Rainy River Internationals R/C Club. The reason for this E-mail is to invite all R/C'ers to check out a New National R/C Message Exchange/Forum. The Exchange has individual forums for every MAAC zone in the Country as well as a few common forums which should cover just about every area of interest and hopefully provide a great way to spread good ideas across the entire county. I've also included "For Sale" and "Wanted Items" forums.

Usernames and Passwords are not required, but you may choose to register to take advantage of some of the forum's features. It's very easy to use either way. You'll find the Link to the Exchange on the Main Page of our club web site:

<http://www.geocities.com/arrowsharpe/>

Technical note

This from "Ye Olde Instructor"

The stall condition is *not* a function of speed; the stall condition is determined solely by the angle of attack.

Ed Note ("Ye Olde Instructor" will have me for this!)

Yes but: the lift force generated by a wing at a given AoA is a function of V^2 and it is possible to generate high G forces such that, even at "high" speed and an *apparently* moderate AoA, the wing will not generate sufficient lift to support the added G forces and the wing will stall. Under these conditions, the aircraft is sinking relative to the angle of incidence and that is equivalent to increasing the AoA – so he's right anyway!

QED an' all that!

For Sale:

This from Neil Nugent:

I am finishing up a Goldberg Eagle"2" all in yellow and black. The Orange and white Eagle"2" which is in the HGTV television show is for SALE! I am asking \$90.00 for it. If anyone is interested they can contact me after 1700hrs. at (905) 524-0759 or E-mail me at: neil.nugent@sheridanc.on.ca

A Treasure Trove

Barry Ward took me to see an incredible private collection of WWII stuff. This collection of models, photographs, and artifacts of every description has been assembled by Ron Bradbury who runs Lakeview Books at Parkwood Plaza, 5295 Lakeshore Road E, (at Kenwood) Burlington. The collection includes over 100 models, many prints signed by such well known pilots such as Tuck, Johnson, and Bader. The collection also includes pictures of Burlington veterans.

Ron is a Canadian who served with the U.S. Marines as a helicopter crew chief from 1956 – 62. During this service, Ron took part in a successful rescue from the Pacific and earned a certificate signed by no less a person than Sikorsky.

Ron sells new and used books including, of course, a veritable feast of WWII volumes. None of the artifacts are for sale.

Ron's private museum is well worth a visit. It's on the N. side of Lakeshore Road just E. of Appleby line. Parkwood Plaza is tucked in behind the PetroCan station. Phone: 905-639-4622.



Other Awards

The Herb Stoneham award will be presented to the recipient at the January meeting – if he shows up.

The Horses Arse award will be presented monthly. The victim will be expected to find another candidate for election at the following monthly meeting.

Some Canadian History

Eileen Vollick was the first woman in Canada to be a licensed pilot. Eileen started flight training in 1927 when she was eighteen. In February 1928, she completed a cross country flight from Hamilton to St.Thomas. Eileen went on to complete four landings from an altitude of 1500 ft to within 150 ft of a designated spot, one landing from 5000 ft with the engine off, five figure eight loops around two designated points, and a 175 mile cross country flight. All that from a 5' 1" lady of only 89 lbs in a JN-4.

Meeting Dates, 2000

The Following dates have been set with the Burlington Seniors' Centre:

January 27
February 24
March 23
April 27
May 25
September 28
October 26
November 23
December 14

These date all occur on the forth Thursday of the month with the exception of December.

The End.

And I'm sure you'll agree that's quite enough. Ed.