



The News Letter of the Burlington Radio Control Modelers Club

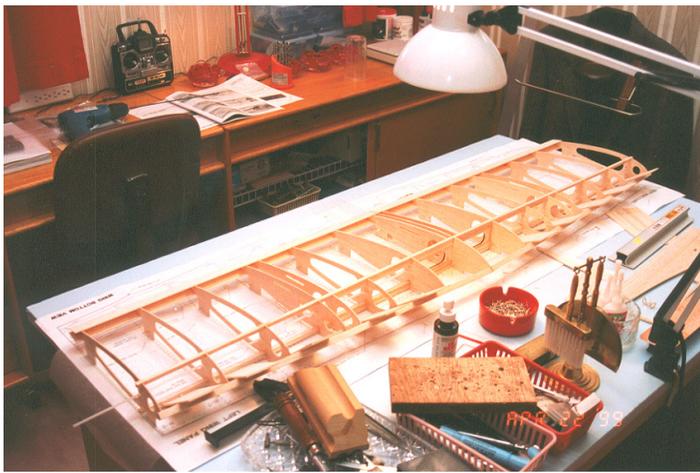
Box 85174 Brant Plaza, Burlington, Ontario, L7R 4K4

Editorial

In last month's edition I published four dates for upcoming events. You'll be pleased to know that I got two of them right! Corrected dates in this issue. If you know of any upcoming events that might interest club members, please let me have them.

Fall has arrived in a convincing fashion with temperatures appropriate to the season. It's too cold for me but there are some hardy souls in the club who will carry on even if they have to resort to skis. So be it. If it stays cold, this wimp is going to retreat to the workbench and the books.

As always, I am looking for input from the membership. I can be reached at 416-622-3705 or by E-mail: cragg@inforamp.net or S-mail to suite 2010, 820 Burnhamthorpe Road, Toronto, M9C 4W2 or FAX 416-622-4134



The President Writes

Well, we are back into the swing of things again as the fall season is upon us. We have had some beautiful flying days lately, and I was one to take advantage of the weather while it was here. Unfortunately the building season came upon me very quickly, at approximately 11:50 A.M. on Sunday October 8th. My Mitsubishi J2M-3 Raiden, Allied Code Name 'Jack', which had been performing so magnificently earlier decided to become a Kamakazi!

Unknown to me, a crack had been inflicted in the right stabilizer, near the joint to the fuselage. Takeoff was normal, the first few circuits were normal, and the first low pass beyond the active runway was a beautiful site to behold. The aircraft climbed into the sky so realistically, and beautifully, and completed the downwind leg from right to left, gaining altitude as it progressed

Next Meeting
Thursday, October 26
An Exhibition & Talk About
Radio Controlled, Handcrafted Boats
by
Peter Fulcher & Henk VanBalkom

around the circuit. Swinging into the base leg of the circuit at approximately 200 feet altitude over the trees at the left of Bay-view Park, I pushed the nose down as I turned toward the field to complete another low pass. Everyone knows that when the nose is pushed down, the air speed increases, and so do the additional stresses on the airframe. As it cleared the tree line before the power lines on the left side of the field, I see a frightening sight. The right stabilizer of the aircraft is now flapping like the wing of a bird, but at the speed of the wing of a hummingbird. The noise of the offending tail feather reaches the flight line. Brrrrrrrrrrrr! The aircraft now noses further down with no intention of responding to the up elevator, which, by the way, makes the matter worse because up elevator puts additional pressure on the broken stabilizer, causing greater oscillations and gyrations.

What can I do? Throttle back and watch as the wounded bird plummets to earth. I expect that impact was somewhere between 100 and 150 Km/hr. Fortunately the earth beside the gravel roadway to the south of the field was relatively soft but it required two hands to pull my motor free of the dirt. The aircraft is beyond repair.

Funny thing though, I remember seeing a few paint cracks and chips in the stabilizer before taking off, right where the stabilizer had failed in flight. I broke one of my rules! Preflight check the aircraft before takeoff! Not just the control movements, but check the hinges, control surfaces for tightness, flying surfaces for movement, and any other wiggles and twists that might be present. In this case it cost a year's work, and an aircraft. Isn't hindsight great? I have already started to cut the parts for another. I will report on its progress as we proceed throughout the year. I expect this one will be better and stronger than the previous model because I learned a lot of things in the scratch building of the first version.

On to brighter things, for the October meeting, Dick Fahey and Howard McNamara have lined up some presentations for the membership as a learning presentation. November will be our Annual Rubber Race with the Hamilton Flying Tigers, which is expected to be a fun night with prizes for the winners. Please join in on the fun and bring a rubber powered model. Darlene, from the Hamilton club has promised to provide additional entertainment as a distraction this year. I can hardly wait.

To all, take advantage of the weather while you can, and remember some of us fly all year round, weather permitting. Fly safely but most of all HAVE FUN, that is what the hobby is all about.

Bill Swindells, President

Coming Events

These are the events that I know about so far. Updates and/or corrections are welcome.

- October 26 monthly meeting
- November 3 - 5 Hobby Show, International Centre
Volunteers need to man the MAAC booth. Contact Ed.
- November 23 monthly meeting, Rubber Race.
- December 3 Christmas Parade, setup Saturday 2nd.
Bill Montgomery organizing this.
- December 14 monthly meeting

MAAC Zone Meeting, September 30th

A full account of this meeting will be published in the December issue of the MAAC magazine. Seven BRMC members attended and 30 were represented by proxy. Meanwhile:

Wayne Bransfield was re-elected as the Middle Zone director by a two thirds majority of those present and those represented by proxies.

A proposal to set up a "flight centre" in Tillsonburg gave rise to a motion to the effect that any such move should be subject to the approval of the membership through a referendum. Details in the MAAC magazine.

Did You Know That....

This is a very small extract from an article in Model Airplane News, November 2000 by Dave Gierke. The extract is small but contains a veritable mine of information. Here it is:

[while "cool and oily" - achieved through running rich to the point of 4-cycling - is highly desirable during the running in of ringed and ferrous lapped 2-stroke engines] 4-cycling is detrimental to the longevity of ABC-type engines, which include ABC, AAC and ABN units. Very rich 4-cycling cools the normally tight-fitting piston and cylinder to the point where they contact (at the piston crown) when passing top dead center in the tapered cylinder. In a relatively short time, the very top circumference of the piston wears to a point where it no longer seals properly when the engine heats up after being peaked (needled) for maximum performance, since the cylinder is designed to expand faster than the piston. ABC-type engines should be broken in at a rich 2-cycle mode with occasional short peaked periods such as those produced by momentarily pinching the fuel line.

Our Readers Write

This from me Ed.

If the season is really over, I shall remember my last few days at Bronte with a huge sense of fun. You see, I got into an aerial "dog fight" with Steve Plonka - me with my SE and Steve with one of his own designs. Miraculously, we didn't collide while going through every manoeuvre possible to get on the tail of the other guy. Thanks Steve for one helluva fine time.

It warmed up again so I took my Extra out for some fun. It's a tricky little bird - especially with the ailerons on high rate even with 50% exponential - but it's still in one piece (as I write!)

For my winter project, I'm going to build a P51D from a Top-Flite kit. A Saito .91 will provide the power. This will be my first scale warbird complete with flaps and retracts. It should be interesting one way or another.

This from Dick Fahey

As part of the open house at the Appleby Place senior's residence, BRMC members Wayne Gilbank, George Bartkus, Harry Barnard, and Dick Fahey displayed aircraft and answered questions. The open house was held to raise money for the new Hospice House slated to open in Burlington.

Others taking part included the Antique Car Society, Model Railroad clubs, and Quilters.

A Collection of Common Phrases

This is from an endless source of stories ~ Ernie Fryer!

A teacher asked her students to complete some well known phrases. This is a sample of the replies:

It's always darkest before..... Daylight Savings Time
Never underestimate the power of..... Termites
You can lead a horse to water but..... How?
Don't bite the hand that..... Looks dirty
No news is..... Impossible
A miss is as good as a..... Mr.
You can't teach an old dog new..... Math
If you lie down with dogs, you'll..... Stink in the morning
Love all, trust..... Me
The pen is mightier than the..... Pigs
An idle mind is..... The best way to relax
Where there's smoke there's..... Pollution
Happy is the bride who..... Gets all the presents
A penny saved is..... Not much
Two's company, three's..... The Musketeers
Don't put off till tomorrow what..... You put on to go to bed
Laugh and the whole world laughs. With you,
cry and..... You have to blow your nose
Children should be seen and not..... Spanked or grounded
You get out of something what you.... See pictured on the box
When the blind leadeth the blind.... Get out of the way
Better late than Pregnant

***Don't forget the Hobby Show
Volunteers needed to man the
MAAC booth.***