



The News Letter of the Burlington Radio Control Modelers Club

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

Editorial

Happy new year everyone. We certainly got off to a good start at the Frost Fly. Many members turned out to enjoy the fun with chilli-con-carne provided by Tony Pittari and coffee, hot chocolate and donuts organized by Harold Jones.

At the last general meeting, your editor (me) floated the idea of dropping Skywords since it didn't elicit any response and I feared it was of no interest. There are times when it's nice to be wrong! I am happy to say that many members have expressed their support and I have a number of contributions worthy of inclusion. Many thanks to you all.

Harold Jones saw my 'profile' in the on-line magazine "ModelFlight" and suggested that it would be a good idea to include profiles of BRCM members in this newsletter. Now, why didn't I think of that? Anyway, the first profiles appear herein and I hope to have at least one per month hereafter.

For all of these unaccustomed riches, I am always looking for articles to publish in Skywords. Talk to me at 416-622-3705 or by E-mail: Lawrence.Cragg@Sympatico.ca or S-mail to suite 2010, 820 Burnhamthorpe Road, Toronto, M9C 4W2

Annual Trophy Awards.

The Herb Stoneham award will be presented to the *senior* who has contributed substantially to the club.

The Cliff Moore award will be presented to the member who has best contributed to the club over the past year.

Mike Block's Work in Progress.

Mike Block sent some pictures of some of his current toys on the bench. He writes:

The hangar 9 Sukhoi ARF is a fairly quick build although I made a few mods. to the engine box to accommodate the ZDZ 80

Check out that BAZOOKA underneath to quiet the beast!



Also, notice the size of those elevators!

The other 2 pics are of a scratch built Zirolì Stearman 77" span that I started about 3 years ago when I purchased



Thursday, January 23rd. Annual General Meeting Presentation of the 2003 Budget Election of new board of directors

The Annual General Meeting

The January meeting is our Annual General Meeting and you are receiving official notice of this meeting with this mailing or reading of this newsletter.

At this meeting, the "old" executive will present the budget for the year 2003. The executive will then offer a slate of candidates who have agreed to serve on the board for year 2003. This is done to simplify the election process but in no way implies a done deal nor does it prevent nominations from the floor for alternative candidates. However, if you're going to nominate a member for a particular office, please ensure that your nominee is willing to serve if elected. With nominations closed, the meeting will proceed with the election. **Only those members who have paid their 2003 dues are eligible to take part**

After the election, the meeting will be adjourned then reopened under the new executive and one of the first orders of business will be approval of the budget (presented earlier) to effectively create a mandate for the new treasurer.

that 5 cyl. Saito radial. I have since sold the motor but, have started "picking" away at the project again with plans to hang a gas burner on it.



I also just purchased some HEAVY METAL, no, not the music!, a Zirolì P-40 Warhawk, A fellow in Brampton had the kit cut by The Aero-plane Works in NJ., the plans, the big 6 3/4" alum spinner, glass cowl, and get

this, a full graphics pak for the flying tigers version of the aircraft! All NIB. This is just a beautiful kit, precision cut, all top quality wood.

The airplane is huge, 94" span, 28-35lbs, so, I guess that's my next project.



Some faces from the 2003 Frost Fly

Profile: Ted Pritlove

This is the first of what I hope will be a series of profiles of BRCM members.



Ted Pritlove loves jets - or anything that even looks like a jet. He either paints the models to look 'jet like' or he buys prop-jet type ARFs. In the jet model community there is an expression: "... the need for speed" and Ted enjoys that aspect of our great hobby. Ted has had

three ducted fan jets: a Byron F-16, a Yellow Aircraft A-4 Skyhawk, and a BVM Maverick. Ted sold the first two but still flies the Maverick at Bronte.

Ted currently flies a 1/4 scale Extra 300, a prop-jet F-16, an LA-1 pattern aircraft, a prop-jet F-4 Phantom and, in his newest interest, an electric twin jet which he flies with great panache at every opportunity. Ted has turned his thoughts to a small turbine powered aircraft or, since electric models are the fastest growing segment of our hobby, perhaps his next model will be a soon-to-be-released Sukhoi Su-27 twin EDF - 53 inch wing span with retracts driven by two electric Hacker B40 motors. Meanwhile, Ted plans to finish a prop-jet F-20 and a T-33 electric ducted fan this winter.

So, what else about Ted? He served an apprenticeship with Dofasco, left to get a degree in mechanical engineering, then returned to Dofasco from whence he retired in 1992 as Superintendent of Central Shops.

In between times, Ted had spent three years in the Air Force Reserve (424 Fighter Squadron) as a weapons and munitions technician where he developed his interest in aviation. Subsequently, while at Dofasco, he asked Dofasco's Recreation Department if there was an aeroplane club and they suggested that he talk to a fellow called Charlie Chomos. Since meeting Charlie and joining the club in 1978, Ted has built a total of 23 R/C aircraft with one model having a total of 581 flights during its 13 years of life - yes, he keeps a log!

A Former Member Writes

This is from Murray Corvello who has moved to Buffalo.

I am settled down here in the US now and will likely fly out of the Hamburg Club when I get the time.

I have attached a photo of my GP Ultimate. It flies very nicely though I still have some trim issues. Power is an OS Fs70 4S. Very nice flyer. Wheel pants both died on the last trip to the field due to the grass and small size of the wheels.



Radio is an Airtronics Radiant 6ch.

Murray

Ivan Wismayer's Current Project

Ivan's 1/5 scale Spitfire Project 01-Jan-03

Bill Swindells had an old 1/5 scale Mk V, IX, XVI & XIX Spitfire Kit from PICA which he acquired partially built. As Bill wasn't going to get around to building it, he offered it to me for the price he paid for it. I had to grab it! I suppose by acquiring the Spit I got inducted without ceremony in the "War bird club" and the likes of George Bartkus, Wayne Gilbank, Carl Gross, Bill Swindells, Wayne Bransfield, Norm Harris and of course Art Titmarsh and all the other in our club that I have forgotten to mention - sorry.

George Bartkus showed me his stuff and fibreglass construction of his world famous FW-190A. He now has two of them approaching the finished stage. This is possible because he built fibreglass moulds for most of the parts. Therefore he could duplicate, or any club member could duplicate, the model for a fraction of the cost of a regular kit. This gave me an idea to do the same with the Spit.

In the following months, I will attempt to construct the moulds for the Spit in a generic form. This will allow greater flexibility for a modeler to build the various versions of the Spitfire that were built during WWII. Once the moulds have been completed, I will go through the process of making the actual airplane pieces such as the fuselage, cowl, tail, stabilizer, wing fairings, etc.

At this stage I am presently building the fuselage to the point of it being a 'plug' to make a polyester female mould. The mould would be



constructed in two, split into a left and right halves. The inner part of these moulds will be 'gelco' coated to impart a very smooth finish to the final product. From these moulds the actual fuselage will be fabricated using epoxy fibreglass. These final halves will eventually be joined together with fibreglass tape.

The wing will be formed in five sections (one centre, two middle and two outer sections) and will be made out of foam cut courtesy of Carl Gross at Skycraft Hobbies. These will be sheeted with 3/32 balsa and eventually covered with epoxy fibreglass (very light) cloth. Sanded and then painted. I haven't decided how I am building the tail plane. Whether to build it traditionally built-up or moulded or even a combination, I will decide one way or another as I think on it more. Robarts will supply the retracts' and hinges. The rear wheel will also be retractable - later versions of the MK IX. I have to search for a retract for this one or I'll have to make one.

That's it for now. I will be writing future articles as the building progresses.

Cheers

Ivan

Around the Circle – Control Line flying

This from Tim McTigue

Pssst... wanna hear a secret? The Burlington Radio Control Modelers club has a field for the purpose of flying Control Line model aircraft. No kidding! This may be Burlington's best-kept secret. I can almost hear the rumblings – "Wait a minute! Control Line? No way! What is it, anyway?"

Considering the name of the club, it may be surprising to many that the club has, for many years, maintained a Control Line (C/L) circle at Bayview field. Everyone passes it on the way in, but how many notice it or know what it's for? Well, now you know. From what I'm told, we can thank a longtime club member, Fred Madden, for the fact that the circle exists. I don't what obstacles he faced, if any, in getting the circle set up, but what I do know is that in addition to being an accomplished modeler and R/C flier, he did love C/L and had been doing it for many years. I know nothing of his accomplishments other than those already mentioned, but I did meet him once or twice, and he seemed like a character. It would be great to read of his exploits in these pages. Fred passed away last year, and at the November meeting, the club voted to name the C/L circle after him – the Fred Madden Control Line Field.

So what is this "black art" called Control Line? On the surface it seems pretty simple. The aircraft is powered by a standard two- or four-cycle glow engine which has no throttle. The engine runs at a more-or-less consistent speed throughout the flight. The plane is controlled by means of two stranded-steel lines attached to the plane by means of a bellcrank – the other end of the lines is attached to a handle held by the pilot. The bellcrank is attached to the elevator by a pushrod, so that when one line is pulled, the elevator goes "up", and when the other line is pulled, the elevator goes "down". Because the plane is "tethered" to the pilot, the flight path is circular.

There you have it. The plane flies in a circle around the pilot, who can control the up-and-down motion of the plane but nothing else. Seems pretty simple, doesn't it. But wait – it gets better. It's not quite correct to say that the plane flies in a circle, because it really flies in a hemisphere. Because of the design of these planes, an almost unlimited number of stunts is possible – from loops, to wingovers, inverted flight, etc. In fact, there's a whole discipline of C/L called Precision Aerobatics – what the R/C guys would call "Pattern". There is also an incredibly wide number of ways to enjoy C/L, including Scale, Sport, Speed, Team Race, Carrier and a number of other sub-specialties.

So who uses the BRCM's C/L circle? Well, Yours Truly, for one. I've been using it for two seasons now. David Hoover, a longtime BRCM member, has been flying there for a number of years, and we fly together as often as our schedules will permit. We also get occasional visits from other clubs – principally the Balsa Beavers, some of whom compete at the World level.

The club has some plans for improvements this year at the Fred Madden C/L circle, so keep an eye on it. It's located to the left of the parking lot at Bayview – if you look to your left as you drive in, you can't miss it. If you see one (or more) of us flying, stop over to chat – we love company!

Profile: Tim McTigue

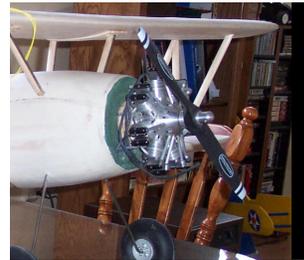


Tim McTigue has been building and flying C/L models for about two years. Tim and his family moved to Burlington about four years ago and Tim works as a software developer for John Deere here in town. He recently took on the task of Webmaster for us and he also runs his own web site at <http://home.cogeco.ca/~controlline/default.shtml> In addition to all that, Tim is a musician – he plays guitar, piano, mandolin and, recently, banjo. Tim writes music and does some amateur recording at home. Last spring, Tim wrote several songs with a Control-Line theme and he is hoping to record them this winter and maybe offer them on CD in the spring. Tim will be building at least two new aircraft this winter and, like most of us, will be rebuilding others.

More From Ivan Wismayer

In additon to building a Spitfire, Ivan is also building a Stearman for which he has a radial engine and, apparently, has been hasled to get it installed. He writes:

Hi All:



After repeated bugging by most of you, I have finally complied and mounted the radial! Some of the details of the engine I had built by Elmer of TechoPower II, then in Chagrin Falls, Ohio, are that it is a seven cylinder BIG Bore, 1/6 scale replica of a British engine. This one has 2 cu.inch displacement and weighs about 2 lb. This is good as your need weight in the front to balance the biplane. It probably has the performance of a .90 4 stroke. RPM is limited to 8000. I have a 15/6 prop. Recommended is 14/8 - 16/6. It hasn't been run yet.

Cheers

Ivan



A Short Story

This from Art Titmarsh

The owner of a golf course in Arkansas was confused about paying an invoice so he decided to ask his secretary for some mathematical help. He called her into his office and said, "You graduated from the University of Arkansas. If I were to give you \$20,000, minus 14%, how much would you take off?" The secretary thought a moment, then replied... "Everything but my earrings."

Winter Block Heater

This from Bill Montgomery.

Winter flying can be gobs of fun but trying to start a glow engine that has been sitting at -10C is sometimes troublesome. I came across a cool little device on the internet which can be bolted to the engine mounting flange and within minutes will bring the entire engine to summer like warmth. The device is based on a tab mounted power transistor which is [arranged] to pass about 2 amps of current. At twelve volts the heat output will be in the order of 25 watts, plenty to warm the coldest engine. The parts for the block heater should run \$10 and can be sourced from your local surplus electronics dealer or ordered on-line from DigiKey (www.digikey.ca).

The power transistor used is a TIP41C which is a very common TO220 (tab mount) unit with a maximum current of rating of 6 Amps. Any similar NPN TO220 transistor could be used but you might have to adjust the base resistor to set the current to 2 Amps. Please note that when you test the unit the transistor MUST be bolted to some form of heat sink such as your engine or a piece of aluminum plate. The transistor will be generating about 25 watts of heat and if the heat has no where to go the transistor will burn out within seconds.

Parts:

- (1X) TIP41C NPN TO200 power transistor
- (1X) 560 ohm 1/2 watt resistor
- (1X) Barrel type power plug (or any other 'polarized' power plug)
- (1X) Jack for plug
- (1X) 5 Amp fuse with inline fuse holder (automotive blade type is fine)

Heat shrink tubing
22 AWG or heavier flex wire (red and black)
Banana plus or spade connectors for 12 volt gel cell

Assembly: (block heater)

Solder the 560 ohm resistor between the B (base) and C (collector) pins on the transistor.

Trim the three transistor pins to remove excess length.

Solder a red (+) wire to transistor pin C and a black wire (-) to pin E

And if you like puns:

This from a peculiar friend on mine who disclaims all responsibility for this one

Mahatma Gandhi, as you know, walked barefoot most of the time, which produced an impressive set of calluses on his feet. He also ate very little, which made him rather frail and with his odd diet, he suffered from bad breath. This made him ...what? (Oh, man, this is so bad, it's good): A super callused fragile mystic hexed by halitosis.



Use heat shrink to protect the connections but do not cover the 'tab' portion of the transistor.

Attach the red and black wires to the power socket.

Bolt the tab of the TIP41C to the engine mount flange or back plate of the

engine.

Mount the power connector on a bracket or through the cowl to prevent it from flopping around.



Assembly: (power connection)

Solder red and black wires to the mating power plug so that the red connects through the plug to the red wire going to the C pin on the TIP41C and the same for the black to the E pin



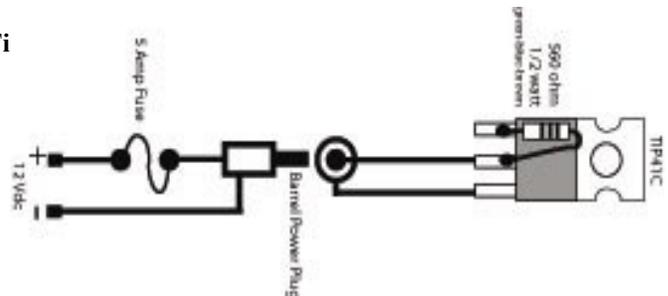
Solder an inline fuse holder in the red (positive) wire,

Attach banana plugs or spade connectors for connection to the gel cell.

Operation:

A small 3.5 or 7 AH 12 volt gel cell has more than enough capacity run the block heater for a typical day of flights. Five or ten minutes before you wish to fly simply plug the power cable assembly into the onboard block heater jack and in no time you will find the head will be warm to the touch.

Fi



In Case You Have To Talk To The Medics;

A number of us have found ourselves in hospital lately and, while in there, were subjected to incomprehensible medical jargon.

The following dictionary might help:

ANNALY - occurring early
ARTERY - the study of paintings
BACTERIA - back door to the cafeteria
BARIUM - what doctors do when treatment fails
BOWEL - letter like A,E,I,O or U
CAESARIAN SECTION - a district in Rome
CITARRH - stringed instrument
CAT SCAN - a search for kitty
CAUTERIZE - made eye contact with her
COLIC - a sheep dog
COMA - a punctuation mark
CONGENITAL - friendly
D & C - where Washington is
DIARRHEA - a journal of daily events
DILATE - to live long
ENEMA - opposite of friend
FESTER - quicker
FIBULA - small lie
GENITAL - a non-Jewish person
G.I. SERIES - soldiers ball game
GRIPPE - a small suitcase
HANG NAIL - a coat hook
HIGH COLONIC - Jewish religious ceremony
IMPOTENT - distinguished, well known
INTENSE PAIN - torture in a tee pee
LABOUR PAIN - got hurt at work
MEDICAL STAFF - a doctor's cane
MORBID - a higher offer
NITRATE - cheaper than the day rate
NODE - was aware of
OUTPATIENT - person who has fainted
PAP SMEAR - fatherhood test
PELVIS - cousin of Elvis
POST OPERATIVE - letter carrier
PROSTATE - flat on your back
PROTEIN - favouring young people
RECOVERY ROOM - place to do upholstery
RECTUM - damn near killed him
RHEUMATIC - amorous
SCAR - rolled tobacco leaf
SECRETION - hiding something
SEIZURE - Roman Emperor
SEROLOGY - the study of knighthood
TABLET - a small table
TERMINAL ILLNESS - sickness at the airport
TIBIA - country in North Africa
TUMOR - an extra pair

Hope this helps. Ed.

A Story

A little boy came down to breakfast. Since he lived on a farm, his mother asked if he had done his chores. "Not yet," said the little boy. His mother tells him he can't have any breakfast until he does his chores. Well, he's a little mad, so he goes to feed the chickens, and he kicks a chicken. He goes to feed the cows, and he kicks a cow. He goes to feed the pigs, and he kicks a pig. He goes back in for breakfast and his mother gives him a bowl of dry cereal. "How come I don't get any eggs and bacon? Why don't I get any milk in my cereal?" he asks. Well," his mother says, "I saw you kick a chicken, so you don't get any eggs. I saw you kick the pig, so you don't get any bacon, either. I saw you kick the cow, so you aren't getting any milk this morning." Just about then, his father comes down for breakfast, and he kicks the pussy cat as he's walking into the kitchen. The little boy looks up at his mother with a smile, and says, "Are you going to tell him, or should I?"

Events for 2003

February 02	Oakville Swap Meet Oakville, Ontario
February 15	Forest Lakeside Flyers Snow Fly
February 21,22,23	WRAMs Show White Plains N.Y.
March 2	Tillsonburg Swap Meet
March 5	Great Rubber Race Ham/Burl clubs
March 16	Aurora Swap Meet
March 23	M.A.A.C. A.G.M St John's NL
April 4, 5, 6	Toledo
April 23-27	TOP Gun Lakeland Florida
May 25	3 Forest Lakeside Flyers Annual Fun Fly
June 5, 6	Forest Lakeside Flyers Scale rally
June 7	Oshawa Flying Club float Fly Darlington
June 14	NRMFC float fly Chippewa Creek
June 14,15	Laddie's float Fly Christie Conservation
June 21	Rose City Flyers fun fly
June 21	Port Perry float Flyers Port Perry
July 19/20	NRMFC float fly Chippawa Creek
August 16	Tri Club fun fly Burlington/Oakville/ Brampton
August 16	???NRMFC fun fly
Sept 13	NRMFC float fly Chippewa Creek
Sept 20	NRMFC Air show Niagara district airport

Medical Alert

The American Medical Association has declared that the long term implications of drugs or medical procedures must be more fully considered. Over the past few years, more money has been spent on breast implants and Viagra than is spent on Alzheimer's disease research. It is now projected that by the year 2015 there will be fifty million people wandering around with huge breasts and erections who can't remember what to do with them

The Last Word to Andy Rooney

I've learned.... That one should keep his words both soft and tender, because tomorrow he may have to eat them.