



The News Letter of the Burlington Radio Control Modelers Club

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Editorial

Having had all summer to prepare for this edition, I left it to the last minute so I'm late. To those of you who know me this will be nothing new! Perhaps I will be just in time to get this edition to you before the next meeting.



The picture to the left will illustrate the true nature of "just in time". This is what happens when you leave it to the last moment to pull out of that nice loop you were doing. (The pilot survived!) Thus I am comforted by the realization that my 'just in time' is not quite so catastrophic!

Cheers, Lawrence.

The Annual Chomos Float Fly

The Kushog Lake Float Fly Association had its 2nd annual float at Airplane Charlie Chomas' cottage on Kushog Lake June 23-25/04.

Pictured here on Charlie's dock are Charlie's web footed friends: Harold Jones, Ross Gammage (Port Perry Float Flyers) Titty Titmarsh, Carl Small (with his incredibly built Turbo Beaver) from the South Haldimand Skyhawks and Charlie Chomas.



Next to Charlie's cottage there are some cottages for rent that have 2 bedrooms with a double bed in each, kitchen, living room with all the cooking facilities, and a screened porch. Each cottage has its own dock for flying over the lake. Anyone wishing to join the Kushog Lake Association next year call Harold Jones. Membership will be limited.

**Thursday, September 23rd.
Not Really Sure What We'll Do
But We'll Think of Something.**

A True Story

One weekend during a busy flying session at Bayview, a scale model suffered mechanical problems on takeoff and crashed into the pits area. The plane fortunately did not hit any persons or models but was pretty much totaled due to the severity of the crash. There was notable tension in the air following the crash as everyone gathered around realizing just how bad things could have been had the plane struck a person or another model. The tension was quickly relieved however when a new young pilot piped up "at least he doesn't have to go out looking for his plane!"

Stinson Reliant

Tony Moore built this magnificent Stinson Reliant from a Top Flite kit for Tony Pittari. It has a US 41 gas engine, 105" wing span and weighs 32 lbs.



It is covered in 21st Century Coverite material. Art Titmarsh flew it on its maiden flight this month.

Corn Roast

On Saturday, August 21st, the club put on the annual corn roast at Bayview. Dale Eldridge and Bryan Dixon worked their traditional

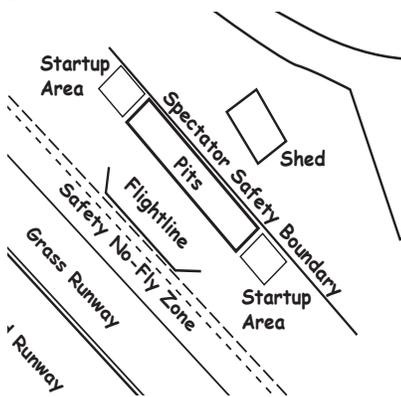


magic with the barbecue and the corn pot.

President's Message about Bayview.

Having been totally destroyed, the Bayview field has been rebuilt through the tremendous effort of Harold Jones, Bill Montgomery and Peter Hagens. In addition to the rebuild, Harold designed the Chickee, got the drawings approved, got the materials and arranged for everything necessary to get it built. Thus, through the extraordinary efforts of those three in particular, Bayview has been transformed into a first class facility. It is therefore particularly frustrating to see the rules being flouted and to listen to a litany of trivial complaints about the field. To correct this, a letter and a copy of the rules was mailed to *every* member yet still we have pilots behaving as if the rules apply to everyone except themselves.

The rules were written to provide a sensible framework within which members (and others) have a safe environment in which to enjoy our hobby. In particular, the rules state that models are to be started in the startup area and stored in the pits area when not in use.



The startup area is from the edge of the rubber mats to the end of the safety fence at both ends of the infield. This is in compliance with MAAC rules. Starting models beyond the safety fence is a violation of MAAC rules and is not permitted.

The area beyond the safety fence – at either end – may be used to park your model and equipment in lieu of the pit area but models may not be started there.

The BRCM Board of Directors is legally responsible to the Corporation for the safe operation and maintenance of the flying fields. As such the BRCM field safety rules can only be changed by a majority vote of BRCM Directors. There is no provision in the club bylaws for 'straw polling' rules changes.

Recently a small number of members petitioned the board to have the club safety rules changed to permit the storage of planes and field boxes for extended periods within the designated startup areas. This petition was discussed at the board meeting on September 7, 2004 and the board concluded that the proposed change would adversely affect the safe operation of the field. The Board felt that club members are entitled to an uncluttered area in which to safely start and adjust their aircraft. The petition was unanimously rejected leaving the existing rule unchanged.

The board has received complaints that the rubber mats in the pits areas can become slippery when wet or fuel is spilled on them. Most members are aware of this long standing situation and act accordingly. If you spill fuel on the mats during refueling please take the time to wipe up the spill so that others will not slip. The field managers are also investigating the use of a non-slip, 'grit' paint to further help alleviate this problem.

Electric Flight

At a meeting held at York Airfield on August 15th



the electrics put on an impressive show in eerie silence. However, this magnificent 60% scale Spitfire stole the show; or was it the two jets or Keith Shaw's ornithopter?



Emergency 911 calls

Bill Swindells prepared the following note:

Earlier this summer, we needed to call 911 for assistance at Bayview Park Flying Field. Of course the first thing that the dispatcher asks is the street address, as well as the nature of the emergency. These dispatchers are not well equipped to send emergency vehicles to an unknown area unless they have specifics of the location. About mid summer, we installed the familiar green and white street number sign (Thanks to Peter Hagens and Bill Montgomery) at the entrance to Bayview Park. **It is important to remember this number for any emergency calls. Our address is 1548 King Road.** This will expedite the dispatching of the appropriate rescue/medical vehicles for on site assistance. Please take note and if you frequent Bayview Park, remember this number.

Olean

Olean was attended by the usual villains:



Harold Jones' Birthday

Harold celebrated his ** birthday on September 2nd with a few friends.



Art Titmarsh reads a few congratulatory "telegrams"

Bryan "Squeaky" Dixon enjoys the fun.



.... while Harold takes it all in good part.

Tansley Wood

This from Harold Jones:

We were contacted by the entertainment director of the Tansley Woods retirement Center regarding doing a demo for the residents. So, on June 18 Titty Titmarsh, Ivan Wismayer, Carl Finch, Brian Dixon, Tom Healey and Harold Jones showed up with some static display models. Carl flew a couple of his park flyers and Titty flew a park model loaned to the club by Skycraft Hobbies.



The Surreal Gourmet

On Friday, August 13th (or was it Thursday?) the crew of the Surreal Gourmet set up shop at Bayview and worked from dawn to dusk to create one 22 minute episode of the show.

This is the "Toaster" as it appears during "shooting" of the episode.



Art Titmarsh gets his nails cleaned up before they will let him into the "Toaster".

During the session, we put on some flying demonstrations for them including one where they set up an unmanned camera at the end of the runway while we did our best to hit it (we missed). Hopefully, the Surreal Gourmet will let us have a tape of the show as well as a tape of our flying activity.

Tri-Club

Bramalea hosted this event on Saturday, August 14th.



Wayne & Pauline Gilbank joined us

Pennyisms.

Why is a person who plays the piano called a pianist, but a person who drives a race car not called a racist?

When someone asks you, "A penny for your thoughts," and you put your two cents in, what happens to the other penny?

Canada Day

We celebrated Canada Day at Bronte Park as usual. Attendance was a bit sparse.



Harold and Karen provided the BBQ services.



Definitions:

Once again, the Washington Post published its yearly contest in which readers are asked to supply alternate meanings for various words. And the winners are .

Coffee n. a person who is coughed upon.

Flabbergasted ad. appalled over how much weight you have gained.

Abdicate v. to give up all hope of ever having a flat stomach.

Esplanade v. to attempt an explanation while drunk.

Willy-nilly n. impotence.

Negligent adj. describes a condition in which you absent-mindedly answer the door in your nightgown.

Lymph v. to walk with a lisp.

Gargoyle n. an olive-flavored mouthwash.

Flatulence n. the emergency vehicle that picks you up after you are run over by a steamroller.

Balderdash n. a rapidly receding hairline.

Testicle n. a humorous question in an exam paper.

Rectitude n. the formal, dignified demeanor assumed by a proctologist immediately before he puts on his rubber gloves.

Pokemon n. a West Indian proctologist.

Oyster n. a person who sprinkles his conversation with Yiddish expressions.

Frisbeetarianism n. the belief that, when you die your soul goes up on the roof and gets stuck there.

Laddies Float Fly

Laddie's float fly went very well again this year. There were close to 40 models in attendance. Pictures from Harold.



N.E.A.T. Fair

This 'fair' was held at Peaceful Valley about 1hr's drive from Binghamton, N.Y. The weather was awful as you can see from the picture below



This fellow is holding three electric Funtana models. Yes, that's right, three of them: a 90 size, a 40 size and the new Mini Funtana

which is not yet released although I understand Hangar9 are accepting orders for it.

Don Field Memorial

This item is from the Oakville club news letter.

On August 13, 2004, Donald William Field passed away after valiantly battling illness. He was known by most members of O.M.F.C. for the person he was; a gentleman of the first order. I met him at the field about twenty years ago and we had an almost immediate rapport and through the years we became good friends. I shall remember his presence at the South field where he regularly demonstrated his consummate skills as a model builder and pilot. Not only did he fly there, he also held court and bestowed on us his intelligence, his wit and humour, and his generosity, with the time he spend on our airplanes, specifically on our engines. In due course I came to call him the "Engine Guru". He would walk up and down the flight line and tweak here and twiddle there until whatever engine he was working on would purr like a kitten. Once a young man who just received his wings asked him, what his secret was that made him so successful with engines, and he answered "Well son, first I adjust the high end, then the low end, and if that does not cure it I address the engine and threaten to pee in it's carburetor and most of the time that does it". He was a very active member of our club and seldom missed a meeting. He was a past president and a very colourful one at that. Although he was reluctant to



speak of his experiences during WW II, like most true heroes, during his last years he told me how he flew his Lancaster 48 times over enemy territory, often returning with his aircraft horribly shot up. During his times in the RAF his plane had to be replaced 11 times. Some of his crew did not survive and he himself was wounded badly. He was awarded the Distinguished Flying Cross and if anyone deserved it, it was him. I must say, that his passing has affected me more than the loss of some of my own family. It was heartbreaking to see him in his decline, yet whenever I visited him he still managed a smile and a wink. His daughter Pat truly impressed me with

the loving care she gave her Father to the very end. Nothing was too much for her and I could see in Don's eyes how much he loved her and how he appreciated all she did for him. On the day after Don's death I sat outside in my garden, contemplating life without my very special friend. All of a sudden I heard this tremendous roaring sound in the sky. The Warplane Museum's Lancaster flew right over my house, banked towards the lake and disappeared in the distance. I took it as a message

from Don telling me to get on with life and quit moping. It made me feel a little better, nevertheless he will be sadly missed, by me especially and I'm sure by all of us who knew him.

Henry M. Vanderbeek



Sadly, we lost our own **Olaf Wodrich** this year.

Olaf's profile appeared in the April, 2003 edition of Skywords.

And on a lighter note

Why do we say something is out of whack? What is a "whack"?

If you mixed vodka with orange juice and milk of magnesia, would you get a Philips Screwdriver?

Monster B52

Unfortunately, it is no longer with us. There was a web site (<http://www.stukastudios.se/b52.htm>) which presented video of a successful flight through take off and landing. Then, another flight appeared to go well until, inexplicably, the model dived into the ground. It and its eight jet engines appear to have been totally destroyed by the impact and the subsequent fire.

As of the time of writing, the web site referenced above has been "suspended" I know not why.

