



# Skywords

The Newsletter of :  
**Burlington Radio Control Modelers Inc.**  
**P.O.Box 85174 Burlington Ontario L7R 4K4**  
**WWW.BRCM.org**

**April**  
**2007**

## Your Board and their Responsibilities

### The Executive

<b>Ivan Wismayer</b>	<b>President</b>	Field Manager at Bronte
<b>Lawrence Cragg</b> and <b>Reilly as</b>	<b>Past President</b>	Manages email address lists. Will substitute for Jim membership secretary at Monthly meetings.
<b>Tony Moore</b>	<b>Secretary</b>	Keeps club records and keeps us legal with MAAC and Governments
<b>Kevin Andrew</b>	<b>Treasurer</b>	Looks after our money.
<b>Tom Gwinnett</b>	<b>Vice President</b>	Edits Skywords

### Board Members

<b>Jim Reilly</b>	<b>Membership secretary</b>	Keeps track of membership, takes money and issues membership cards
<b>Patrick Losier</b>	<b>Wings Program</b>	Organizes and instructs wings program.
<b>Kevin Mcloed</b>	<b>Jets and Rules</b>	Represents the interests of Jet owners and takes care of reviewing and recommending changes in club rules as required.
<b>Bill Swindells</b>	<b>iaison</b>	with MAAC and other clubs
	<b>Dale Eldridge</b>	<b>Field Manager</b> Bayview
<b>Art Titmarsh</b>	<b>Programs</b>	Looks after meeting entertainment.
<b>Tim McTigue</b>	<b>Web Master</b>	Runs the Web Site



de Havilland DHC-2 Beaver



This is a F104 built and owned by Harry Curzon, a pal of Lawrence Cragg's in the UK. 8ft long, wing span 44" power Wren Super Sport 18lb thrust. This is the ultimate "Anti-Cub"



## Quiz

Which Aircraft made the first crossing of the Atlantic?

**James Allan ("Jim") Mollison (1905-1959)** was a famous Scottish pioneer airplane pilot. Born April 19, 1905 in Glasgow, Mollison was to set many records during the rapid development of aviation in the 1930s.

In July-August 1931 Jim Mollison set a record time of 8 days 19 h for a flight from Australia to England, and in March 1932, a record for flying from England to South Africa in 4 days 17 h.

During one of his flights, he was matched with the equally famous pilot Amy Johnson, whom he proposed to only 8 hours after meeting her, and while still in the air. Johnson accepted; they married on July 1932, and she went off to break her husband's England to South Africa record. They were dubbed the flying sweethearts by the press and public. **Jim continued his record-breaking attempts and on August 18, 1932 was the first pilot to perform an East-to-West solo trans-Atlantic flight from Portmarnock, Dublin, Ireland to Pennfield, New Brunswick, Canada.** In February 1933 Mollison flew from England to Brazil in 3 days 13 h, using Africa as a stop-over continent, a record time and the first solo crossing. By then, he and his wife began to plan a record breaking flight across the world. On July 22, 1933, they took off from Wales, but their plane could not make it to Connecticut in the United States, crashing before landing there. He and his wife were injured, and the plane broken apart by souvenir seekers.

In October 1934 the Mollisons took part together in MacRobertson Air Race, attempting to recreate Jim's 1931 record flight in the reverse direction. Their de Havilland DH.88 Comet Black Magic led the competitors off the line and was leading at Baghdad, but they were forced to retire at Allahabad with a broken oil line.

The Mollisons' marriage became strained by the effects of being rivals for the same aviation records, and also because Jim had a drinking problem, and they were divorced in 1938.

Jim Mollison later settled in London and ran a public house. He died on October 30, 1959.



Puss-Moth

**Beryl Markham was born Beryl Clutterbuck** in Melton Mowbray Leicestershire, England. When she was four years old, her father moved the family to Kenya, which was then British East Africa. Although her mother, Clara, disliked the isolation and promptly returned to England, Beryl stayed in Kenya with her father, where she spent an adventurous childhood learning, playing and

hunting with the natives. On her family's farm, she developed a knowledge of, and love for horses.

As a young adult, she trained horses, becoming the first licensed female horse trainer in Kenya. She later took up flying, becoming a bush pilot and **the first person to fly the Atlantic Ocean east to west (solo non-stop flight).** These experiences were chronicled in her critically acclaimed memoir, *West With The Night*, published in 1942.

### A Puzzle

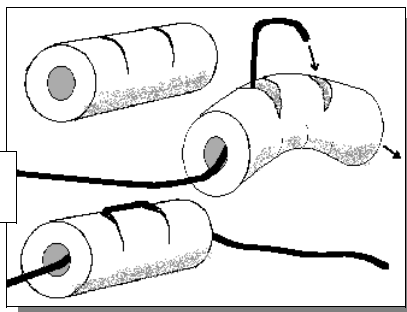
In these two articles (both stolen from Wikipedia), two different people are credited with making *first Solo East West* crossing of the Atlantic. If someone can research this and provide an explanation I'll print it next month.



Vega Gull

### Quiz

Which Aircraft made the first Non-stop crossing of the Atlantic?



Antenna Keeper

### ANTENNA KEEPER

What do you do to keep the end of your antenna in place? A 1/2 inch piece of fuel tube does the job nicely - cut two slots in it about 1/2 way through. Squeeze the tubing to open up the slots, and thread the antenna through the slots as shown. The tubing can then be slid up the antenna as desired.

The tubing will not beat your aircraft to death as the antenna whips around in flight, will hold the antenna securely, and yet in case of (ugh!) a crash, the tubing will slide right off instead of breaking the antenna.

When asked how much money flying takes reply:  
Why, all of it!



**From the Editor**

April is "Toledo month" and as usual a group of our members made the pilgrimage, some staying for two or three days, some dashing down and back in one day. The general consensus seemed to be that while it's always worth the effort to go this wasn't a "great" Toledo just an average one.

One thing that seemed obvious to me was that in a few years time there will be "Electric" and there will be "Giant" fuelers only. Judging by the displays, the days of the 25 to 90 size glow are numbered. Of course there will always be a "hold-out" group but the majority have moved-on already. When you have electric Fan Jets that will push 150 MPH and fully 3D capable electrics with 72" wing span, you just know the jig is almost up for the poor old glow motor.

I went down with Lawrence and a couple of interesting things happened. One, we "missed" Toledo. Just how two seeing people could drive though a city on the freeway and not notice it, is anyone's guess. We were half way to Cleveland before we came-to. The second thing is that in a bar named Frickers, Lawrence, Ivan and me were asked to show ID before getting a beer. (See Picture above) Apparently everyone has to: it's the law. But pretty odd, some of us have grandchildren that don't have to do that!

Flying weather can't be far away, can it?

Tom Gwinnett

A military aircraft had gear problems on landing, and as the plane was skidding down the tarmac the tower controller asked if they needed assistance. From the plane came a laconic southern voice:  
Dunno - we ain't done crashin' yet.

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asks, "What was your last known position?" The reply:  
"When I was number one for takeoff".

**EVENTS**

The club member most involved in each event is mentioned in blue.

**April 26 Burlington General Meeting 7:30 PM**

**May 3 - 6 Lakeland Florida Top Gun 9:00 AM - 5:00 PM**

**May 13 Niagara Falls Spring opener control line stunt**

**May 16 - 19 Woodruff S.C. Joe Nall 9:00 AM - 5:00 PM**

**May 24 Burlington General Meeting 7:30 PM**

**June 9,10 Burlington Christie Float Fly 9:00 AM - 5:00 PM**

**Laddie Mikulasco & Ivan Wismayer**

**June 9-10 Toronto Centennial Pk C/L Championships**

**June 16/17 Burlington Fathers' Day Air Show Scale Rally  
9:00 AM - 5:00 PM**

**Al Race and Paul Chitty**

**July 1 Burlington Canada Day Fun Fly 9:00 AM - 1:00 PM**

**Tom Gwinnett & Harold Jones**

**July 7,8 Olean N.Y. STARS Scale Rally 9:00 AM - 5:00 PM**

**July 20,21,22 Chatham Chatham Scale Rally 9:00 AM - 5:00 PM**

**Aug 4 Bayview Quad Club Fun Fly**

**Kevin Andrew**

**Aug. 4,5 Hamburg N.Y. Flying Knights Scale Rally**

**Aug. 11-12 Stoney Creek SOMA (Was GLMAAE)**

**Bill Swindells & Art Titmarsh**

**Aug. 25 Burlington Corn Roast and Fun Fly 9:00 AM - DARK**

**Bryan Dixon**

**Sept. 8,9 KW Flying Dutchmen KW Scale Rally 9:00 AM - 5:00 PM**

**Sept 8 Niagara Falls Cndn F2B Team Trial and Stunt Contest**

**Sept. 27 Burlington General Meeting 7:30 PM**

**Oct. 25 Burlington General Meeting 7:30 PM**

**Quiz**

Who made the first East-West crossing (by air) of the Atlantic and in what aircraft. (Read the question again before answering. Extra points if you answer without Google)

## DUAL RATES - the Good, Bad, and Ugly

by Clay Ramskill

Usually found on radios with 6 or more channels, dual rates allow you, with a flip of a handy switch, to change how much servo response you get from a movement of your control stick. There is a switch for each channel involved, and an adjustment for each which allows you to "dial in" how much less response you'll get with the dual rate "on".

Dual rate use is fairly simple - with the dual rate "off" you get normal response; that is, full servo rotation with full stick deflection. Turning dual rate "on", you get only a certain percentage of the servo rotation you would normally have had at any stick deflection. That percentage is what you control with the adjustment on the transmitter. This is a nice capability - your plane can be set to be wildly responsive for aerobatics, yet with dual rates on, you can still fly very smoothly, for landing, for instance. Pattern fliers use this a lot.

**THE GOOD.** You could set your plane up such that with dual rate on, the elevator travel isn't enough to stall the plane, allowing smooth, stall-free flight. Turning the rate back up then would allow such maneuvers as snaps and spins. Some folks use dual rates for landing only, to stop overcontrolling at slow speeds. Dual rate capability is super for test flying a new plane, when you're unsure of just how responsive the plane will be. The possibilities are near endless.

**THE BAD.** The radios with dual rates cost extra bucks. You have more switches to twiddle with, and to check before flight. And in dual rate, you're not using all your servo travel - they will not be as accurate as they are using full travel, nor as powerful.

**THE UGLY.** The problem is, that you get used to having a certain response from your plane, and expect that response all the time. With dual rates in use, you must remember whether you're "in" or "out" at all times so you know what responses your plane is capable of. A BUNCH of planes have been crashed that way; the pilot wondering why his plane wouldn't pull out of a loop like it normally did! Or on dual rates, the plane couldn't respond quick enough to overcome some turbulence on landing.

**The Bottom Line.** If you have dual rates and use them, you've got to know at all times where those little switches are set. If you don't use them, set them such

that if the switch is turned on, you still have 100% travel; that way, it doesn't matter where the switch is. NEVER set the rate such that the plane is unflyable or only marginally controllable with dual rate "on". You all know how Murphy's Law works, right?

## Answers to last month's Quiz.

America's first daylight raid on Europe was in a "Douglas A20G Havoc"

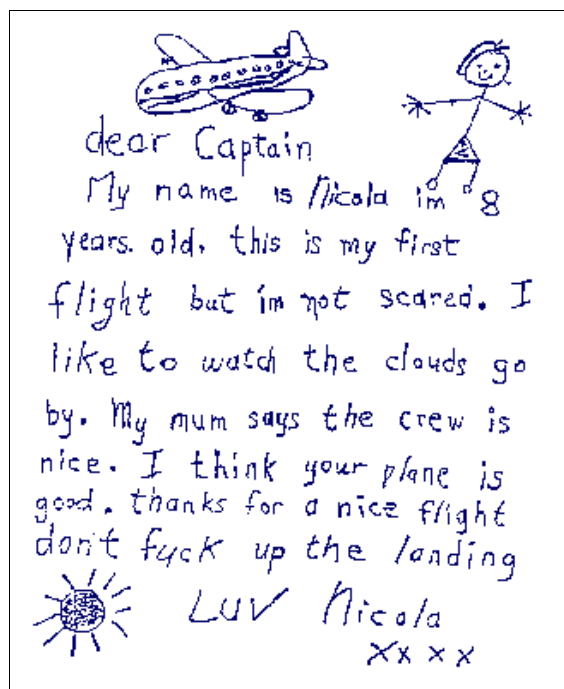
ID of twin boom twin jet. M55 Myasishchev Hi-Alt Recon. 1988-1994

Juan de la Cierva, who invented the autogyro after witnessing a fatal stall, died when the fixed wing plane he was flying in stalled at low altitude.

The Ilya Muromets is famous for being the first four engine bomber and, had the war not intervened, would have been the world's first multi-engined passenger plane, which is what it was designed for.

Harriet Quimby should have chosen another day to be the first woman to fly the English Channel if she wanted to become famous. On the day after her triumph the papers read "Titanic sinks".

The Diamond DA-42 is unique as the first Diesel Twin.



Sorry! But I couldn't resist.

**Quiz** The longest non-stop flight ever made by a prop-driven fighter was from Hawaii to New York Feb 27-28 1947 What was the aircraft?



**From Toledo  
2007**

