



The News Letter of the Burlington Radio Control Modelers Club

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Editorial

This is *your* newsletter, write something dammit! Yep, it's me again with the same old complaint and I expect the same result.

Tom Gwinnett is in the Kalahari desert and Paul Chitty who will be your new editor, is not yet up to speed. So, here goes. I hope you will find this edition of some interest.

Cheers. Lawrence (Binker@Sympatico.ca).

Model Train Show Feb 9th 08

The Burlington Model Railway Club mounts a public display every February and very kindly asks us to participate. This year Paul Chitty, Carl Finch, Harry Barnard and I provided the display with Paul also providing the computer and Real Flight simulator.

About 300 people came through the show and as usual the simulator attracted a good deal of interest, especially from the younger set.

The boating club also provided a fascinating display and of course the trains are always interesting.

Thanks to Harry Paul and Carl for their participation.



Thursday, February 28th.

**Our guest is the daughter of the founder
of the Burlington Air Park.
She will outline the history of the park.**

January Meeting:

This was our annual general meeting at which you elected a new board of directors for the year 2008. You can see a listing of the board on our web site at <http://www.brcm.org>

Members also brought some fine models which included a submarine (Kevin McLeod) and a motor boat (Tony Moore). Pictures on page 2.



Awards.

At the January meeting, we awarded the Herb Stoneham trophy to Al Race and the Cliff Moore trophy to Nick Moskal. Both of these members have contributed to your club and, on your behalf, I offer my congratulations to them both.

Lawrence.

A Convert?

This from Paul Chitty:

Anybody that knows me is aware that I have a penchant for bigger planes. I like noisy and dirty Gas and Nitro models, but on occasion I succumb to the advertising and go buy Electric Park Flyers. Last year I tried one of those ballistic little E Flight 3D types, well it didn't last long, I couldn't keep up with it and it met its demise at the Joe Nall last year. So I went to Vendors row and bought a new park flyer. I am an unabashed Biplane nut so I treated myself to a real neat looking Great Planes Electrify SE 5A. I built it during the last few weeks when I got building urges and if it flies as good as it looks it should last a bit longer than the last one.

This little airplane deserves some recognition. When you first open the box you find all the major components carefully wrapped in plastic bags, the main surprise to me was how little hardware there was in the box, oh well I have loads of spare stuff if I need it, well I didn't. After some time inspecting everything I found that all I needed was a radio, motor, Battery and ESC, the kit cost \$80.00. So

I decided to go with what Great Planes recommended? I bought a Rimfire brushless outrunner and 25A ESC from Electrify plus the recommended Electrify LiPo pack.

The ARF Kit took me about ten hours to complete and believe me it has to be the easiest little plane to build that I have ever attempted. I put Hitec HS85 mini servo's in and a Spectrum Park Flyer RX, the finished plane weighs about the same amount as the glue I used for my Giant Mustang Kit. I still marvel that something this light can withstand the rigors of RC flight.

If you are looking for an interesting subject and are thinking small this little bird deserves a serious look.



A story

AMISH ELEVATOR

An Amish boy and his father were in a mall. They were amazed by all most everything they saw, but especially by two shiny, silver walls that could move apart and then slide back together again.

The boy asked, 'What is this Father?'

The father (never having seen an elevator) responded, 'Son, I have never seen anything like this in my life, I don't know what it is.'

While the boy and his father were watching with amazement, a fat old lady in a wheel chair moved up to the moving walls and pressed a button. The walls opened, and the lady rolled between them into a small room.

The walls closed, and the boy and his father watched the small numbers above the walls light up sequentially.

They continued to watch until it reached the last number, and then the numbers began to light in the reverse order.

Finally the walls opened up again and a gorgeous 24-year-old Blonde stepped out.

The father, not taking his eyes off the young woman, said quietly to his son ..

'Go get your mother.'

Gallery from January



Horrible Puns

Two Eskimos sitting in a kayak were chilly, but when they lit a fire in the craft, it sank, proving once again that you can't have your kayak and heat it, too.

A three-legged dog walks into a saloon in the Old West. He slides up to the bar and announces: "I'm looking for the man who shot my paw."

Did you hear about the Buddhist who refused Novocain during a root canal? He wanted to transcend dental medication.

Well, if you sent me stories, I wouldn't have to resort to this sort of stuff.
Lawrence.

Ivan's Spitfire

Ivan is building a 1/5 scale Spitfire. The model has some strong personal connections with his family origins in Malta. Ivan writes:

This plane will be the replica of George 'Buzz' Beurling plane he flew in Malta during the conflict from May to October 1942. My dad at the time was station-

ed at a hospital next to Takali airfield and consequently got to know him. He said George was very friendly and preferred to hang out with the locals, the fitters and riggers rather than with the officers. He used to carry around a .38 and shoot lizards as they ran across the stone wall and write in his note pad drawings and figures on the angle of attack. He was calculating his deflection shoots. My dad says he rarely missed. After he was shot down in October, he convalesced in Malta and was then discharged to the role of raising war bonds in Canada. That was the last time my dad saw him. He returned to the RAF in 1943 and was given a Mk IX and he shot down another half dozen more aircraft to add to his total of 32 making him the most prolific Canadian fighter pilot. He joined the RCAF in late '43 and finished off in 1944 with an honourable discharge. He was constantly at loggerheads with the Canadian brass and as such the RCAF doesn't recognise his accomplishments. George was a DFC DSO & DFM with Bar. He was killed in May 1948 when the Norseman he was in crashed on takeoff. He was on his way to fly P-51 for Israel with his USAAF fighter pilot friend Moshe Cohen.



Spell Check?

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"Did you name it after me, like you said you would?"