Our Website:
www.brcm.org

Skywords

April
2008

The Newsletter of the Burlington Radio Control Modelers Club

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

Something's Different

Ed:

Welcome to the new Skywords…well…it's not really new, but I am! My name is Chris Doré and I am your new Skywords editor. You can reach me by using the new skywords@brcm.org email address.

I'll start of by sending out a great thanks to all of the previous editors for their outstanding work. On behalf of all the BRCM members, a big thank you! Also, I'd like to especially thank Lawrence for bailing me out of last months Skywords. Thanks Lawrence!

Ed.

Bayview Sim PC Keyboard Missing

William Montgomery:

I've noticed that someone has taken the compact keyboard that goes with the club's flight sim PC and replaced it with a full sized keyboard. Would whoever swapped keyboards please return the small keyboard to the shack at Bayview as it was purchased specifically to fit into the accessories case that goes with the sim PC.

Thank you.

Bill

Wayne's At It Again!

Ivan Wismayer:

Wayne's building another Lanc! Wayne Bransfield, one of our former BRCM members who moved out to BC a couple of years ago, is at it again! He is building a $^{1}/_{10}$th scale Lancaster with 4 OS 91's as power.

Wayne has built other giant models including a Lancaster, a Halifax and a Sunderland flying boat.

Ivan

Lanc Specs	
Scale	10th
Wing Span	13 feet
Length	8 feet 9 inches
Power	4 x OS 91 four strokes
Props	14x7 tri-blade
Weight	38 lbs (dry)
Fuel Capacity	4 x 12 oz
Estimated Cruise Speed	55 mph
Estimated Max Speed	95 mph

Thursday, April 24th is the next general meeting.

RE: Radio Batteries; March 2008

Ed:

Just a clarification that LiPo packs should never be thrown directly into the trash without first being completely discharged. If you don't know how to properly discharge your LiPo packs for disposal, please ask someone in the club who does or contact the pack's manufacturer.

Ed.

Bayview Sim PC Needs Your Help!

William Montgomery:

Over the winter the computer that the club uses for flight sim training has suffered a motherboard failure. If you have an older model PC that you can spare we would appreciate the donation.

Basically we are looking for a PC with the following minimum specs or better. Pentium IV @ 1 GHz, 512 MB RAM, AGP graphics card slot, 20 GB hard drive, CD ROM drive, on-board audio or SoundBlaster card.

This would have been "state of the art" a few years back but today is probably gathering dust in the corner of someone's basement.

If you can help out the club please contact Bill Montgomery at: william@EclecticFlight.com

Thank you.

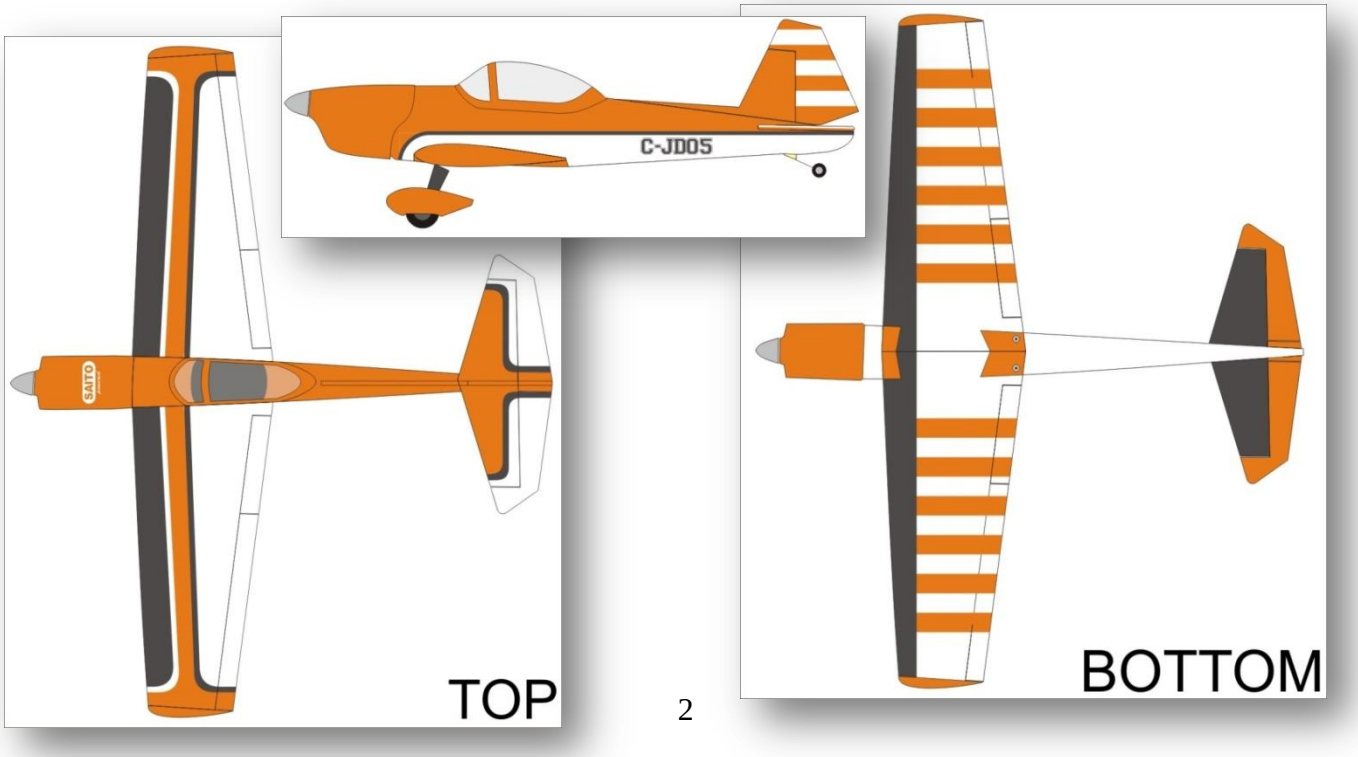
Bill

RE: CG Super Chipmunk Part 1; March 2008

Chris Doré:

In the March 2008 issue of Skywords I mentioned my concept drawings and I offered my assistance to others in creating them. Unfortunately the images did not make it to publication, so here they are.

Chris



Handley Page H.P.44 – Hannibal

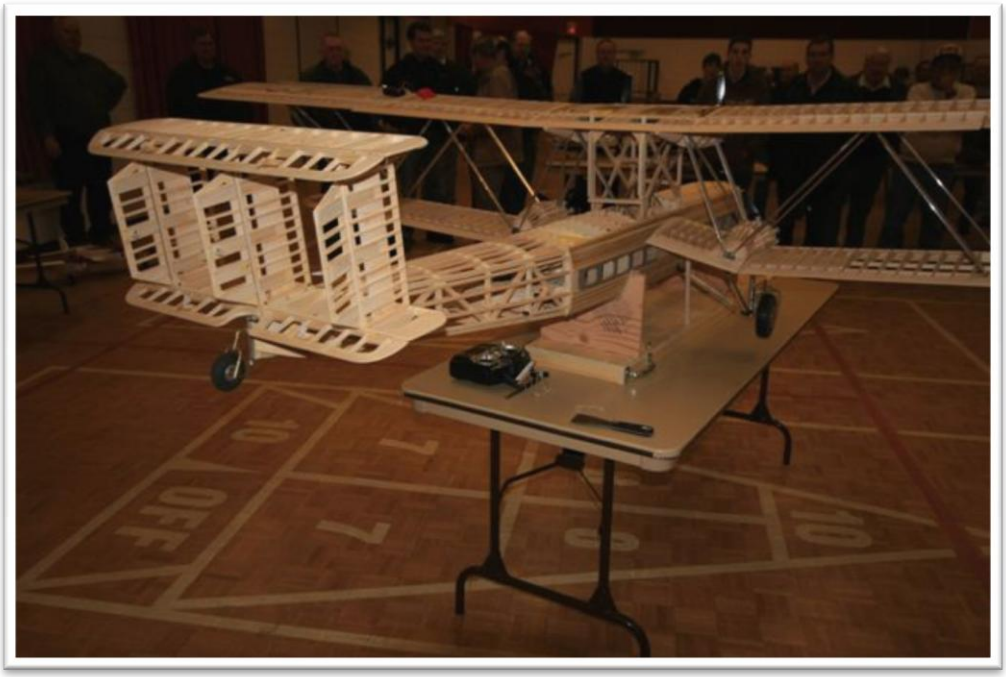
Ashley Armstrong

The free flight and or control line plans for this sixty inch wingspan aircraft were first published in Aeromodeller magazine in december 1955. I purchased a set of plans and built this aircraft for control line flying but I gave it away just before I immigrated to Canada so I do not know if it flew. The one I am building now is twice the size of the original plans having blown them up at the field construction trailer's Xerox machine when I was working in the States.

Hannibal Specs	
Top Wing Span	134 inches
Top Wing Cord	15 ½ inches
Bottom Wing Span	11 inches
Bottom Wing Cord	11 ½ inches
Total Wing Area	3027 sq inches
Wing Loading (based on 40 lbs)	2 lbs/sq foot
Fuselage Length	88 inches
Tailplane Span	24 inches
Tailplane Height	11 inches
Power	4 x Saito 82

Had I sat down to redesign this aircraft to take into account additional stresses and portability it would never have been built, so it has been a build/design operation. I build and then work my way out of the problems I create for myself. Basically it is reasonably easy to build, but I used all my framing squares, set squares, spirit levels and plumb lines to try and keep all the basic components true and square. One has to bear in mind that when blowing up blue

prints 2 times, distortion and blurred lines occur. So, sometimes best fit takes over.



The fuselage is a long rectangular box of 10 inch square cross sections with arcs of a circle for body formers. The main wings consist of L/E, T/E, 2-main spars of carbon fibre, 1-$^{1}/_{2}$" dowel and 2-beam type spars. The lower wings consist of L/E, T/E, 2-spruce spars and 1-balsa spar. Tailplane consists of L/E, T/E, and aerofoil section ribs. The fins and rudders (3) are just balsa L/E and T/E. There is just so much of it to build so one is never at a loss to find something to do.

Interesting areas to build are the leading edge slats. These took quite a while to figure out how they operate. I only had some very old and not too clear photographs to go by. Mine work very well, however the support brackets on which they pivot, I believe, pivot also, but I could not make them work satisfactorily so I gave up. Essentially I have one servo driving a torque rod which has four pushrods connected to the slats at four locations. The ribs for the slats I cut off from left over wing ribs starting at the leading edge and finishing at the front of the first main spar, essentially the shape of them was governed by the thickness of the leading edge and tapering to virtually nothing at the first main spar. In order to maintain the curvature half of the riblets are made out of $^{3}/_{32}$" ply and the rest of $^{1}/_{8}$" balsa. $^{3}/_{8}$" leading edge and $^{3}/_{4}$" by $^{1}/_{8}$" trailing edge make up the rest of the slat. I covered the top of the main wing ribs under the slat with $^{1}/_{32}$" balsa and the same for the underside of the slat. I made up four support brackets out of $^{1}/_{16}$" ply with $^{3}/_{32}$" balsa doublers on either side to act as supports for the support arms. Each support arm (there are 8 in total per slat) is made up of two threaded rod connectors, one piece of 4-40 threaded rod, and one piece of $^{3}/_{16}$" brass tubing. The rear support arm has no brass tubing but does have a brass actuating lever to connect it to the torque rod by way of two metal clevises and some 2-56 threaded rod. The $^{3}/_{16}$" torque rod is supported at four points by $^{7}/_{32}$" brass tubing bushings soldered to brass plates and bolted to $^{3}/_{32}$" ply bases. The five lever arms (four to the slat and one to the servo) are made of pieces of 4-40 rod, one end bent to a circle and soldered to a small $^{7}/_{32}$" bushing and kept in position with a small piece of 2-56 rod passing through the torque rod with two 2-56 nylon lock nuts. On top of the lever arms I soldered a small piece of $^{1}/_{8}$" brass tubing, flattened at the top with $^{1}/_{16}$" hole for the clevis.

To be continued…

Ashley

So what do you build?

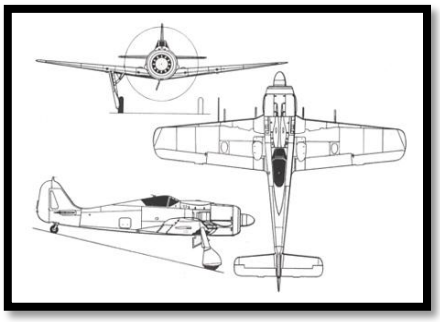
Dick Fahey:

A poll of club members recently conducted asked, "Have you CONSTRUCTED a model airplane within the past two years?", the following is the results of that poll.

Answer	# Responses	%
A - From plans or sketches you drew	10	16
B - From magazine or other copied drawing	9	15
C - From a kit	16	26
D - Rebuilt a wreck	17	27
E - Other	10	16

Some of the other responses include; "full size plans", "several scale models", "Are ARF's kits?", "scratch build", and even "none".

Dick



First Aid at Bayview

Tom Gwinnett:

As a new season of flying is upon us, now would be a good time to remind people that there is a first aid box available at Bayview (on the shed). The combination for the lock is 14-28-34, that's 3 times right past zero to 14, left 1 full turn past 14 to 28, right to 34. If you don't already have the combination written down or memorized, now is the time to do so, you don't want to be scrambling to figure it out when you need it!

Tom

Upcoming Events			
DATE	**CLUB**	**EVENT**	**TIME**
April 23 - 27	Lakeland Florida	Top Gun	9:00 AM - 5:00 PM
April 24	Burlington	General Meeting	7:30 PM
May 14 - 17	Woodruff S.C.	Joe Nall	9:00 AM - 5:00 PM
May 22	Burlington	General Meeting	7:30 PM
June 9, 10	Burlington	Christie Float Fly	9:00 AM - 5:00 PM
June 14 (rain date June 15)	Burlington	Scale Fun Fly	9:00 AM - 5:00 PM
June 26 - 29	Arnprior	2008 IMAA Rally of Giants	9:00 AM - ???
June 28, 29	Otterville	Fun Fly – Fly thru the barn	9:00 AM - DUSK
July 1	Burlington	Canada Day Fun Fly	9:00 AM - 1:00 PM
July 5, 6	Otterville	Scale Aerobatic Challenge	9:00 AM ???
July 6	Tillsonburg	Mac Rowe Memorial Fun Fly	10:00 AM - 3:00 PM
July 12, 13	Olean N.Y.	STARS Scale Rally	9:00 AM - 5:00 PM
July 18, 19	Chatham	Chatham Scale Rally	9:00 AM - 5:00 PM
August 2, 3	Hamburg N.Y.	Flying Knights Scale Rally	9:00 AM - 5:00 PM
August 8 - 10	Kawartha Lakes	MAAC RC Nationals	9:00 AM - ???
August 9	Bramalea?	Quad Club Fun Fly	9:30 AM - 2:30 PM
August 16, 17	Middle Zone (SOMA)	Southern Ontario Model Airshow	9:00 AM - 5:00 PM
August 23	Burlington	Corn Roast and Fun Fly	9:00 AM - DARK
September 6, 7	K-W Flying Dutchmen	K-W Scale Rally	9:00 AM - 5:00 PM
September 25	Burlington	General Meeting	7:30 PM