



SKYWORDS

BURLINGTON RADIO CONTROL MODELERS

Published April 2021 – Winter 2021 Issue

It's Your Turn, Speak Up

THE STATUS OF SKYWORDS

We have done a review of Skywords production and reception by club members. There are a number of members who enjoy receiving it. There are a few who contribute to it. There are also a number who seem to be indifferent.

As a result of this review, a decision was made to continue to publish it but on a Quarterly basis as opposed to the usual Monthly Issues. This, of course, is subject to change with changing conditions.

If you remember, there was a period of time recently where the club newsletter was not published. After reading an article in the MAAC Magazine, it was felt that it was a critical part of a functional club and so its publication was renewed.

In the referenced MAAC Magazine article, Kevin McGrath, the Zone Director of the Northern Ontario Zone at the time, referring to SMAC News, the regular newsletter of the Sudbury Model Aircraft Club said:

...The newsletter does a great job of getting the basic information out to the members. Inspiring words from the Editor, event listings, reports from club and zone meetings, gentle reminders to renew, and the musing of Captain Crash... while it may seem simple, club newsletter can be the glue that holds the club together.

It was the highlighted portion that did the trick.

We have made some additional changes so as not to duplicate material that is on the Club Web Site, which seems to include, in addition to critical club and MAAC announcements, member projects, member articles, items for sale and trade and various pictures of planes and club events. It would be a waste of effort to duplicate these items in the newsletter. For the next few issues, I will make an attempt, with your input and help, to determine what material should be included in Skywords. In the meantime the above items will be dropped from inclusion.

In addition, the last issue was not posted to the web site nor was there a global email to members announcing its availability. This may be as a result of the challenges during this period, new pressures on the individuals responsible for these tasks or an indication that the newsletter is obsolete. Let's see what the future holds for Skywords.

THE FUTURE OF THE HOBBY

Club Member Gord McTavish, who is an excellent builder and interested in building, expressed a concern with regard to the future of the hobby. He approached MAAC with an offer to develop a national program with the help of a few other club members and requested some funds from MAAC for this venture. Unfortunately, MAAC was not interested and rejected his offer. A few members are still throwing the idea around.

You may recall that there were efforts over the past few years to develop such a program at the elementary school level and the Air Cadets in Dundas. For a number of reasons, including the disruptions due to Covid 19, these efforts were interrupted and although they cannot be declared a total success they did provide much valuable experience and input to future efforts.

DOES BRCM HAVE A SOCIAL RESPONSIBILITY?

Many club members have skills and potential that individuals in society must develop and that society in general cannot afford to lose.

The introduction of artificial intelligence and robotics in manufacturing will surely mean loss of employment and much more leisure time. This frightens me, as to my way of thinking "idle hands are the devils tool".

We have a tremendous hobby that fulfills the needs of humans in many different areas. Do we have a responsibility to help people prepare for this extra leisure time by introducing the hobby to the masses?

A fellow club member was telling me of a woman who witnessed him moving his plane from his car to his house. She inquired about it and when he relayed the details she responded that she wished her husband would take up something like that. Apparently, all he does is sit in front of the TV all day watching cooking shows. He never cooks, just watches the shows.

A plane is flying directly away from you at 500 mph at an altitude of 3 miles. how fast is the plane's distance from you increasing at the moment when the plane is flying over a point on the ground 4 miles from you?

Answer next issue

FROM CLUB TO MEMBERS



Earlier this month, we all received the following email from the club president Mike Block. It is worth repeating here as the club is in desperate need of volunteers. We all realize that many of the younger members have young families that take up much of their time, but if you have a skill that the club can use PLEASE MAKE YOURSELF AVAILABLE. It is through volunteers that we stay operational and at a reasonable annual membership fee.

BRCM NEEDS YOU

Dear BRCM Members,

The club is currently experiencing a severe shortage of volunteers for a number of reasons. Covid 19 restrictions and the loss of membership that has accompanied the loss of the Bronte field have left us short staffed.

Currently our board is down to 7 of 13 people. I have now temporarily assumed both the role of President and Treasurer as Trevor Brum has been transferred to Calgary and will be moving this spring. I'd like to thank Trevor as he has truly been one of the major contributors to the club since taking the role in 2017. His leaving is a huge loss for the club in so many ways. We wish him all the best on his new adventure.

I'd also like to thank Vic Wells for continuing to act as the club Secretary even though his interest was exclusively in flying at the Bronte field. Vic has remained on with BRCM because he realizes we would have an even greater challenge on our plate if we had to replace him right now as well.

This brings me to our flying program and the club's desperate need for a CFO (Chief Flying Officer/ wings co-ordinator). We have not had anyone volunteer for this position.

As a consequence, I have had to turn down 4 new members so far this year because they did not already know how to fly and we could not provide training. We are getting to the stage now where we may not be able to accept any new members at all because we do not have anyone interested in providing them with a check out flight.

I'm sorry guys but, a handful of us cannot do everything. We need some help.

I'm looking for 8 guys to volunteer as instructors. You do not need to be an expert pilot. If you can confidently fly a student's trainer without crashing it, that's good enough.

If I can recruit 8 of you, the time commitment will be minimal. I propose setting up two training time slots a week. Wed night and Saturday mornings. Those times slots will be manned by 2 instructors who will provide training to any students wishing instruction on a first come basis.

If we have 8 of you, it means committing to a training slot once every two weeks. Not a big commitment for such an important role.

Setting the training process up like this, it will be very simple for someone to manage it vs the old system of setting every student up with a dedicated instructor.

So, let's have 8 guys that aren't already helping out in some other capacity step up and offer to instruct 1 night for 3 hours every two weeks.

If we can't get them, we've got to shut down new memberships.

Interested parties please email me at president@brcm.org.

Regards,

Michael Block
BRCM President

RECONSTRUCTION OF THE 1/1 SCALE HARVARD

Colin Tyrell and Geoff Norman

Some of you may recall our last general meeting, which took place in February 2020, just before the world as we know it came to a screeching halt. The presenter that night was Colin Tyrell, who had embarked on a massive project to restore an ex-RCAF Harvard trainer.

Colin is highly skilled in car restoration, specifically British cars from the thirties to the seventies. But the Harvard was a different affair altogether. Like all restorations, this was a labour of love, but not just of the machine. Harvard 20304 was purchased in 2006 by Colin's brother, Greg Tyrell, who intended to dedicate it to his father, Stanley, who had flown Harvards in the war. Sadly, his brother died two years later so never saw his investment come to fruition. Colin took it over, and thus began a 15 year adventure. In his words...

The restoration was an uncomplicated thing... for me... as I was totally ignorant of the scope of the restoration. The aircraft was initially planned to have a "clean-up", systems checked and then put it in the air. Not so. A corroded section of a center section rib, required that the rib be replaced. Sounded easy. This led to the section to be removed and a section of rib that was corroded through (size.... 1.5 cm x 3 cm approx.). Required months of work and planning. This was the biggest surprise found in the aircraft. This issue snowballed the task to a full blown restoration.

The work was pretty straight forward..... take a part off.... strip and clean..... inspect.... prime.... paint..... find new fasteners..... get it ready to re-install. Oh and remember not to label anything. This comes years later. (grin).

After you have done more than a couple of thousand parts and pieces..... you are ready to re-assemble. Ooops.... the frame needs to be completely stripped and painted too! Can't put cleaned up parts on an unchecked frame..... so non-destructive testing had to be done to look for structural flaws. There were none!

So, add about \$20,000.00 in paint and additional for paint services. You are on your way.

Thanks to a very few benefactors and a lot of volunteers, with a lot of dedication and work.... you get something that looks like an airplane.

It is a daunting experience and a number of friends have been made. Tires alone, of which there are three, ring in at about \$2200.00. Fundraising has to be continuous.

So there you are..... When COVID allows.... maybe the group will take a road trip and come and see it. There are a couple of R/C Harvards, that need love and attention too!

Last fall, the Canadian Harvard Aircraft Association held a dedication ceremony where 20304 was dedicated to the memory of Gilbert Dressel, the original owner, Stanley Tyrell and Gregory Tyrell. The long odyssey is in final stages as we speak, and is projected to take to the air by July 1.

Pictures on next page



What's Happenin'

at BRCM

THERE ARE NO EVENTS PLANNED AT THIS TIME

I was very impressed with the decoration scheme of Dan Black's Spectrum transmitter. Take a look at it if you get a chance.

I thought it was just to be artistic. When I asked him about it, he told me that in addition to making it look impressive it helped him and others to identify it. He said that because we all had similar Spectrum Transmitters that looked the same, members would sometimes pick up his, thinking it was theirs, and change the settings before they realized there error. Then when he went to fly, not realizing this, he would get some unexpected results. To avoid this he applied the unique decals.

On my way home I stopped at Dollarama and purchased some decals to add an artistic flair to my Spectrum DX6.

Note the food theme.



SEE MORE ON DECALS LATER IN THE NEWSLETTER.



Today I thought that I should introduce myself to you via the Focus feature. I am Joe Fazzari and I was born in Welland, which is in Southern Ontario, but I tell everyone that I am from Northern Ontario, where I moved when I was 10 years old. My wife keeps telling me that I have lived more in Southern Ontario than the north but I don't let little details like this impact me.



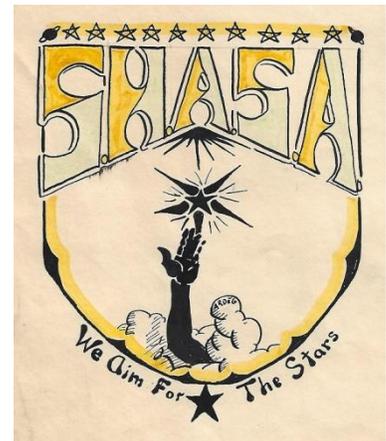
While growing up in North Bay I always had an interest in planes and flight and would always participate in the Air Shows held at the Air Force Base by attending them. My older brothers had a friend who flew in the Canadian Aerobatic Team – The Golden Hawks - flying F86 Sabre Jets. As a youth I had an older friend, who I now realize was extremely intelligent and talented and built an RC Plane in the 60s. He asked me to attend his maiden flight. In addition, as an Army Cadet, I got a tour of “The Hole” which was a hollowed out mountain used for the NORAD Tracking and Control Center.



While in High School in the 60s I started SHASA – Scollard Hall Aeronautics and Space Administration - and built rockets. At that time it was impossible to get Estes rocket engines in North Bay and I think in all of Canada, so I had to make my own.

Thankfully none of the resulting explosions resulted in any permanent physical damage although it has been said by many that there may have been some psychological damage. I didn't realize it at the time but watching weeks of work burn up on the launch pad prepared me for watching my RC aircraft crash today.

I am not as good a flier as I wish, but I love the club and being a member. I find that the other members are very talented, great companions, very patient, and always willing to help if they can. The hobby itself is so positive and constructive that it is exciting to be around.



I served on the Club Executive for a period of time and tried to add some value, but I realized that I did not have the temperament for such a position. I learned a lot about myself as a result and am constantly working on adjust my behavior and reactions and improving my flying skills.

I am also attempting to learn the names of all the members. Please be patient with me as I have a very good memory, but it is short.

Drone used to rescue person off lake near Latchford

The officers located the 32-year-old unresponsive individual on Bay Lake

Mar 12, 2021 6:00 PM By: BayToday Staff



The OPP drone. Photo supplied by OPP

This sounds like a very close call.

OPP say a drone was used to help rescue a person off of a lake in Latchford, north of Temagami this week.

On March 8, shortly before 9:30 p.m. Temiskaming OPP officers, a member of the Northeast Traffic Incident Management Enforcement (TIME) unit and the Timiskaming Emergency Medical Service responded to a call involving a "person in crisis" in Latchford.

Shortly after 9:50 p.m. the drone was flown over the lake and a

heat signature was detected.

"The officers located the 32-year-old unresponsive individual on Bay Lake," said Constable Jennifer Smith. "The person was not dressed for the weather and was transported to hospital by ambulance to be treated for hypothermia."

The individual was apprehended under the Mental Health Act.

This article was re-printed from The BayToday a news publication from North Bay – THE GATEWAY TO THE NORTH – and can be found at <https://www.baytoday.ca/>



Bayview in Review



Some members will do almost anything to keep flying, even when their wings have been clipped. This is Tom Norton. He recently broke his foot in several places and will be on crutches for 16 weeks, but as you can see, it's not stopping him from flying. I knew those old plastic toboggans were good for something.

Submitted by Barry Parkinson

Mark Scotts Decalled Covid Constructs



(and a peak at a part of his workshop)



DECALS CAN SURE MAKE A DIFFERENCE

A number of club members now have Quadcopters in addition to their Fixed Wing Aircraft. John Ham is one such individual who kindly provided photos of his Quad equipment before and after he applied decals to make it more distinctive.

In this case, John was after a Blue Angel colour scheme. It took him 2 days to apply all the decals which he was able to order for his specific Quad from:

Decalgir <https://www.decalgirl.com/>

The following are pictures of before and after provided by John who is an excellent photographer and has some great pictures from local Air Shows. Ask him about them sometime.

BEFORE



AFTER



AVIATION History



CLUE 1

CLUE 2



The AN-225: How the Cold War created the world's largest airplane

The first powered plane flight, performed by the Wright Brothers over the windswept beach of North Carolina's Kitty Hawk in 1903, covered 120 feet. That historic flight would fit entirely in the cargo hold of the Antonov AN-225 Mriya, the world's biggest fully operational plane.



Powered by six turbofan engines and with a wingspan almost the length of a football field, this gentle giant of the skies can carry bigger and heavier cargo than any other plane, and is unique in the world of aviation, as just one was ever built.

A favorite of plane spotters around the world, the AN-225 attracts a crowd whenever it visits an airport during one of its rare -- and often spectacular -- heavy lift jobs.

"It looks magnificent during takeoff and landing and it seems to slowly sail into the air, due to its huge size. It can be easily photographed with any type of camera and it looks very impressive from any angle. I think it is indeed an engineering marvel.

Recently, the plane has been used in the Covid-19 relief effort to transport record loads of protective equipment. But its original mission was very different: born out of the Cold War, the AN-225 was designed to be part of the Soviet space program.



A flying dream

A new era in space exploration began in April 1981, when the first Space Shuttle launched into orbit from NASA's Kennedy Space Center in Florida. Its large cargo bay was a design feature pushed by the Pentagon, which used the Shuttle in a handful of classified missions to send military satellites into orbit. The USSR perceived this capability as a threat, and wanted a vehicle that could do the same.

The result was the Buran ("Blizzard" in Russian), a Soviet Shuttle that looked remarkably like its American counterpart, down to the black and white paint job.



But whether it was a straight up clone or simply informed by the laws of aerodynamics, the Buran -- along with its companion rocket, the Energiya -- came with a logistical problem: how to transport the spacecraft from manufacturing facilities around Moscow to the Baikonur Cosmodrome, 1,300 miles away in today's southern Kazakhstan, from which Soviet space missions departed.

Rather than building a new freeway across rivers and mountains, Soviet engineers asked the Antonov Design Bureau in Kiev to create a new transporter plane capable of airlifting the shuttle and its rocket. It would also be used to haul the Buran back to Baikonur whenever it would land at a backup site rather than the Cosmodrome upon returning from orbit.

Antonov based it around an existing model, the AN-124 Ruslan (meaning "Condor"), itself already a very large plane, bigger than the Boeing 747-400.

The overall size was increased significantly, with the goal of doubling the cargo capacity. Among the visible upgrades were an extra pair of engines, bringing the total to six, and a longer landing gear, which increased the wheel count to a whopping 32. A new twin tail with an oversize vertical stabilizer was also added to allow the plane to carry the Buran on its back.

The resulting behemoth, so large that it stuck out of its hangar during the inauguration ceremony, was christened the AN-225 Mriya.

Mriya is the Ukrainian word for 'dream.' It was the first soviet plane to be christened with a Ukrainian name.



It's like deja vue all over again

Yogi Berra

The following pictures are from a collection held by the late Lawrence Cragg, found by Tom Gwinnett while cleaning our Lawrence's RC equipment. Tom was kind enough to ask me to be keeper of this history, which I will pass on to the next Skywords Editor when the time comes. The captions are Lawrence's and were with the prints.



The first day at Bronte Field
Looks like the date on the photograph
is May 6, 1998

Lawrence with his Tiger II
June 15, 1998



The Tiger II's Debut
May 24, 1998



The prolific Lady
Mikalasco with some of
his creations at a float
fly.
June 6, 1998



DEDICATION

This picture and the message below says it all. There is nothing that can or should be added.



Good evening,

I thought I'd reach out to let the club know that my son and BRCM youth member Jack Adams had his picture in the April 2021 Model Airplane News feature article about the Future of RC.

The photo is somewhat dated and from a flying event at another field but thought the BRCM would like to see one of their own in the spotlight.

Of note, Jack was a student of Mr. Lawrence Cragg in the wings program when he was 8. My wife and I enjoyed watching the two of them interact and share their love of the hobby. We were all saddened to hear of his recent passing. A true gentleman and ambassador of flying. His friendship will never be forgotten and his legacy lives on in those he mentored.

Cheers!

Jon Adams
Burlington