

The News Letter of the Burlington Radio Control Modelers Club Box 85174 Brant Plaza, Burlington, Ontario, L7R 4K4

Editorial

You'd think that, as a two year "veteran" of our club, I would have discovered our mailing address some time ago. Perhaps I'm so used to the ubiquitous E-mail that I never even thought of it. Anyway, here is our revised "mast head" to rectify the omission.

Spring hasn't quite sprung yet but I'm beginning to cast an eye on my bird farm and wondering how I can best determine the condition of the batteries. Yes, I know about charging them but NiCads effectively hide their capacity. I need to apply a known load and see how long it takes to fully discharge. Anyone know of a commercial device to do this?

Next to the question of battery condition is *my* condition! Will my thumbs automatically respond as they should or have I completely forgotten all I ever knew? (No comment from the peanut gallery please!) Hmmmm, time to break out the simulator and get some stick time.

That's enuff of me. I'm always looking for photographs and articles. I can be reached at 416-622-3705 or by E-mail: cragg@inforamp.net or s-mail to suite 2010, 820 Burnhamthorpe Road, Toronto, M9C 4W2.

Correction:

In the December edition, *Dave Parry* wrote that he had met a family who run a Chiropractic Clinic. He then went on to mention Dr. Frank Stepic who is, in fact, an Optometrist!

I dunno, You ask him. (Ed)

The President Writes:

March arrived quite mildly, and is just about gone for another year. What's that, only THREE months to complete those floats?? Only a month or so left to complete those hanger queens before actually getting up enough nerve to actually take them outside the basement, maybe even for a trial engine run up test. The flying season is fast approaching, and I am wondering where the winter months went, and where did all the time go that I was planning for building? I know, things get busy and there happen to be many other distractions around that consume time like a hungry bear with a honey pot.

As most probably heard about the 'competition' between the Hamilton Flying Tigers, and the Burlington Radio Control Modelers, it is a true fact! Old age, experience and treachery will beat out youth, enthusiasm and inexperience every time. Thanks to the 'Father of Flight', our Vice President, Dick Fahey, and his peanut scale aircraft for making the most effective use of the ground affect cushion of air to break the tie between the two clubs

Next Meeting *Thursday, March 23rd* *Southern Ontario Glider Group* *Presentation & Clinic about* *Gliders & Tugs*

by Bill Woodward & Bob Wallace

for completing the final successful flight to the end of the flight path. At the end of the evening there had been six hits at the end of the flight path, three for each club, and Dick was successful in breaking this tie. More on this, is reported later in this letter by Art Titmarsh. It was an enjoyable evening with lots of laughing, fun and good hospitality from the Hamilton club. Thanks to Brian Graham, President and the members.

Fast approaching is the Wings program, and Bud Childerhose will be making announcements during the upcoming meeting. Remember, the first persons on the signup list will be the first person to be assigned an instructor. Further announcements regarding instruction will be forthcoming at the meeting as well.

I am a little rushed at this time, so I will keep this month's edition short. I do not want to deprive any of our hard working people of their announcements at the next general meeting, so enough said. Toledo is coming April 7th, 8th, and 9th. I know several members are planning trips to see the events again this year, and I wish I was one of them again, unfortunately business is taking me in another direction at that time.

Keep up the flying, and especially, keep up the mistakes and errors, Wayne needs to get rid of the coveted trophy.

See you at the meeting, and remember, keep your wings level and fly SAFELY.

Bill Swindells
President

Thank You

The club has received a donation of \$100 from Ann Coons, widow of Clay Coons. The club will purchase two buddy boxes to facilitate training new pilots with this donation.

Coming Events

These are the events that I know about so far. Updates and/or corrections are welcome.

March 23 monthly meeting - SOGGI presentation
April 8 Toledo
April 27 monthly meeting - "garage" sale
May 25 monthly meeting - show and tell
June 10 - 11 Float Fly
June 16, 17, 18 Gyronuts meeting, Tillsonberg
August 5 - Tri-Club hosted by Brampton
August 26 Corn Roast
September 9 - 10 K&W Scale Rally
September 16 -17 Float Fly
September 30 Zone Meeting

Wings Program

Sign up for the wings program will take place at the March meeting during the coffee break. Bud Childerhose will run this program as he has done for a few years.

MAAC Numbers

If you are a new member, please make sure that you provide Bernie Sudol with your MAAC registration number. Bernie can be reached through E-mail at bsudol@sprint.ca or you can phone him at 905-634-3245

Memberships Renewals

Members are reminded that unpaid renewal fees are now overdue and subject to a \$15.00 late payment penalty. Unless paid up, membership will lapse and former members will not be allowed to fly at BRCM's fields.

Members are reminded that the club needs 100% of its members to have MAAC membership in order to validate our insurance.

Hail To The Champs

Reported by A.J.(Scoop) Titmarsh

On March 7th. President Bill Swindells and Zone Director Wayne Bransfield led an invasion party of 10 battle scarred, well trained, experienced fighter Pilots into enemy territory with their rubber powered secret weapons. The confrontation was held at the 447 Squadron, Mount Hope Ont. (their home base) After hours of nose to nose (wall to wall) combat, The Burlington R/C club emerged scarred, weary but victorious. They were awarded the coveted Great Rubber Race Grand Championship Gold Cup, now on display at Skycraft Hobbys for all to see.

Individual winners as follows:

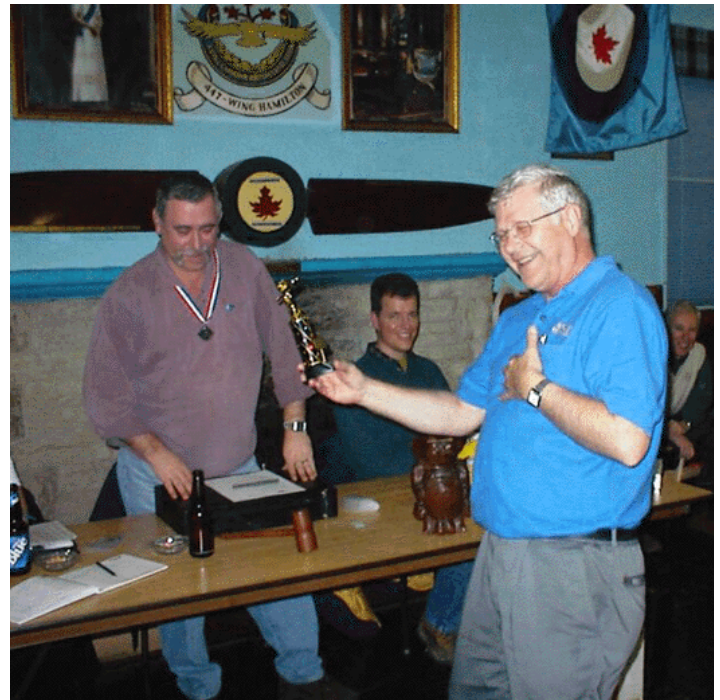
Gold Medal - Terry Tupper (Flying Tigers)

Silver Medal - Brian Graham (Flying Tigers)

Bronze Medal - Chas Chomos (Burlington Club)

Special mention to Dick Fahey for some outstanding flying.

Thanks to the judges Henry Hirschman and Curt Fritz (Your cheques are in the mail)



Our President, Bill Swindells, at the 447 Squadron

Bronte Improvements

We have plans afoot to build a new transmitter rack. The structure will be all wood in keeping with the park's preferences.

Training at Bronte

The club will resume pilot training at Bronte Park. Students will only be allowed to fly on a buddy box with a qualified instructor to minimize the probability of flying beyond the permitted boundaries.

Our Members write:

This from me - Ed.

I went for a night flight with *Dave Parry* in a Cessna 172. We almost reached Niagara - close enough to see it - but we were put off by the traffic. Dave will use any excuse to fly and is always looking for a passenger(s) to share the cost. Flying at night really is a great experience. A 172 however soon makes you realize just how big is the power to weight ratio of a typical model!

Gyronuts Meeting

The International Gyronuts (R/C Autogyro Pilots) will be having a "Fun Fly" at the Tillsonburg Club's field in Springford Ont on 16 17 and 18 June 2000.

Participants from North and South America plus Europe are expected. Our club members Earl Smith, Gord Watson and Art Titmarsh will be attending.

Don't read this!

A Quebecer, staying in a hotel in Edmonton phoned room service for some pepper. "Black pepper, or white pepper?" asked the concierge. "Toilette pepper!" yelled the Quebecer.

Flaperons and Air Brakes.

This is an edited version of an original by Walker Mangum of Houston, Texas <walker@nwmangum.com>

Addressing the flaperons first, let's talk about tip stalling. If you are a full-scale pilot you may already be familiar with tip stalling. Basically, if the outer end of the wing is flying at an effectively higher angle of attack than the inboard end (such as it is with the aileron down), then the outer wing section stalls first, which causes the high wing (which has its aileron down) to stall first and drop. When the wing drops, the effect is an immediate further increase in angle of attack on that side and a decrease in angle of attack on the other side, which increases the abrupt roll away from the original bank. In full size aircraft, this is often called "breaking over the top" in the stall. As a pilot, you will have practiced stall recovery from climbing turns ("departure stalls") and will recall how the high wing suddenly becomes the low wing when the stall breaks. No problem in a full size aircraft, though, since everything is relatively slow and recovery is trivial if immediately initiated.

In a model, however, the effects of a tip stall are much faster - the airplane rolls away from the turn and goes nose-down really quick. If you are using outboard flaperons, then you are also probably landing - as in close to the ground - where the last thing you want while you are bleeding off speed is an unplanned roll away from your commanded bank direction.

If you want to try flaperons, program your radio to give you some flaperon action, then take it up to a safe altitude, reduce the power, drop the flaps a little, then begin a gentle turn and, while maintaining the turn, slow down until it stalls. If it stalls cleanly, then do it again with more flaps. You will quickly reach the point where you get a nasty over-the-top break.

As for the "air brake" function -- with the ailerons in the UP position, they increase drag while drastically decreasing lift, meaning that you must actually fly the airplane faster than with them in their normal position to maintain unaccelerated flight. This means nose-down. Since the drag is increased also, this means nose down a lot. This is great for losing lots of altitude, but definitely not for use on short final.

Building a Giles 202

This from me - Ed.

I completed the structure of a Great Planes G202 kit and showed it at the February meeting. This kit is decidedly different from others that I have built during my two years in the hobby. The wing is based on four webs which serve to lock the ribs in place and, once you get the idea, it's a very simple structure complete with ailerons which you have to cut away from the wing. The trailing edge of the wing and the leading edge of the ailerons are then finished.

The fuselage is extremely light. The plywood box has been relieved to the point where only about 1 cm is left. I had a tough time with this - couldn't get CA to stick the plywood edge to the plywood surface. Ultimately, I had to resort to tri stock and carpenter's glue. That made the structure somewhat heavier but provided me with some confidence in the structural integrity. The

turtle deck is comprised of a spine and 3/32" balsa - there are no stringers to support it. The landing gear is very well designed with the metal screwed to two 1/4" ply pieces that extend all the way into the fire wall. This provides a torque resistant structure - i.e. the landing gear will not readily pull the mounting block out of the fuselage.

The model is now being covered and that's a challenge because the fuselage has so little material to attach the covering to. It's O.K. for one colour but for two or more one is forced to put ultracote on ultracote. That's a bit of a pain to do without bubbles.

I have installed an OS 61FX engine in it with a 12 X 6 propeller - I'm not after speed. Indeed, with the large control surfaces on this model, speed might not be a good idea!

As this creature comes to look like it might fly, I inevitably wonder if I'm good enough to handle it. Perhaps. I suspect that it will be a highly competent aerobatic model in the hands of an equally competent pilot. I can only do my best to live up to it. Whatever, I don't think it will prove to be very tolerant of heavy handling and it's first crash will likely be its last. We shall see.

A story:

On a Trans-Atlantic flight, a plane passes through a severe storm. The turbulence is awful, and things go from bad to worse when one wing is struck by lightning.

One woman in particular loses it. Screaming, she stands up in the front of the plane. "I'm too young to die" she wails. Then she yells, "Well, if I'm going to die, I want my last minutes on Earth to be memorable! I've had plenty of relationships in my life, but no one has ever made me really feel like a woman! Well I've had it! Is there ANYONE on this plane who can make me feel like a WOMAN??"

For a moment there is silence. Everyone has forgotten their own peril, and they all stare, riveted, at the desperate woman in the front of the plane. Then, a man stands up in the rear of the plane. "I can make you feel like a woman," he says.

He's gorgeous. Tall, built, with flowing black hair and jet black eyes, he starts to walk slowly up the aisle, unbuttoning his shirt one button at a time. No one moves.

The woman is breathing heavily in anticipation as the strange man approaches. He removes his shirt. Muscles ripple across his chest as he reaches her, and extends the arm holding his shirt to the trembling woman, and whispers: "Iron this."

And Finally:

This from Theresa Pittari:

Dear God,

So far today, I am doing all right. I have not gossiped, lost my temper, been greedy, grumpy, nasty, selfish, or self indulgent. I have not whined, bitched, cursed, or eaten any chocolate. I have not charged anything to my credit card. However, I am going to get out of bed in a few minutes, and I will need a lot more help after that.

Amen.