



The News Letter of the Burlington Radio Control Modelers Club

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

Editorial

Christmas is nearly upon us and, to some of us, that is equated to the beginning of the building season. I am sure many of you have embarked upon one or more projects to occupy you for the next few months or so. How about letting your editor know about your plans?

Let me have your contributions to Skywords. After all, it's your newsletter; I'm just the editor. I can be reached at 416-622-3705 or FAX 416-622-4134 or by E-mail: Lawrence.Cragg@Sympatico.ca or S-mail to suite 2010, 820 Burnhamthorpe Road, Toronto, M9C 4W2

A Word of Warning

The Annual General Meeting will be held at the January meeting (Thursday, 24th) as is customary. The meeting will elect your new board of directors for the year 2002. It's your club; if you want a voice in your club's affairs, be there!

To be eligible to vote, you must have paid your dues for the year 2002 which are due on or before 31 December 2001.

This is a change from prior years when dues were payable, without penalty, until March 31. This allowed members to vote even if they had not paid their dues for the current year thus creating a clearly undemocratic process.

Bronte Field

The field is now closed to vehicular traffic. Flying is still permitted, just park on the side of the asphalt road and walk in. Remember all Club rules are in effect,

No flying too far out!

No flying behind the flight line!

Regular Club approved frequency pins must be used,

No taxiing in to pit area after flying!

Taxiing out of pit area is allowed with caution!

And Then....

If you have a lot of tension and you get a headache, do what it says on the aspirin bottle: Take two and keep away from children.

If the shoe fits, get another one just like it.

**Thursday, December 13th.
Charlie Chomos will present
8mm films of our hobby
as it was some 25 years ago.**

Cap Aviation

This is from Gary Arthur:

During a business trip over to Europe, I was able to visit Capaviation in Darois - about 10 KM north east of Dijon, France. They are the manufacturers of the Cap 10 and Cap 222. I met with Fabrice Mouton in the morning at 11:00 am. He met me in the office of Robin Aviation which shares the same facilities for the production of their aircraft. We toured the facilities for about 1 and a half hours.

The production of these aircraft is very similar to building a model plane. They are made out of wood and covered with fabric. The new Cap 10C has a carbon fibre spar.

The spar is made in a jig that compresses the wood and carbon fibre together while it cures for approximately 24 hrs. This jig also sets the dihedral for the wing. The jig consists

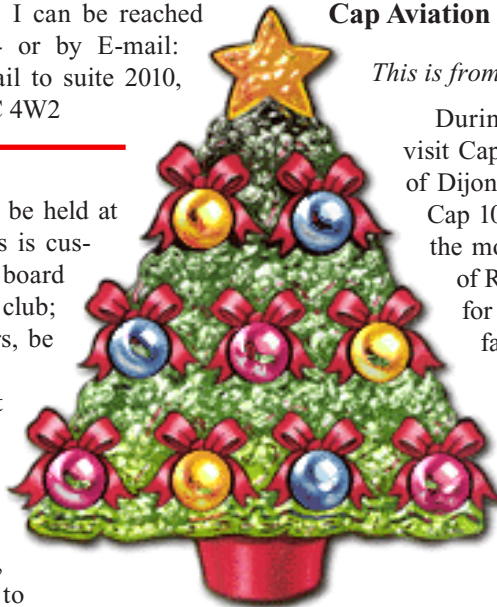
of a large aluminium plate standing vertical. It has pins set out in the pattern of the wing. The laminates are put on top of the pins. Then a bladder is sandwiched between the laminates and another pin. The bladder is then filled with compressed air to apply even pressure to the laminates as they cure.

The wing is built on another jig. Using the spar, ribs and runners, it is assembled, sheeted and readied for covering. The wing is sprayed with a sealant before covering. Polypropylene strapping is used to steady the ribs while manoeuvring the wing to be covered.

The wing is then covered with fabric and heat shrunk to be tight. A UV coating is sprayed onto the fabric before painting. Then we move onto the paint shop.

The fuselage is built out of wood and follows a similar assembly path.

Once both the wing and fuselage are complete, they are assembled in the assembly area. Motors, dash panels etc. are all in stock on shelves awaiting the aircraft.



At the time of my Visit, they had a CAP 10C and a CAP 222 both in the prototype stage. They were fully built and tested. They have been flown by Capaviations test pilot and the Aviation authority's test pilot. The approval is about 90% complete for both aircraft. During this time, they are allowed to sell the first 4-5 aircraft pending the approval. Another 25 or so, Cap 10's are on order from various customers.

After the tour, I sat in the CAP 10 and "tested" the controls. I also tested the controls of the CAP 222. The cap 222 is incredible and you can have your very own 250,000 CAN.

I have a model of the CAP 10 at home with a wing span of about 62" and an 80 size engine. My plane has flaps just like the full scale model. Here it is:



I have not seen any RC models of the CAP 222, it is still too new. But in time there should be. There are many of the 232's around. Not many CAP 10 RC's around either. When my plane is finished, Fabrice wants me to send him pictures. He will put these pictures on his Capaviation page. He gets a lot of calls of interest from modelers.



Charlie Chomos

Coming Events

These are the events that I aware of. I need your help to fill this out. I would like to include all events that are within reasonable reach. When I get dates, I'll arrange accordingly. Ed.

- Jan 1. Frost fly. Where? (Bayview may be ready)
- April 5, 6, & 7 Toledo
- July 1 Canada fun fly, Bronte Park
- September 7 & 8 Kitchener/Waterloo scale rally
- Olean
- Tri-Club
- Laddie's Float Fly
- Corn Roast
- Mall Show
- Oakville scale rally
- Oakville pattern contest
- Worlds scale rally
- Quinte Radio Control Jet Rally

They Finally Got it!

The annual rubber race contest between BRCM and the Flying Tigers of Hamilton took place during our regular November meeting. BRCM have tenaciously hung on to the trophy for several years but, this year, the Flying Tigers finally won it. Here are some pictures:



Darlene Walton

Brian Graham

Art

Wayne Bransfield

