



The News Letter of the Burlington Radio Control Modelers Club

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

Editorial

As I write this, it's raining and I haven't flown for three whole days. Much more of that and I'll forget how to do it. Now, now, be nice!

The Bayview field is closed and, consequently, we have had all manner of strangers visit the excellent Bronte field. Art Titmarsh and his merry band have kept Bronte in fine shape and cut the grass extra short to compensate for those spoiled brats who only know how to fly off hard pavement. Unfortunately, we were not allowed to cut down a few trees to clear a longer final approach but most seemed to manage the difficulties. Only one flew into a tree (it wasn't on the flight path) and he shall remain nameless.

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

Membership Renewal

The renewal deadline has been brought forward from March 31, 2002 to December 31st 2001 to bring us into line with MAAC. We have also changed the renewal procedure to avoid the bottlenecks of years past: A number of "collectors" will be equipped to take your application together with your MAAC application or, if you have registered with MAAC independently, to verify your MAAC membership.

The BRCM form has been changed this year to include a tear-off strip which will serve as your receipt for fees paid. Don't lose it! Your receipt is your proof of payment and you may need it in case of dispute.

Application forms will be included in the mailing of this

Thursday, October 25th

Karl Gross will present new products
EMFSO May present Electric flight
Bud Childerhose will present Wings



Ivan Wismayer's Telemaster

newsletter edition. Those of you connected to the web will not, of course, receive this edition by mail but you can get both the BRCM and MAAC application forms from our web site. Go to www.brcm.org and select "join" from the menu then click on the link to the application form of interest. The form will be presented by your Acrobat reader and you can print it from there.

To speed things up, it would be helpful if you could prepare your application(s) at home to avoid the hunt for a pen at the meeting. Please pay by cheque if at all possible.

We will have forms available at the meeting for use as a last resort!

Frequency Pins

If you don't have club pins for your radios, the club will provide two at no cost to you. Additional pins are available for \$3.00 each. See Kurt Fritz.

And....

A clear conscience is usually the sign of a bad memory.

WebMaster Reports:

Our web site is largely as created by Dave Parry who did such an excellent job of building it in the first place. I have updated the site but the essential construction remains "original" and I see no reason to change that. Nevertheless, if you have ideas about additions or changes, please let me know.

On the technical side of things, the arrival of Netscape version 6 revealed some problems. Essentially, the site had to be updated to what is known as HTML 4.01 standards in order to run on the latest Netscape. If you know of any other problems with the site, please let me know.

I have added the BRCM and MAAC application forms to our site. Just go to the site at www.brcm.org and select "join" from the index then click on one of the application forms. This will be presented by your Acrobat reader and you can print the form from there.

Note: your web browser "caches" web pages and will present these rather than going to the web for a fresh copy. That can sometimes lead to the display of an outdated page - particularly if that page has been recently updated by the webmaster. To ensure that you are looking at the latest page, use the "refresh" button on your browser (Netscape, Explorer or what have you.) This will force the browser to go and get a fresh copy from the web site's host machine.

Some Web Gems

These are some of my favourite sites which I use to satisfy my never ending curiosity. If you have some favourites you would like to share, send them to me at rcpilot@sympatico.ca

For those of you who are interested in "how stuff works" have a look at <http://www.howstuffworks.com> This site is a veritable storehouse of fascinating articles.

One of my favourites is "See How It Flies" a book by John S.Denker and only available on the web. You can see it at <http://www.monmouth.com/~jsd/how/htm/how.html#contents> If you get hooked on this, you might like to discuss it with Bill Montgomery (he'll hate me for this!)

The Glen Learning Technologies Project - part of NASA - has a very interesting set of articles which you can see at <http://www.grc.nasa.gov/WWW/K-12/airplane/bga.html>



Bill Swindells flies a 100% scale Harvard

More Web Gems

Bill Swindells sent me a link to "The Composite Store" at <http://cstsales.com/> The site includes some very entertaining and informative articles. Go to the site, choose "How To Articles" and enjoy the fun.

Thought Provokers

This from Harry Barnard

The Bayview park flying facility rework is under way but proceeding slowly. Rick Craven, city councilman for this area, has been apprised of our concerns. He is very interested in our club and wants us to continue to have use of Bayview Park.

It is still too early to plan how to restore the facility. However, I believe it is an ideal time to rethink the layout. A committee composed of members who get around to numerous other club facilities (e.g. Helmut and Wayne etc.) should be formed to recommend the best plan. The ball diamond and the dog run must be kept out of our flight area if we are to retain use of Bayview in the long term. Think about it over the Winter and state your opinions to the executive. We can come up with a best use plan.

I have spent considerable time training youths how to fly R/C. With one exception I do not see these youths flying once they receive their wings. Maybe we should rethink our position, possibly giving adult members the assigned instructors with the youths being assigned to a specified training night with instructors available. They are quick learners and can handle this method.

(I don't understand the penultimate sentence. Ask Harry. Ed.)

Presidents Report

Just a few comments about the changing nature of our hobby-sport:

- In the 1950's and 60's, almost everyone built their own aircraft from plans or kits, which required multiple hands-on skills. Some built and maintained their own radio systems. Today, such individuals are a scarce breed, who have continued to enjoy the satisfaction of being able to exercise their creativity in doing these things. (Our own Charlie Chomos is an example!)

- From about 1965 to 1990 the availability of many fine kits for all types of models, and progressively more reliable radio systems, drew many more people to the hobby. Partial prefabrication in a number of kits made the transition from indoor hobby to outdoor sport a little faster, but retaining a large number of craft-oriented modelers, particularly with the development of fine, well designed and tested scale models.

- By 1990 more reliable ARF and "shake the box" kits appeared. This had a profound effect on the enjoyment of the hobby. People at the entry level could buy an aircraft and a radio system and in the same week go flying, if they could find an instructor. For the veterans with limited time for discretionary pursuits, it provided them with a number of aircraft in their hangers, so that continuous flying could be done year-round.

How does this impact on Club activities? For one thing, flying has become a year-round activity. Our Bayview Field has seen flying activity in all four seasons, since access is maintained year-round by the City. With the advent of mini and micro radio systems and miniature electric motors, indoor radio flying has advanced to the point that more and more participants are seen each year.

Another impact has been on the type of programs our members appreciate at general meetings. Everyone likes to see well-crafted models, and almost every meeting brings out some excellent specimens; but today's modelers need to know what is available in the "assemble and go-fly" category. There is nothing wrong with this, as it brings the hobby-sport within the grasp of more people (read: potential members).

Consequently, a leading feature of our October 25 meeting will be Karl Gross and Skycraft, exhibiting the latest of advanced product which he and our other hobby suppliers will be stocking through to May of 2002. Karl will be able to explain the advantages of these items to the novice and veteran alike.

Our Members Write

This from Harold Jones:

Karen and I spent a couple of months in Mexico this past year and I had the good fortune to locate a club south of Guadalajara in a little Mexican town of El Zopte. We met a couple of fellows there by the name of Francisco Leal (nickname Paco) and Juan Melendez. They belong to a club that was started in 1967 and moved to its present location in 1976. They have a little over 12 acres and they own the field. They have paved runways, paved taxiways, club house with fireplace, control tower, rest rooms and all the usual picnic tables etc. The annual dues are \$290.00 US Dollars. (Get that one!)

Paco is presently working on a web site for the club. He told me about the most incredible flying field in the world. Apparently it is privately owned. It consists of 70 acres in Toluca outside Mexico City with awesome runways, hangers, equipment, restaurant, tennis courts etc. It's web site is www.pegaso.com.mx. Give it a look but it's all in Spanish, so do what I did and look at the pictures.

Paco has his own portrait business and web site in Guadalajara at www.fineportraits.com. He does amazing work. His email address is pacoleal@fineportraits.com. Like most Mexican people he is an outstanding individual and a real pleasure to talk to. He speaks and reads English very well. He makes you want to learn Spanish.

One of the problems they have with the hobby is that anything imported into Mexico is very expensive, yet they seem to have access to all the same equipment we have here in Canada.

Model Aeronautics Association of Canada Middle Zone

Annual General Meeting October 13, 2001

This report from Harry Barnard.

B.R.C.M. Delegates: Bill Swindells & Harry Barnard

Proxy votes available from B.R.C.M. members: 46

Location: Kitchener Flying Dutchman Club facility (KW Rod & Gun club)

15-20 modelers were flying from the excellent club field before the meeting. A barbecue lunch was provided by the Kitchener club prior to the meeting.

The meeting was called to order at 1:00 PM with a quorum comfortably exceeded. There was not much to report on Paul Brine's Annual Zone Report. He did attend the Precision Aerobatics World Championship in Ireland. Canada's entrants finished two in the top twenties and one in the fifties.

Re the July 2002 World Scale Championships at Tilsonburg Ontario: 22 countries have expressed an interest to-date with 9 confirmed entries. Volunteers are required. A 10 X 12 shelter will be supplied to clubs to use for food preparation. The Club keeps the shelter after the event. There will be an Air Show to open and close the event. Camping will probably be available on-site.

Next meeting: Nov. 3, 2001. More information in next MAAC magazine.

Two nominees for Zone Director:

Paul Brine – incumbent

Mike Tziar – asst. zone director

Mike Tziar was elected by a majority vote.

The motion proposed by Dick Fahey at the 2000 AGM and accepted at the 2001 MAAC AGM:

“ Be it resolved that the MAAC constitution be amended to include a clause with respect to the relocation of MAAC HQ. In the event such a proposal is presented, it shall require a majority vote of the membership by means of a referendum in order to become effective.”

This was modified by a resolution to *add* the following sentence:

“ This does not preclude a temporary relocation of H.Q. in the event the H.Q. building becomes untenable.”

This was in response to a concern that other zones may try to modify the original resolution.

K.W.F.D. Club offered to host the 2002 AGM. The location will be decided later by Mike Tziak as he was unable to attend the meeting due to a death.

The meeting was adjourned at 3:00 PM

A Story

Only a woman could write this (My daughter Penny)

A man is driving up a steep, narrow mountain road. A woman is driving down the same road. As they pass each other, the woman leans out of the window and yells, "PIG!!" The man immediately leans out of his window and replies, "BITCH!!" They each continue on their way, and as the man rounds the next corner, he crashes into a pig in the middle of the road.

If only men would listen!

Didja Know....

Ever wondered where the expression "the whole 9 yards" came from? The ammunition belts they loaded in one (or all) of the fighter aircraft in the pacific war were 27 feet long. A pilot might come back from a dogfight and say he gave them the "whole 9 yards".

And....

More Pennyisms:

Why is the man who invests all your money called a broker?

Why do women wear evening gowns to nightclubs? Shouldn't they be wearing night gowns?

If love is blind, why is lingerie so popular?

If people from Poland are called "Poles," why aren't people from Holland called "Holes"?

If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked and dry cleaners depressed?

Toe-In

This via Clay Ramskill

By Russ O'Brien, (Valley Forge, Pa "Signal Seekers")

Toe-in is utilized in cars and in airplanes but for different purposes:

Car Toe-In

In cars it is applied as a compensation for the effects of camber angle. Camber is the outward tilt of a car wheel at the top which places the car weight mostly on the larger inner bearing where the axle is strongest. It also places the projected steering axis (through the upper and lower ball joints) near the center of the tire footprint on the ground to ease steering and reduce tire scuffing. A disadvantage of camber is that it causes the two front wheels to roll not as cylinders but as cones, with the right wheel tending to roll toward the right gutter and the left wheel toward the left gutter. Roll a paper cone on the table and you will see that it doesn't go straight. Toe-in introduces a snow-plow effect which cancels out the camber disadvantage.

Airplane Toe-In

In airplanes, toe-in aids in keeping a plane going straight during take-off roll and landing roll-out, particularly with tail draggers. Planes with tricycle gear have the CG forward of the main gear. This automatically helps to straighten out a plane which has developed a yaw angle between where it is pointed and where it is actually going. A tail dragger has the CG behind the main gear and a slight yaw angle is not automatically corrected but is made worse and can rapidly result in ground loop. Here is where toe-in of the wheels helps both types. A plane rolling straight ahead has equal drag from each of the wheels (Fig. 1). When the plane starts to take an unwanted turn to the left, the drag from the left wheel goes to zero while the drag at the right wheel increases (Fig. 2). The net effect is that the unbalanced drags exert a restoring torque to turn the plane back to the desired direction. This would not happen without toe-in.

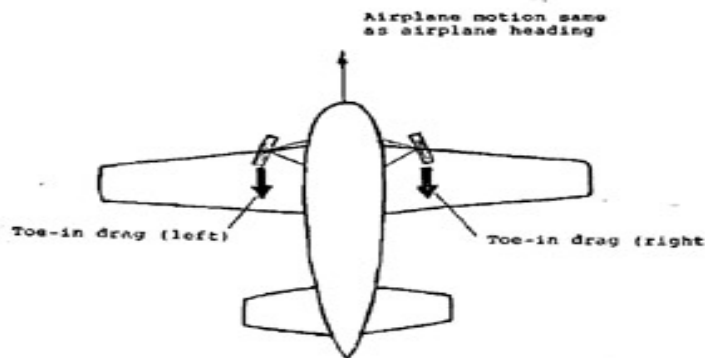


Fig. 1. Left and right toe-in drags are equal when plane is rolling in the direction it is pointed.

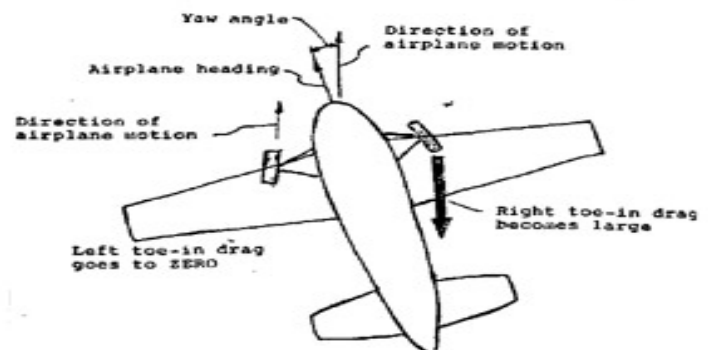


Fig. 2. Showing how wheel toe-in tends to straighten out an unwanted yaw angle during ground roll.