



The News Letter of the Burlington Radio Control Modelers Club

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Editorial

As I write this the sun is still blazing and next week is predicted to produce yet more record temperatures in the 30's. Still, as I drive westward in the morning, I note that the sun is getting lower and that the onset of winter is inevitable. Oh well, for me, it's been a great season (I am now a five-year 'veteran'!) and I've learned some more about the art and science of flying radio controlled model aircraft.

If you're desperate for reading material, our web site now includes the last nine issues of Skywords - one whole year. Just go to the site, navigate your way to the Newsletter page and select whatever you wish to download. Sorry, no index.

There is always the little matter of contributions from club members to your newsletter. Remember, I'm just the editor and my job is to put together articles from you, the membership. On a personal note, I took on the job of editor as of January 1999 so I am now completing my fourth year. I may very well be getting stale by this time - I don't know, that's for you to say. Whatever, if there is a budding editor among you who would like to take over the job, let me know.

That's all from me. I hope you had a good season, enjoy your club, and remember, the club is what *you* make it.

Cheers, Lawrence.

**Thursday, September 26th.
Jim Eichenberg, a flight line judge at
the recent Worlds Scale competition
will talk about the event.
A panel will answer questions.**

Wanted: Web master

Our web site was originally created by Dave Parry, a long time member of our club and a fine pilot of full sized and model aircraft. Dave has got himself entangled in interesting stuff out on the balmy west coast - again! The last time he did this, I took over maintaining the site and handed it back to him upon his return. This time, Dave is probably gone for good; he has resigned from the club and, for the moment, I am your web master as well as editor.

Yes, I can maintain the site as I have done in the past but there must be several of you who could readily take over this task. If you are interested and would like to contribute to your club as web master, please contact me: Lawrence.Cragg@Sympatico.ca

With this antenna, we dub thee knight
of the busted prop. Arise Sir Tom Gwinnett
- and, by the way, here are your wings.



And...

There is a theory which states that if ever anybody discovers exactly what the Universe is for and why it is here, it will instantly disappear and be replaced by something even more bizarre and inexplicable. There is another theory which states that this has already happened.

Most plane crashes are caused by violating the basic rules of flying:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

THERMODYNAMICS OF HELL

A friend sent this to me. I hope you enjoy it as much as I did.

The following is an actual question given on a University of Washington chemistry mid-term exam. The answer by one student was so “profound” that the professor shared it with colleagues, via the Internet, which is of course why we now have the pleasure of enjoying it as well. ---

Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)?

Most of the students wrote proofs of their beliefs using Boyle’s Law (gas cools off when it expands and heats up when it is compressed) or some variant. One student, however, wrote the following :

First, we need to know how the mass of Hell is changing in time. So we need to know the rate that souls are moving into Hell and the rate they are leaving. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving.

As for how many souls are entering Hell, let’s look at the different religions that exist in the world today. Some of these religions state that if you are not a member of their religion, you will go to

Hell. Since there are more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell.

With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially. Now, we look at the rate of change of the volume in Hell because Boyle’s Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added. This gives two possibilities:

(1) If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.

(2) If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over.

So which is it?

If we accept the postulate given to me by Teresa during my Freshman year, that “...it will be a cold day in Hell before I sleep with you”, and take into account the fact that I still have not succeeded in having sexual relations with her, then No. 2 cannot be true, and thus I am sure that Hell is exothermic and will not freeze.

The student received the only “A”.



Canadian Warplane Heritage Museum – Father’s Day Weekend Display

This from Bill Swindells.

The BRCM was invited to provide scale models of aircraft to the Canadian Warplane Heritage Museum on June 15, and 16, to which we responded successfully. Working through Terry Jenkins, MAAC’s PR Chairman, and Alan Howard of CWHM, we were allocated an area within the museum on the Friday night, with pickup to be done after the event on Sunday night or Monday morning. I would like to thank the following people from our club who contributed time and/or models to this event. Exhibitors were Dick Fahey’s Fleet Finch, Norm Harris’s Typhoon, Wayne Gilbank’s military J-3, Karl Gross’s Westland Lysander, Paul Chitty’s P-51, and myself with a Harvard and Mitsubishi J2M-3 Raiden. Other contributors were Art Titmarsh from our club, Terry Olds from Stoney Creek and Len Ashdowne of the Dundas Valley Fliers with his phenomenal Fairy Swordfish, as well as Chris Brownhill and another gentleman with control line models.

In all this was a successful event with many people realizing at last that our miniature aircraft DO actually look like the real things, and operate in the same manner.

Again my thanks to all that did, and those that hoped to participate but were unable to do so because of other commitments. I am sure that those who attended were as enthralled with the full scale aircraft as I was and will remember the flights of the training aircraft and the Lancaster for a lifetime.

You might be a Modeler if

From Bill Atkins, Dixie Aeromasters, Byron, Ga.

You have taken your plane off and panic on the third lap, realizing that you haven’t extended the transmitter antenna.

You have built two right wings for a single wing plane.

You get to the field and realize your transmitter is still on charge at home.

You have switched your retracts up while you taxi your plane out to take off.

You lean over your just-finished new plane to brush off a bug and drop a screwdriver out of your shirt pocket that rips through the wing monocote.

You are making an inverted low pass and then pull “UP” on the elevator.

You have taken your plane off with the igniter still clipped to the engine’s glow plug.

You had to jump over your plane as you were landing it.

You have more than one scar on your “cranking” hand.

You have fuel stains on your new sneakers.

You are shopping for land to build your dream home on, and would rather have flat, open pasture land than rolling wooded hills.

Harold Jones gets his wings from some of the people who helped him: Charlie Chomos, Harold, Steve Plonka and, of course, Art Titmarsh



Bayview Status

This is a summary of decisions reached by the Executive subsequent to a meeting with the City of Burlington on September 11th, followed by an exchange of emails between Art Titmarsh on our behalf, representatives from the City of Burlington and representatives from Halton Region.

We now have a definitive, written statement from Art Mercer of the Halton Region to the effect that, if we (the Club) arrange to get the work done, the Region will pay for it. We still need some equipment to haul the mats into place and, if we do some of the fencing ourselves, we will need equipment to do that too. Art Mercer has asked the City if they can help with the needed equipment. The matter of equipment remains unresolved but the main job of getting fencing done (one way or another) and the grass seeded (also one way or another) is in hand with the costs to be borne by the Region. (Provided, of course, that we present the Region with appropriate documentation re estimates and invoices.)

The first week of October is our deadline to do the fencing - we have elected to do the fencing before we do the seeding to avoid damaging the seeded areas with fencing machinery.

We plan to seed the area on October 15th.

Meanwhile, the permanent field remains closed and the temporary field remains in use under the rules published herein.

The field managers and other volunteers have spent a lot of time and effort to get this work done. It has not been easy. The confusion as to who is responsible for what just made life more difficult. There is still more to do - get quotes, let contracts, supervise the work in hand etc. However, with a little co-operation from the weather, we may yet have Bayview restored for all to enjoy.

MEMO FROM THE BOARD OF DIRECTORS.

TO ALL PILOTS AND STUDENTS FLYING FROM THE
NEW, TEMPORARY FIELD AT BAYVIEW.

Unfortunately, there have been numerous occasions since the field opened this year, where pilots have deviated from the prescribed traffic pattern. The main problem appears to be pilots allowing their aircraft to fly too far away from them, overflying the club hut and parking lot.

The permission the club has received from the city is tenuous to say the least. It will probably require no more than one complaint about our flying to have the permission withdrawn. EVERYONE MUST BE AWARE THAT IF THIS HAPPENS, WE WILL LOOSE BAYVIEW FIELD FOR AT LEAST 2 MONTHS UNTIL THE WORK ON THE OLD FIELD IS COMPLETED.

The Board, after long deliberations has made some changes to the operation of Bayview.

1: For a trial period, a fourth flight station will be established. 2 will be dedicated to the wings program on Mondays, Tuesdays, Wednesdays and Thursday evenings. Leaving 2 for regular members flying. Of course, if there are no students ready to fly, a pilot could use that station until a student is ready to use it.

Crash Etiquette

While bent over your model tweaking with the needle valve, too often you hear "I ain't got it..." followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more. The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glo plug battery. Similarly, you probably shouldn't ask if he's finished with the clip.

Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and sensitive to suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

2: In line with the situation at Bronte, 3 additional FLIGHT MARSHALS have been appointed. Bill Swindells, Armando Casaluze and Tony Moore will join Bill Montgomery and Peter Hagens whose function will be to ensure that the Field runs smoothly, safely and in accordance with the rules that have been established and published.

3: There have been some occasions recently where a Flight Marshal has had occasion to draw a pilot's attention to the fact that they were in contravention of the rules. They were ignored, to say the least, and the implication was that they should B..... ..Off.

4: As of now, this will not be tolerated. Flight Marshals are there to ensure the safe and efficient running of the field and a member who does not co-operate in this endeavor may well find his flying privileges withdrawn.

5: The runway flight line is to be marked and pilots are requested to use this line to establish a proper circuit and if pilots and students adhere to these recommendations it should alleviate most of the problems we have been having .

The object of our club is to have fun together and separately. Let's all co-operate to maintain these objectives.

Good Flying.

If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss:

- Battery condition
- Poor construction
- Pilot error
- Used rubber bands
- Fuel tank capacity
- Light blue covering
- Model selection vs. Pilot skill

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration some day.

[From LIRCS Newsletter, Long Island, NY.]