



The News Letter of the Burlington Radio Control Modelers Club

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

Editorial

Since joining the Burlington Radio Control Modelers Club in January, 1998 I have often witnessed acts of generosity and kindness from many members to the point where I see such acts as the 'norm' for this club. I thought it would take a lot to surprise me but the tale from **Peter Goodson** was almost beyond belief.

Two bankruptcies left Peter with unpaid wages and only intermittent employment from September 2001 through January 2003. About December 22nd, 2002 Peter found an envelope in his mail box with "Mr. Goodson" hand written on the envelope. When he opened it there was a card in it with \$150 cash. The card said

Mr. Goodson

Enclosed please find a Christmas present which will cover your annual charges for the model airplane club and the insurance.

From a friend

Peter doesn't know who did this and he doesn't want to know. However, he does want your newsletter to publicly thank his unknown friend. The anonymous friend will know who he is and that's what matters.

Your editor remains dumbfounded by such kindness, thoughtfulness, and generosity. But, come to think of it, this is another example of what makes the Burlington Club so very special.

As always, I am looking for articles from you. Talk to me at 416-622-3705 or by E-mail: Binker@Sympatico.ca or S-mail to suite 2010, 820 Burnhamthorpe Road, Toronto, M9C 4W2

This & That

The March meeting was centred upon balloon flying courtesy of Wayne Gilbank. The slow response of that thing coupled with odd controls makes it damn near impossible to fly. Well, Wayne could do it but I couldn't.

George Bartkus brought in his Almost Ready to Paint FW190 complete with an incredibly detailed cockpit. George has been invited to compete in the Top Gun Tournament of Champions. By the time of the April meeting, he will be in Lakeland accompanied by Bill Swindells and Peter Masfield.

Tom Gwinnett introduced an interesting quiz - and I couldn't do that either!

**Thursday, April 24th
Flea Market @ 7pm.
Indoor R/C by Tom McCann of
Skyhooks & Rigging**

Events for 2003

April 23-27	TOP Gun Lakeland Florida
May 3 & 10	Wings ground school
May 25	3 Forest Lakeside Flyers Annual Fun Fly
June 5, 6	Forest Lakeside Flyers Scale rally
June 7	Oshawa Flying Club float Fly Darlington
June 14	NRMFC float fly Chippewa Creek
June 14,15	Laddie's float Fly Christie Conservation
June 14,15	Oakville IMAC challenge, S. field
June 21	Rose City Flyers fun fly
June 21	Port Perry float Flyers Port Perry
July 1	Canada day fun fly, Bronte
July 19	Control Line contest ???
July 19/20	NRMFC float fly Chippewa Creek
August 16	Tri Club fun fly Burlington/Oakville/ Bramalea
August 16	???NRMFC fun fly
Sept 12-14	"Inventing Flight" 100th anniversary at Wright Patterson AFB, Dayton, Ohio. See http://www.inventingflight.com
Sept 13	NRMFC float fly Chippewa Creek
Sept 20	NRMFC Air show Niagara district airport

Meeting Programs

Thursday May 22nd 2003

Bring and Show. *Non competitive* display of what you worked on this winter. Bring your project and either get or give advice and constructive comments to and from other club members. We would love to see everyone show one or 2 (if small) models at this meeting.

Dale Eldridge is arranging the annual Mall show at the Mapleview Mall and will arrange for those *wishing* to display at the mall to go over to set up after the business meeting.

Toledo 2003

This from Bill Swindells.

– to go or not to go with all the controversy regarding the war in Iraq and the stories about Canadians being the subject of abuse because of our non-involvement. Wayne Gilbank and I packed up our stuff and headed for the border ahead of any ice storms about noon on Thursday, April 3rd. Our intent was to get to the Seagate Centre early and see what if any swap shop tables would be open for any great bargoons!!!!

Upon arrival at the Ambassador Bridge in Windsor, we were greeted by a mile and a half long line of transport trucks, all in the right hand lane. Cars were able to zip right up the left lane and we pulled into the US immigration booth just as the vehicle ahead pulled out. Great no wait. Rolled down the window and the inspection officer says to us, "Heading to Toledo??" It took me a second to realize that he knew from my license plate, which is 'CDNFLYER' that we couldn't fool him. We were not bringing any contraband into the US, our passports were casually given the once over and we were given instructions to have a good time.

We arrived at the Seagate Centre about 4:30 PM. and found a few tables open for business but the majority were still covered with cloths, and not open for business, as well still a large number of tables still vacant. Time to get to the hotel and get checked in.

Hotel room checked out, price \$39.95 per night, not bad, clean and warm. Hungry, we headed to the local Chinese Buffet restaurant

and gorged ourselves at the buffet, for about \$9.00 U.S.

Back to the hotel room for some catch up on the CNN news regarding Iraq. Bed time and get to rise early in the morning refreshed for a busy day and early start for those great bargoons.

Breakfast the next morning was two eggs over easy, apple juice, coffee, bacon, hash browns, and caraway rye toast, all for \$3.95 plus entertainment from the waitress who was really enjoying her job with all the customers.

Off to the Seagate Centre, and parking, which was a little limited, "Why aren't all these people at work and earning a living???" Let's hit the swap shop and see what great deals can be worked, but first there is a presentation at 10:00 AM by George Jenkins on Scale Techniques and Tips. It was an hour long, and definitely not long enough, the talk centred around ways to make scale techniques easier and simpler in our busy life. Well worth the time. Now hit the main floor and pick up that CA, extension leads, and batteries. Oh yea, any fibreglass cloth on special. Wow, look at the aircraft. Wow, look at the new products available. Wow look at the people, why aren't they working????

Up this aisle, down that aisle, wow, look at the exhibits.



A gorgeous Russian

Wow, there's Dave Platt. Look at the pilots, the retracts, the colours, the new foam slow fliers, the motors, the receivers, the gizmos and the lights. Wow, there's Roy Vaillencourt. "Hey Roy, I'll see you in two weeks at Top Gun, and I received an E-mail from Lee Rice, he will be there too with his new Corsair".

Golly, it's almost closing time, and seeing several of the other BRCM members, we are having dinner at the Spaghetti Warehouse at 4:30 before the crowds arrive at the restaurant. Eight of us manage to beat down some dinner, and then back to the hotel to get the feet up and the back rested, and get ready for another day's assault on the show.

Saturday, was a welcome relief from the rain that persisted all day Friday (a heck of a lot better than the ice and freezing rain that was in this part of the country).

We did the aisles again, and picked up some last minute items. I got a real deal on a Yellow Aircraft kit from an estate sale, and of course it is Japanese in nature, the A6M Zero, 1/5th scale. Just need the time and ambition to spend on it now. The fuselage box was larger than I anticipated, so it was a good thing that I had a van.

Wayne and I left Toledo about noon on Saturday, tired and happy. The weather was cooperating on the way back home, and the border was no problem, very little crossing traffic and as far as Wayne and I were concerned, no significant increase in security screening. It was a good weekend and well worth the time and trip to see the products, and suppliers. It was noticed that there were a significant number of empty tables for the swap shop, and some major suppliers were noticeably absent from the exhibits, but new manufacturers and distributors were also present.

At no time were we treated with any undue respect as Canadians. We were there as modelers along with everyone else that was there, not as politicians, even though we represent Canada as individuals. This is the way it should be in the hobby, leaving all political agendas behind, and being concerned only about the hobby and advancement of relationships within the hobby. I look forward to my next foray into the world of R/C aircraft modelling, which is Top Gun at the end of April in Lakeland Florida, meeting many of the great scale modelers and fliers in this wonderful hobby.



Teds in love again!

Profile: Olaf Wodrich

This is another in a series of profiles of club members. With Bill Swindells, I 'interviewed' Olaf and tape recorded his story. He claims his 80 year old memory now has some black holes in it but his recall of the exact dates of events in his life belies that claim.



Olaf was called up in 1941 and seems to have spent the rest of

World War II training to fly one type of aircraft after another. At the end of each training period, Olaf expected to go into active service but, each time he finished one course, he was promptly sent on another. By the time his training was finished, Olaf had flown some 17 different types, the war was over and Olaf went on to other, more peaceful pursuits.

Olaf got an early start into aviation when he joined a youth organization to fly gliders. Every Sunday at 4 in the morning, they drove out to a field near Berlin then they spent the day lugging the gliders up the hill and launching them with [the equivalent of] a bungee cord. They may have two or three flights in those crude, open framework contraptions. As he progressed, he won his 'A' badge (with a half wing) then his 'B' and, ultimately, his 'C' which was awarded only after achieving a flight of over five minutes. By this time he was 18 and he was called up.

After obligatory 'boot camp' Olaf was sent for training as a potential NCO and, eventually, got to a primary flight training school in E. Prussia. There he spent four months just waiting to start flying. Then, his flying instruction included a rigid requirement to complete 60 circuits in FW44 biplanes with an instructor with each circuit being precisely 5 minutes. This was followed by cross country flights, formation flights and training in aerobatics. By this time it is early 1943. Olaf notes that after his first solo flight at this school, they had a party and Olaf got drunk for the first time in his life.

Of course, at the end of primary training, everyone wanted to be a fighter pilot. But Olaf was transferred to yet another training school, this one for multi-engined aircraft. There he flew Dornier 17's and 215's as well as the French C445 - a twin engined aircraft with counter rotating props but grossly under powered. This training ended up with the Dornier 217 - a heavy aircraft comparable, perhaps, to the B25 Mitchell.

Now do we get into active service? Nope, yet more training, this time instrument flying. Now? Nope, on to a night fighter training squadron. Then, finally, with a night fighter outfit flying ME 110's out of a place near Ingolstadt on the Danube and then with another outfit flying 110's from a base near Heidelberg with which he flew four or five missions. By October 1944, many pilots were moved to fighter training with the ME 109. This took another three months or so. During this training period, Olaf enjoyed one flight during a beautiful winter day in Denmark when he took his 109 up to about 11,000 metres. "She would not go any higher and hung there like a plumb ready to drop any time." On another occasion, he took his 109 up as high as it would go then dived under power to see how fast it would go. The 109 reached its terminal

velocity of about 800 KM/hr and would go no faster. Olaf said he aimed for a graveyard so that if it didn't come out of the dive, he would at least save the cost of a burial! Interestingly, Olaf notes that to get out of the dive at that speed, you had to push the stick forward (Chuck Yeager take note!)

Although Olaf piloted many aircraft types - including the highly regarded FW190 - his favourite remains the ME109 which he described as like an "Arabian race horse" in comparison with the 190 which "flew like a big fat horse they used to have pulling the beer wagons". While the 190 was a bit faster than the 109, it was no good above 4000 metres; the 109 was better at higher altitudes.

By February 1945, Olaf was with a fighter squadron equipped with FW190D9's based somewhere on the coast of the Baltic Sea. The squadron had plenty of pilots but not enough planes. Olaf was there at the end of the war and tried to take one of the 190's west. However, he couldn't get it started so he ended up *walking* some 300KM back to Flensburg in northern Germany then occupied by the British.

As you might imagine, Olaf's commentary is laced with humorous anecdotes as in flying low over a lake in Hungary trying to "tilt over sail boats" and stories about the night life in a military jail! On one flight, he forgot to set his radio compass, got lost and crash landed his ME 110 - but he doesn't want to talk about that!

At war's end, Olaf went to work for the British occupation forces until his brother turned up and asked "what the hell are you doing here? Let's go back to Berlin." So Olaf took "French leave" and made his way through the Soviet zone to the American zone where he got a job with the U.S. Army. As Olaf tells it, one night, the motor officer left his signature stamp on the desk with license forms - and that's how Olaf got his driver's license! So he drove trucks for a while but, in the meantime, he learned Gregg shorthand. Ultimately, he became the chief translator for the claims department of the U.S. Army dealing with claims arising out of property damage during manoeuvres.

Coming to Canada in 1954, Olaf took a number of jobs and he got his Canadian pilot's license flying a Fleet 80 with the Brantford gliding club.

Olaf's life in Canada has been relatively tame. He retired in January 1988 and has enjoyed every day since. The Burlington Club provides him with highly valued companionship, camaraderie, assistance, and friendship.



Olaf with his model of the 109E built for him by Sid Carr and painted by Norm Harris.



Tug pilot Olaf about to board a Waco tug plane