



## The News Letter of the Burlington Radio Control Modelers Club

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

### Editorial

This month it is my pleasure to include an article by Bill Montgomery about electric stuff and a story from Art Titmarsh triggered some philosophical musings on my part. Bill Swindells contributed some pics from the frost fly and Harold Jones contributed a yarn.

I would like to write some more profiles of members. So, if you know of likely candidates or victims, please let me know. I also want articles, pictures, anecdotes from you. Let me have material for your newsletter to [Binker@sympatico.ca](mailto:Binker@sympatico.ca)

*Happy New Year, Lawrence.*

### Lancaster on the move.

*This from Harold Jones. And if you believe this, Harold will have a nice bridge to sell you. However, there is a grain of truth in the yarn. And yes, he had me fooled for a while!*

It came to my attention recently that Windsor's long standing Lancaster bomber war memorial, in place since, I think the late 50's or early 60's, (if someone knows for sure, let me know) is in its last winter on its post in Jackson Park. Next year it is to be replaced by full size replicas of a Supermarine Spitfire and a Hawker Hurricane. It's good news for the old bird as the years have taken a heavy toll on her, and it is now to be placed indoors and begin a long process of restoration. I understand that there are less than 50 remaining examples of the Lanc. There is talk that it may even fly again one day. That would be awesome.

So last night, with the temp at 15F, and a cloudless sky with a full moon it just seemed like the right moment to record some images of the Lanc's last stand.



These are time exposures of 30 seconds, and the unseen fun is that these are "hit and run" shots. That is to say that I would hit the shutter, and run like a fool toward the beast with flash in hand, and use the flash to "paint" highlights on the fuselage. Since I kept moving around, you can't see me in the images, but I'm there. After about 40 minutes or so my camera batteries gave up but I like what I was able to get.

**Thursday, January 27th.**

**AGM and election.**

**"Round the Pole" flying.**

(See information this page)

### Surreal Gourmet

Patrick Toal has made DVD copies of the Surreal Gourmet episode shot at Bayview and featuring our very own master chef Arturo Titmarshino. Patrick asks for a nominal \$2 to cover his costs.

I am still trying to get a tape of the flying sessions. I have some hope that I might get this soon. *Ed.*

### Round the Pole

Norm Harris will provide the essential equipment for this. All you have to do is bring your rubber powered or free flight model(s) and see how they fly when tethered.

### Elections.

*This is advanced warning of the upcoming January meeting.*

We will elect a new executive at our January meeting as is customary. The current executive will present you with a 'slate' of candidates but this by no means precludes nominations from the membership at large. We need at least two new board members to replace two who will not be standing for re-election. Although I have no record of this, I am persuaded that the president's term is for two years (not one) so it looks like you're stuck with me and visa versa.

### Awards.

In the previous edition of Skywords I got some of the information wrong. Nominations for the Cliff Moore and Herb Stoneham trophies are made at the January general meeting. The winners are selected from the nominees by the (new) executive at their February meeting and the actual presentation is made at the February general meeting. Lastly, I publish pictures of the presentations in the March edition of Skywords (if I remembered to bring my camera that is).

Currently, I have the Herb Stoneham trophy and Dale Eldridge has the Cliff Moore trophy.

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## Events Calendar 2005

*These are an outline of events planned to the end of 2005. Dates are subject to change. 'TBD' = To Be Determined. Names shown in Italics are the coordinators of the event. Note: not all of the 'victims' have agreed to serve in the assigned roles!*

*If you have any ideas about what you would like to have at the meetings, please let me know. Likewise, if you know of any event that should be included in this list, please let me know.*

January 27	Meeting, AGM. Awards Nominations. Round the Pole flying
February 6	Oakville swap meet.
February 24	Meeting, Trophy presentations. Electric flight
March 13	Whitby swap meet. (See Jan. Ed. p6)
March 24	Meeting, Jets Wings sign up. ( <i>Howard McNamara</i> )
April 28	Meeting, Technical sessions
May 26	Meeting, Show & Tell
June 11 - 12	Laddie's Float fly ( <i>Laddie Mikulasko</i> )
June 17 -18	Annual Chomos float fly ( <i>Charlie Chomos</i> )
June 24	Otterville 14th annual fun fly
July 1	Canada fun fly at Bronte ( <i>Ivan Wismayer</i> )
July 3 - 4	Chatham CAN-AM IMAC contest ( <i>Don McLellan</i> )
July 16	Scale rally at Bayview <i>Peter Hagens &amp; Bill Swindells</i>
July 17 - 18	Club 400 IMAA Rally
July 24 - 25	Flying Tigers annual IMAC Contest ( <i>Bryan Facey / Ron Matiuz</i> )
August 7 - 8	Stoney Creek IMAC ( <i>Ken Wiersma</i> )
August 13	Tri-Club rally hosted by Oakville
August 27	Corn roast at Bayview ( <i>George Bartkus, Dale Eldridge &amp; Bryan Dixon</i> )
September 4 -5	6th Annual scale aerobatic challenge, London ( <i>Randy Brown / Bob Hudson</i> )
Sept. 10 - 11	Flying Dutchman scale rally, Kitchener.
September 22	Meeting, Round The Pole electric & rubber. ( <i>Norm Harris</i> )
October 27	Meeting, TBD
November 24	Meeting, Rubber race, BRCM V. Hamilton ( <i>Harold Jones</i> )



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## Bill Swindells & The Lancaster.

*Bill saw Harold's pic of the Lancaster and wrote:*

The Lanc' was placed onto the pedestal in 1965. It was originally silver in colour, and I think had been used for coastal operations after WW II.

During that time of mounting, in the summer months, it was 'open' for tours through it, (very tight fit). It still had some of the original radio equipment that I had utilized as war surplus equipment after WW II, as a budding Ham operator, a few years before. At that time I was attending the University of Windsor in Electrical Engineering, and living in Windsor. I often wondered what had happened, if it was still 'flying'.

Hope that it can be restored, it will take a tremendous amount of work and dollars after all these years.

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## Bolingbroke

*Art Titmarsh sent this fascinating bit of history. Art writes: I researched on Google and found the following info on the origin of the name "Bolingbroke" as in Bristol Bolingbroke!*

"Bolingbroke" was name given to a privately designed civilian twin engined six seat British aircraft designed by Bristol at the request of a Lord Rothermere – a wealthy English newspaper magnate. It was named after Viscount Bolingbroke (1678 - 1751) whose name was Henry St. John. The airplane was so good that when war broke out in 1939 the design was acquired by the R.A.F and the name changed to Bristol Blenheim. Then, when Fairchild was asked to build some in North America, they re-used the name Bolingbroke and the aircraft were eventually used by the commonwealth air training program in Canada

*Sometimes I wonder how the English would ever have developed some of their more useful stuff had it not been for some of those wealthy blighters who put their own fortune on the line. The Mosquito is a case in point. So is Rolls Royce. Now who was the lady who financed the Spitfire?*

*In his book "Slide Rule" Neville Shute recognized the contribution of the independently wealthy who were not afraid to make decisions for fear of losing their job. He postulated that, when the government has sucked all the money out of the wealthy, we will be left with civil servants who will be afraid to make controversial decisions for fear of losing their sole source of income.*

*Take away the likes of George Soros and you're left with George Bush. Now there's a thought! Ed.*

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## Will Rogers

Good judgment comes from experience, and a lot of that comes from bad judgment.

Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.

There are 2 theories to arguing with a woman...neither works.

## Foamies

From Bill Montgomery.

If you've been flying for a while you may have already dabbled with electric planes but found that they tended to be heavy, underpowered, and expensive to 'do right'. Over the past few years there have been major advances in some of the core technologies required for good electric flight and I'd like to give a quick overview of some of those in this article.

I initially became aware of 'something new and exciting' happening in electrics while attending the first Electric Tournament of Champions, held in Toledo in 2004. At first glance the event just seemed to be another one of those 'fly the

park flyer in the gym' affairs, but upon further investigation it turned out that the pilots involved were the same ones who fly the

giant TOC models in Vegas. The models they were flying were constructed from a few dollars worth of flat foam but were fully 3D freestyle flight capable within the confines of the university gymnasium. For further information on the ETOC and some on-line videos check out: [http://www.rcuniverse.com/magazine/article\\_display.cfm?article\\_id=325](http://www.rcuniverse.com/magazine/article_display.cfm?article_id=325).

So, what has happened to bring about this revolution in high performance inexpensive electric planes? Well actually there are a number of factors that combined to make this all possible.

Probably the most significant factor has been the development of consumer accessible Lithium Polymer battery packs (or LiPos). LiPo batteries are much lighter than NiCad or NiMH batteries and hold considerable more energy per unit of weight. LiPos are a bit pickier as to how they are charged and discharged but modern chargers and speed controllers are LiPo friendly.

Another technology that has advanced rapidly is that of brushless motors. Brushless motors are much more efficient at transferring the power from the battery to the propeller. This translates into longer flight times with more power to play with.

Brushless motors are available in traditional 'can' style which are often used with a reduction gear box, and the newer 'outrunner' style which produces more torque to drive the prop directly. While brushless motors have been around for some time, it is just recently that they have dropped well below the \$100 price ceiling.

A third advancement in electric flight has been the use of very low cost extruded polystyrene sheeting for airplane construction. The two most popular types are 'Depron' which



is available in 3mm and 6mm thicknesses and Dow BluCore which is about 6mm. Depron is available in white and grey and a sheet large enough to construct an aircraft will run about \$12. Depron is available at most hobby stores. Dow BluCore, often referred to as 'fanfold foam' or FFF, is a bit harder to find in Canada but readily available at Lowe's in the US. It comes in 4' X 50' sheets fan folded into 2' X 4' bundles. A stack of BluCore, which is enough for around 50 planes, will run about \$32 US.

Free plans for all styles of aircraft are readily available on the Internet. A good place to start would be in the Electric-Foamies section of RCGroups.com. <http://www.rcgroups.com/forums/forumdisplay.php?f=18>

Plans are generally available as PDF files both in full size or in tiled format, which allows you to print out letter sized chunks which are then taped together to form the full plan.

If you would prefer to purchase a kit version you will find a wide variety to choose from. Typically a foam kit including a brushed motor and gearbox is well under \$100.

Foamy electrics tend to fall into two groups. Your smaller 24"-30" models generally end up weighing around 7 oz and can be easily flown indoors or outside on calm days (e.g. Shock Flyers (pict 1). Larger 30"-40" models usually come out around 12 oz and can be flown indoors (by experienced pilots), or outside under mild to moderate wind conditions (e.g. E-Flite Ultimate (pict 2) or Tribute (pict 3)). Either size of plane will generally be able to fly aggressively for 15 to 20 minutes on one LiPo battery with a brushless motor.

One of the hidden benefits of foam construction is it is easy to repair and even if the airframe is totaled it can be replaced in a few hours for a couple of dollars. With this in mind you will find practicing aggressive aerobatics 'down low' much easier on the nerves than with expensive balsa models.

For more information just try a Google search on BluCore or Foamies

Bill...



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## Happy New Year – 2005

*This note from Bill Swindells.*

Well here it is a brand new year, and we did it again. Yes, we survived another long year of shaky knees, test flying brand new aircraft, flying repaired aircraft and just ordinary flying. Bright and early on January 1<sup>st</sup>, 2005, a dedicated group of flyers descended upon Bayview Park Flying Field, (or is it ascended up the hill), and took to the air to welcome the new year of experiences both good and bad.

Being a little late in arriving at the field because of having got to bed rather late the night before, or late morning as was the actual case, I missed the first flights. My understanding is that Dale Eldridge was the first electric to be airborne, while Bruce Dixon was the first glow powered craft to soar above the field devoid of snow. This is the second year in a row that the temperatures have not been frosty or cold enough to warrant being called Frozen Finger Fly, as some clubs call their January 1st event.

My special, THANK YOU, to Dale Eldridge for arranging the doughnuts, coffee, hot chocolate and chilli from Tim



Hortons. Dale, you done good!!!! Everyone who attended seemed to be pleased with the final result and welcomed the warmth in our bellies.

Numerous pictures were taken of the day's events, and

I am sure that Lawrence will be publishing some as necessary to fill space for the newsletter.



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### A Story

Did you hear about the guy in Paris who almost got away with stealing several paintings from the Louvre? After planning the crime, getting in and out past security, he was captured only two blocks away when his Econoline ran out of gas.



We now await the arrival of the 'official' flying season, but for some of us, this continues all year long, we just change the wheels for skis. The date of this writing is

Sunday January 9<sup>th</sup>, and I have arrived back home from my first 2005 flights, from skis.

There were about 6 of us die hard flying fans at the

field today. Come on out and try your hand at the flying from a snow covered field. It can be exhilarating at times.

Happy New Year to our members



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### The Frost Fly

*Art Titmarsh writes:*

That was a good turnout at the frost fly. Bruce Dixon was first up in the new year, followed by Art Titmarsh and Bill Montgomery. The parking lot was full by 10:30, and everyone commented

on what a great job Dale Eldridge did with the catering, the coffee, hot chocolate and the Chilli. Donuts were great too!



When asked how he could mastermind such a crime and then make such an obvious error, he replied: "Monsieur, I had no Monet to buy Degas to make the Van Gogh."

... and you thought I lacked De Gaulle to tell a story like that

# **Wings Program**

## **Student Registration 2005**

This year's student registration will take place during two separate sessions:

A) Returning Students                      FEBRUARY 24 MEETING

B) New Students                      MARCH 24 AND APRIL 28 MEETINGS

Returning students should continue their instruction as soon as the weather permits. Instructors will be assigned soon after registration. This year's instructor may or may not be the same instructor that you had last year.

NEW STUDENTS:

GROUND SCHOOL will take place as soon as possible following the March and April registrations. New students will be assigned an instructor after the ground school has been completed.

NOTE: STUDENTS MUST SHOW PROOF OF BOTH BRCM AND MAAC MEMBERSHIPS TO REGISTER.

**WOW!**  
**The Whitby Aeromodellers  
Radio Control Show and Sale**



***MARCH 13, 2005***  
**Heydenshore Pavilion**  
**Water Street, Whitby**

Be sure to take advantage of the dozens of great bargain tables of RC planes, equipment and accessories offered just in time for the flying season.

**Show hours are 9 AM to 2 PM.**

Come early so you won't miss out on the hourly door prizes. Take the Brock Street South exit off 401 (Brock Street not Brock Road) and follow it down to Heydenshore Pavilion located on the (right) south side of Water Street.

**For Vendor tables contact : Marlene at (905) 623 0532**

**[www.whitbyaeromodellers.com](http://www.whitbyaeromodellers.com)**