



**DO NOT
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Skywords

**The Newsletter of :
Burlington Radio Control Modellers Inc.
P.O.Box 85174 Burlington Ontario L7R 4K4
WWW.BRCM.org**

**December
2006**

From Ivan Wismayer Club president

Dear Fellow Modelers and Members:

It is with great pleasure I am addressing you at the end of 2006. This year I have had the privilege of serving you as your president. As many of you know I have been involved with the board for ten years, five as your treasurer and another five as the Bronte Field director. That gives me a good

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Remembrance Day at Seniors Centre

From Bill Swindell

On November 11, 2006, several of our members demonstrated in a static display numerous WW II scale aircraft for the Ancaster Senior Achievement Centre. The Center was holding their annual Remembrance Day ceremonies on the Saturday morning, and I had requested at one of the meetings after Board approval that we offer to display aircraft from the WW II era. This was met with enthusiasm from the Recreational Coordinator, Wilma Groen, of the Centre.

The Centre is housed in a former single storey school in Alberton, just west of Ancaster, and still has several of the original class rooms and a gymnasium. The building has been expanded since the takeover of the seniors to include a wood working shop, billiards room and exercise room. The service was held in gym which was filled with tables for people to sit,



with little room left for the aircraft, except for a couple in corners. One of the classrooms was opened for us with plenty of room and signage put up directing people to our display.

There were over 100 people present for the ceremony, and a brunch was served afterwards, consisting of eggs Benedict,

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L. to R. Nick Chenka, Carl Gross, Peter Menning (Hamilton Club), George Stewart, Squeaky Dixon, Harold Jones, Ted Pritlove, Tom Gwinnett, Charlie Chomos, Bill Williams, Steve Plonka, Art Titmarsh. Photo taken by John Bergez

Old Farts visit Canadian Heritage Warplane Museum

The Thursday lunch group honored The Warplane Museum with a visit on Thursday 16th November and, in addition to the usual high quality museum guides, were very happy to have George Stewart along as guide and story teller. You may recall George's talk at our club meeting last year, about his

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George Stewart tells a story. That is a Catalina in the background. Any guesses on the aircraft to the left and right?.

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days during WW2 when he drove a Mosquito.

A dozen members showed up and, as far as we know, all were returned safely home.

It is always a pleasure to visit this museum and realize the effort that volunteers make to its success. They are all to be congratulated.

George is a great story teller and it was special to visit the Museum with someone who had flown in some of the planes and had endless tales about others.

I think a visit to the museum in Toronto to see the Arrow mock-up is next.

Tom Gwinnett

Pictures from John Bergez, thanks John for all the trouble you took getting them to me.

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ham, home fries, green salad, fruit salad and Danish. This was quite filling.

Our display attracted quite a number of the members, some displaying their medals from WW II. There were even some grandchildren present who enjoyed the exhibit with their elders explaining the significance of the variety of aircraft. The display consisted of aircraft such as the Spitfire, FW-190, U.S. Army P-47 Thunderbolt, RAF Seafury, Australian P-51 Mustang, Kawasaki Ki-61 Tony, RAF Typhoon, Mitsubishi J2M-3 Raiden, 1/32 scale Bf-109, and trainer aircraft such as a Harvard, Fleet Finch and Miles Magister. Those that volunteered to participate were: Kevin Andrew, Harry Barnard, George Bartkus, Paul Chitty, Dick Fahey, Karl Gross, Norm Harris, Bill Swindells, and Ivan Wismayer. My thanks to these gentlemen who made this a successful display, either through their generosity of time for attendance or contributions of scale aircraft.

The club gained recognition, not only from the announcements but as well from the numerous posters that were displayed around the Centre for the past two weeks.

Bill Swindells

It's Membership time Folks.

It's time to renew your membership! If you do it after 31st December you will have to pay a \$25 late fee.

We are a 100% MAAC Club. It is your responsibility to prove you have MAAC by either renewing through the club with your membership, or providing sight of, or a photocopy of, your 2007 MAAC card.

No exceptions. Remember it's to protect YOUR interests!

Quoting your MAAC number does not prove you have a 2007 membership.



Quiz

Six engines. Name the planes.

That's Steve Plonka holding on to the one on the right. These pictures were taken when six club members went to the US Airforce Museum in Dayton Ohio. Well worth the trip but if you do it, allow 2x6 hour days for the museum. One long day is a killer on the feet.



ARF Control Rod Installation From Lawrence Cragg

ARFs Grrrrrr. But there's a twick or two that might help.

You know the ARF story; nice big box and there it is. All you have to do is put the major parts together and that's all there is to it. Right? Wrong! There is that little matter of installing the control rods from instructions that read something like this:

“Working from inside the fuselage, slide the threaded end down the inside of the fuselage until the pushrod reaches the exit slot. Carefully reach in with a small screwdriver and guide the pushrod out of the exit slot.”

Now, anyone who has tried to do this will know this is damn near impossible and is likely to drive you mad after an hour or so of trying this impossible task. But, there is a solution!

Cut the threaded 'nut' off a nylon clevis and partially thread it onto the to-be-installed control rod. Get a long piece of rod threaded at one end and push it through the slot and into the fuselage. Now join it to your control rod and pull the joined rods back through the exit slot. Decouple the rods and you're done.



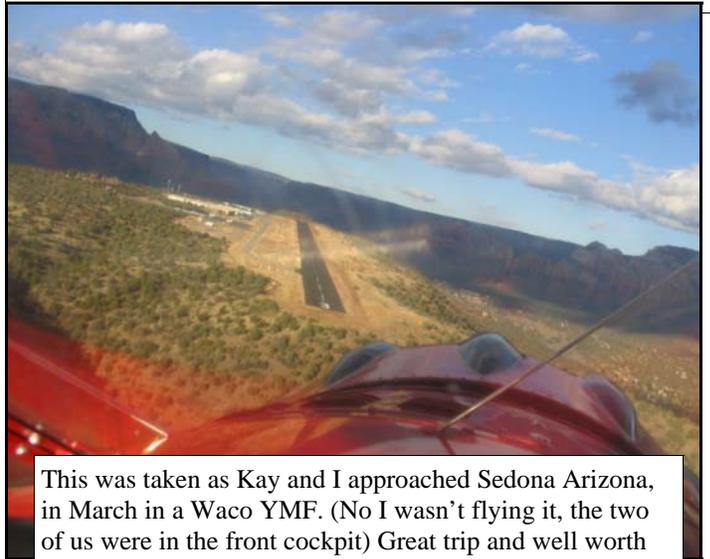
HmMMMM.

Quiz.

At the start of WW11 is wasn't only the Brits. who were short of Aluminun. The US built one plane, a trainer, that even had wooden fuel tanks? The only aluminum on the whole thing were the engine cowls and cockpit area, The plane was also a huge success! Name the plane.

Quiz

Waco are well known for their Biplanes and the YMF is being built again to the original specs. But what other WW2 plane did Waco build and sell to the US Army Air Force?



This was taken as Kay and I approached Sedona Arizona, in March in a Waco YMF. (No I wasn't flying it, the two of us were in the front cockpit) Great trip and well worth the cost. We flew below the canyon walls some of the time, creepy!

As explained to me, its pronounced W-or-co, not W-ack-o which sounds nutty, or W-eh-co which sounds too much like a Texas shootout involving religion and drugs.

TG

Classified

Items for sale by members. To list Items in Skywords contact Tom Gwinnett. gwinnett&sympatico.ca or 905 681 6460

MK (Japan) Ju 87 D-5

74in span, for 60 - 90

kit is all precut balsa/ply

\$150.00

Maratuka/Royal (Japan) B25 Mitchell

72in span for 2x.40s

kit is precut balsa/ply

\$195.00

Pica 1/5 scale mk9 Spitfire

88in span, for 90 two stroke

or 1.20-160 four stroke

\$250.00

HD mechanical retracts for Spitfire

\$95.00

Spitfire kit and retracts \$325.00

33in GB floats with fittings \$35.00

Above from Norm Harris, nharris@cogeco.ca

905 637 2868

Futaba 7CAP Transmitter only. As new condition. \$150:00

JR Propo XP642 Computer Radio System complete. Unused. \$200:00

Contact Paul Chitty at the meeting or 905-630-4430 or pchitty@cogeco.ca

The Great Rubber Race

This event should have been titled The “Lesser Rubber Race” as only 5 contestants from Hamilton “Flying Tigers” showed up. Could the inevitability of defeat have put off some members.

The event was the usual mixture of ingenuity, luck, farce and fun. The highlight of the evening for me was that I won the whole thing with an airplane given to me 3 years ago by Art Titmarsh. Each year I drag this thing out and wind and fly, and each year it just gets straighter and straighter. The longer it’s away from Titty the better it gets, beating all of Titty’s later models! Thanks again Art, it just proves that no good deed goes unpunished!

The Hamilton team put on a brave show but were overcome by sheer numbers.



Pictured is Stu Watson of “The Flying Tigers” about to launch but in the interest of sportsmanship I will not reveal the result. Charlie Chomos shows how it’s done, just like



throwing a dart, where you point it is where it goes. Some of our team relaxed and shook of the tension of the event at “The



Poacher” afterwards.

This is a great fun event and it’s a pity that so few turned up from Hamilton although it’s easier to win when they don’t!

Next time we must try to encourage a bigger turn out, from our members too.

The prize of a SIG “Demoiselle” kit was kindly donated by John Bergez.

The Herb Stoneham Memorial Trophy

Each year this trophy is awarded to the Senior (over 60) member who contributes most to the running and wellbeing of our club

Herb passed away suddenly April 16th 1996. He was a founding member of BRCM and a Past President of the Rotary Club Burlington.

Herb aquired an MBA at Harvard in 1962, and rose to be Chairman of I.I.C. International Consultants. He was Governor Emeritus of Appleby College.

In addition to these accomplishments he was an enthusiastic modeller.

The trophy is titled, “Dedication with Enthusiasm”. Those that knew Herb understand why.

Tom Gwinnett

The "Cliff Moore" Trophy

Each year this trophy is given to the member who contributes most to the running and well being of our club. Perhaps it is time to remind everyone just who Cliff Moore was.

If you have seen the trophy you will recall that it has a model of a Lancaster mounted at the top. Cliff joined the RCAF early in WW11, and on completion of his training was posted, as Flight Engineer, to No 419 (Mossie) Squadron, 6 Group, operating out of Middletown St George. This was the squadron of Canadians to which P.O. Minarski V.C. belonged, flying in VR-A the Lancaster. Which is depicted and flying at "The Warplane Heritage Museum". Cliff completed his tour at Yarmouth Nova Scotia with his crew, who flew their Lanc. to Canada after their last "op" in England.

On arrival back on civvy street, Cliff who had been an enthusiastic modeller and primary glider pilot prior to the war, established a hobby shop at 993 Barton Street East. During the 60's I met Cliff through the Hamilton Builders Exchange where we used the common plan-room. At that time Cliff had sold the hobby business and had established himself in the insulation installation business working with mechanical contractors in the Golden Horseshoe.

In 1962 Cliff was a member of the Hamilton Flying Tigers and the Oakville MFC. He believed that the time had come for a separate club in Burlington, for Burlington residents, and he initiated regular meetings in his basement/workshop with the intention of forming such a club. A few familiar names to our club members today were in attendance at those meetings. "Ken Birch, Howard Adams (D), Stew Watson, Frank Gue, Eugene Fleischer, Ron Barr, Jim Crawford (D), John West, Ted Toth, Don Field (D), Syl Todin, Art Titmarsh, Steve Plonka, Bob Nunnamaker, Charlie Chomos, Harry Barnard, Harold Jones and me.

Flying in the sixties was carried out on a gravel road in a future industrial site which is now Mainway Road, and later a field on the North side of Highway 5 just East of Brant Street. When that field closed, a field was shared with the flying Tigers near the present location of Waterdown High School.

During the years between 1962 and the incorporation of the club in 1973, Cliff Moore was the primary mover in keeping the group organized, and figures strongly in getting flying space. After incorporation Cliff was President and held that office though 1974. Many of the members of the early 60's became "Founding Members" but it was Cliff's leadership that made him "The Founding Father" of BRCM Inc. By 1972 it was known that Cliff was battling lymphoma and we lost him to the disease in 1979.

Cliff H. Moore R.I.P.

Submitted by **Richard (Dick) Fahey** MAAC 2961L
Public Relations Chair MAAC

(Note from the editor)

Many of us new members who think we always had our great fields and that the club had money in the bank from the beginning, will benefit by being reminded that it didn't all happen by accident.

NOTE WELL!

IF YOU READ NOTHING ELSE: READ THIS!

- \$100, being this club's share of the profits made at the GLAMAAE was donated to the "Childrens Wish Fund"
- **Next meeting is Senior's Centre December 21st. 7:30.** Be there for presentation by John Scott, Ex-Wardair Pilot who runs the Fight simulator program for Air Canada among other things. Plus we need nominations for the Herb Stonehan and Cliff Moore Trophies, as well as nominations for 2007 Board Members. Anyone wishing to stand for the board or to nominate someone else should contact Ivan Wismayer or Dick Fahey.
- January meeting is 25th and is our **Annual general Meeting.**
- **Frost Fly is January 1st 2007** 9am to 1pm. Snow or shine Chilli and Coffee will be there as will Titty's naked knees. Don't miss it! Bring a plane.
- **DX7 or Spektrum.** So there can be no confusion flyers using this type of transmitter are expected to put a peg on the board when flying. Pegs available free from club. Talk to Howard McNamarana.
- A new Grass cutter has been purchased for Bayview it's a **TORO** and an updated version of the ones we already have, by buying now we got the best possible price and apart from a deposit we pay when we take delivery in May.
- **Harry Bernard** donated the new cupboards in the shack, **Dale Eldridge** and **Nick Moskal** put them up. Thanks Guys!

From The Editor

Thanks to people like Paul Titty, Bill Swindell, John Bergez and Lawrence Cragg and Dick Fahey, finding stories for Skywords hasn't been as difficult as I had supposed. Without them it would be a nightmare so please keep it up guys, and the rest of you feel free to join in by sending me anything you find that may be of interest.

November's issue almost turned into a fiasco when I posted the issue to the web site without checking "one last time". (Similar to taking off without a range check). Lucky for me Lawrence Cragg was first to read the thing and called me avoiding a very red face, for me that is.

I think I'm getting there though, this issue took only half the time of the previous one so at least I'm getting quicker if not better.

This is the last issue of Skywords for 2006 so it just remains for me to wish you all a very Merry Christmas and a happy, prosperous and, most of all, peaceful New Year.

Tom Gwinnett