



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

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

### Editorial

This edition begins my seventh year as editor of this newsletter and I have to recognize that I am getting a little tired and that it is probably time that you found a new editor. That being said (writ?) I find myself in a most unusual situation in that I have several contributions from members! So, without more ado, here goes.

*Cheers, Lawrence (Binker@Sympatico.ca).*

### Membership Renewal.

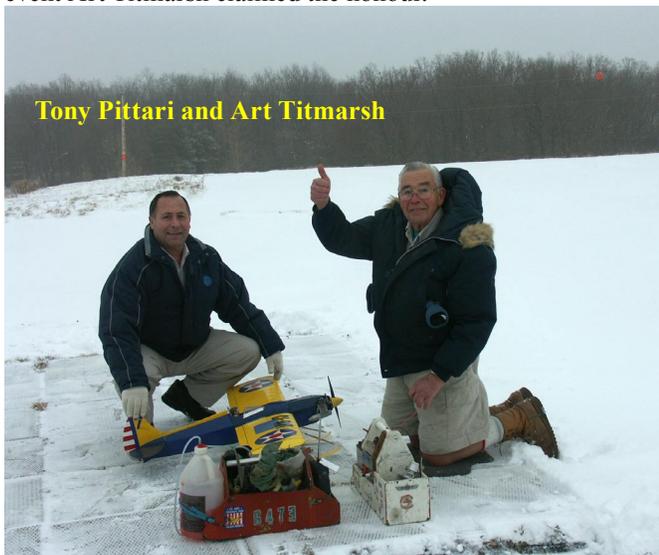
The December meeting was poorly attended due to a snow storm. Among the missing was our membership secretary who, in her role as an Air Canada dispatcher, experienced a significant increase in her work load. Due to these circumstances, **the deadline for renewal without penalty has been extended to the end of January.**

### Annual General Meeting

This brings my term as president to a close and you get to elect a new board of directors to run your club for the next year. The current executive will make every effort to present a slate of candidates but this does not preclude nominations from the floor. However, **before you nominate anyone for a position on the board, make sure that your putative victim is willing to serve!**

### New Years Day

Car Finch made valiant attempts to get into the air first but every attempt was thwarted by a recalcitrant engine. In the event Art Titmarsh claimed the honour.



Tony Pittari and Art Titmarsh

## Thursday, January 26th. Annual General Meeting & Election. Show & Tell



Charlie Chomos, Paul Chitty & Tony Moore: New Toy!

### Re UK trip.

*Last month, I published an account of a tour of aircraft, steam & naval establishments in the U.K. which I took with Norm Harris. That account elicited this response from Graham Clark:*

Hi Lawrence,

Boy does your article on skywords for December bring back some memories for me! (I moved to Canada in Feb 1999)

You say you visited Bridgnorth and Kidderminster. I used to live around this area in a town in between them called Stourbridge (for all of my life), you probably saw signs for it if you were driving around here. You also probably took the "Bridgnorth Road" from Bridgenorth to Kidderminster. I know every meter of this road, used to cycle it many times with my friend from Stourbridge to Bridgnorth. There's also a nice pub hidden out in the middle of nowhere on this road called "The Ciderhouse". Home made stuff, very good. So I also see you went to the train station up the side of the hill in Bridgenorth too. Did you go into the engine shed on the other side of the tracks ? They're usually rebuilding about 3 or 4

engines in there at a time, oh and yes those engines are loud when they start off the platforms.

Anyways, RAF Cosford ? My god. Just before I moved to Canada I worked with the RAF's chief exhibition designer by the name of Eric Mann. He was a civil servant I was employed directly by the Directorate of Recruiting and Selection for the RAF. I worked many weekends designing things for shows with Eric at RAF Cosford, for Hendon and Earls Court. I know the place like the back of my hand. We used to stay in the Officers Mess on the other side of "the main drag" to the airfield. Got to know many people there and drink with them, even met the Vice Chief Airmarshall in there once too. We got to know a squadron leader of one of the training groups of pilots, so I got lucky enough to have a go in a 2 seater Grob many of the students use at Cosford for learning, this brings back so many memories. When you went into the museum, you may have seen some computer flight simulators or light blue coloured information boards - big ones too, if they're still there these were some of the things that me an Eric designed and made. By the way, did you by any chance see a Vulcan Bomber outside at the museum ? There's quite a story behind this one from a few years ago. An ATC controller at the field picked up a message from the pilot of the Bomber during in a routine exercise that one of it's engines was in trouble, searching for the nearest landing sight, the pilot and ATC controller decided to allow an emergency landing at the strip at Cosford. Now I don't know whether or not you saw the runway while you were there, but it's not that long. So they did an emergency landing and safely to a halt. After fixing the problem with the engine, everyone realized that the runway is not long enough to get the Bomber back up in the air. It's now part of the museum.... Permanently, and there's nothing wrong with the aeroplane ! Let me just say, a few people there got in quite a lot of trouble about this.

Take care !

Graham.

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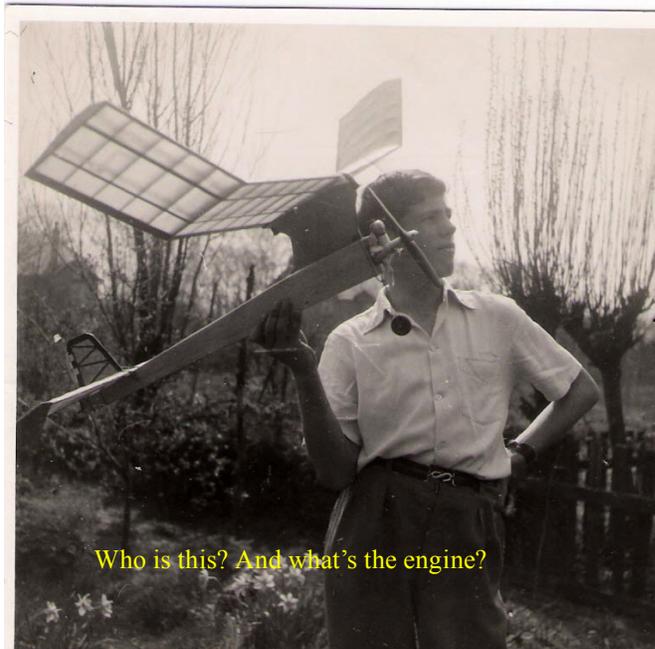
## Real Size Flight Simulator

*This from Bill Swindells:*

Last Father's Day, I received from my older son, a gift certificate to attend the Air Combat Zone on Dixie Road in Mississauga. This certificate was for two people, for one and a half hours on af F/A-18 Hornet Flight Simulator. Wow, what an opportunity!!!

The session consisted of 15 minutes on a desk top computer simulator with the Joystick and Throttle controls connected. Both these controls had multiple buttons and knobs, and this was where we learned which buttons turned on the guns, AIM-9 missiles, radar both air to air and air to ground, and target acquisition systems.

The next 15 minutes was in the Briefing room with a slide



show presentation showing the HUD (Heads Up Display), and explained what the various rectangles, circles and grati-cules meant.

Next we moved into the Flight Simulator room, where there were four mock cockpits set up, each facing a slightly different direction, so you were not looking into the cockpit next to you. In front of each simulator was a wall screen about 8 feet wide and 6 feet high. This was your real world outside the cockpit, where you could see the ground terrain, buildings, clouds, sky and any other objects that might be in the air or on the ground.

The first 15 minutes of this was allocated to getting familiar with the HUD and actual throttle, and stick controls; coordinating all of the functions, including the dropping of flares in case a missile was tracking us, complete with whistle sounds and explosions. Our first objective was to get a radar lock on a helicopter just taking off from an airport, and destroy it with one of our missiles. This as soon accomplished, quite easily.

The next 15 minutes was dedicated to flying in Korea, and on the lookout for MIG -15's and surviving against the computer generated aircraft. Again this was not a problem. Then came the real challenge!!!

The last 30 minutes was dedicated to fighter combat in a free-for-all against the other pilots in the simulator room. A spec on the horizon might be a fighter aircraft coming toward you or flying away. Get a radar lock on him and get close enough to fire your missile, usually about a 3 mile distance. While he (one of the other pilots in the room) is attempting to lose your radar lock and not get blown out of the sky, watch your tail for the other pilots sneaking up behind you. Look at the radar lock warning in your cockpit and avoid those behind you.

When you do manage to get a lock and close enough to fire, make sure that the missile does take the aircraft out of the sky, it could only damage your enemy and he could turn around and blast you out of the air.

This was a very exciting half hour, with concentration levels extremely intense. The time just flew by so quickly, and when it was over, you realize that you are almost exhausted from your own combat world that was active right before your eyes.

The company is located at 5170 Dixie Road, and the packages are not that expensive, running about \$40 for a one hour session. What makes it real is the opportunity to fly against others in the same room, not knowing what they are going to do, or react to the attacks. Afterburners consume tremendous amounts of fuels, and you constantly need to scan the instruments to determine airspeed, altitude, target identification, direction, fuel consumption, rate of climb, rate of descent, artificial horizon, and bank angle. Don't forget to go to the bathroom before getting into the cockpit!!!!

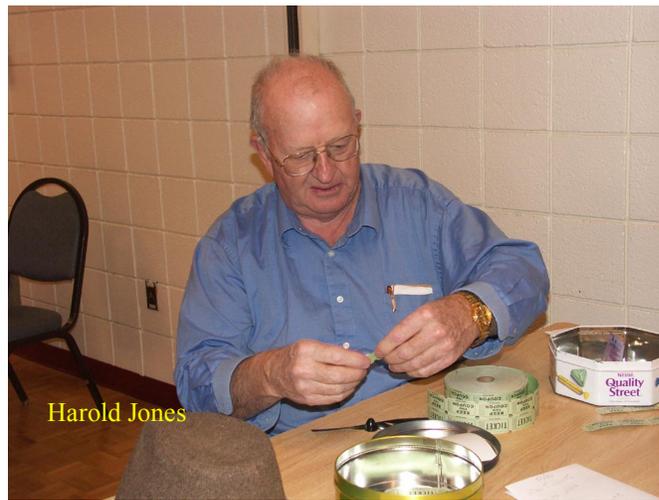
This was an experience well worth the time to drive to Mississauga. They also have competitions and provide for groups to fly against each other. There are several 'courses' that can be followed, not just the combat flying, but take off and landings at airports, and carrier landings, navigation and almost the full requirements for flying full scale aircraft

If you have the opportunity do not turn down this great experience.

Bill Swindells  
MAAC 47841



Tim McTigue, Web Master.



Harold Jones

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### A Visit from us.

*This from Art Titmarsh:*

On Friday 16th of December, Dick Fahey and I were invited to be at McLauchlan private college in Oakville to judge an aviation oriented paper airplane contest sponsored by the college. We covered as many aspects about the theory of flight, general outlines, and construction as we could. We also took an r/c model c/w transmitter to show the effects of control inputs and aircraft features involved in flying. As a result we received two *thank you* letters from the staff on behalf of our efforts. We, in turn, invited all the students to visit our Bayview flying site any morning, evening or weekends to see more examples of airplanes and helicopters in action. We explained that most communities had at least one site dedicated to Radio Controlled flying (some like Burlington with two). We gave them a general description of our hobby, local clubs across the country and described the basic function of our national body, M.A.A.C. We distributed a copies of the latest MAAC magazine.

This outing, combined with the flying display we put on for the Southern Ontario Campers association last summer at Binbrook fairgrounds, is the type of exposure our hobby needs to be recognized and to receive the political attention we require to maintain flying sites and general public acceptance of our sport/hobby.

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### Events; advance notice.

*This information courtesy Bill Swindells.*

The Quad Club (formerly the Tri Club) meeting will be held at the Halton Hill Model Flying Club this year. The club is located at the N.W. corner of Winston Churchill and Mayfield Road. A date for the event has not yet been set.

The G.L.M.A.A.E. (Great Lakes Model Aviation Airshow and Exposition) will be held on August 19 and 20 at the Stoney Creek airport.

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## 2005 Flying Season.

*This note from Bill Swindells.*

I have on CD, approximately 1090 pictures of flying events and candid photo shots of our members and others that I have visited throughout 2005. The CD starts with pictures from the 2005 Frost Fly, winter, spring, and summer flying, Toledo, Top Gun, Canada Day, meetings, Olean N. Y. Scale Rally, Chatham Scale Rally, the Middle Zone Fun Fly (GLMAAE), Tri-Club Fun Fly, Hamburg N.Y. Scale Rally, Corn Roast, KW Scale Rally, Oakville Scale Rally, Annual Zone Meeting and many, many more pictures of our members right through to December 2005. **Are you in there??** I will have a number of CD's at the January Annual General Meeting for Sale at \$2.00 each. Buy one and see if you really are in there. If not, come out to the flying field this year and make sure that I get a picture of you for the 2006 Flying Season CD.

If I run short of CD's at the meeting make sure you reserve one and I will burn a new one for you for the next time I see you.



Bill Montgomery prepares for his first flight of the season while Laddie Mikulasko seems to be having trouble with a very large bug.



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## Battery Disposal and Recycling

At a recent business networking meeting, I met a gentleman who operates a business in Hamilton called "Battery King", on King St. East. We talked a little bit about batteries, and he deals mostly in larger batteries than those that we use. When he asked about disposal of our batteries, I mentioned that mostly, they are put into the garbage and set out with the rest of the refuse on garbage day.

He has volunteered to provide us with a container for batteries, any type of batteries, dry cell, alkaline, NiCad, NiMH, lead acid or gel cell.

When you are checking your battery packs this winter and find cells that have gone dead, or packs that you wish to dispose of, please bring them to one of our meeting or drop them into the container which will be located at the shed at Bayview Park Field. My contact, at Battery King, Ralph will gladly take them for recycling, at no charge to us, and that way, help in our small way, to preserve the environment, and land fills.

If you have any questions, please email me or call me, and I will get your recycling questions answered as quickly as I can through Ralph at Battery King.

Bill Swindells  
(905) 387-7706  
CdnFlyer@mountaincable.net



Hank Uroda needs only a tiny space to fly. This bird is "tame" enough to take off and land from his hand as shown in this picture.

## 2006 Events Listing

(Also available on [www.mountaincable.net/~cdnflyer](http://www.mountaincable.net/~cdnflyer))

Jan. 1	Burlington	Frost Fly	8:00 AM - ???
Jan. 26	Burlington	Annual General Meeting - ELECTIONS	7:30 PM
Feb. 5	Oakville	Swap Meet	9:00 AM - Noon
Feb. 23	Burlington	General Meeting	7:30 PM
March 12	Whitby	Show and Sale	9:00 AM - 2:00 PM
March 19	Aurora	Swap Meet	9:00 AM - 2:00 PM
March 23	Burlington	General Meeting	7:30 PM
Apr. 7- 9	Toledo	Annual Weak Signals Exposition	9:00 AM - 5:00 PM
Apr. 26 - 30	Lakeland Florida	Top Gun	9:00 AM - 5:00 PM
April 27	Burlington	General Meeting	7:30 PM
May 17 - 20	Woodruff S.C.	Joe Nall	9:00 AM - 5:00 PM
May 25	Burlington	General Meeting	7:30 PM
July 1	Burlington	Canada Day Fun Fly	9:00 AM - 1:00 PM
July 8,9	Olean N.Y.	STARS Scale Rally	9:00 AM - 5:00 PM
Aug. 5,6	Hamburg N.Y.	Flying Knights Scale Rally	9:00 AM - 5:00 PM
Aug. 19, 20	Middle Zone	Great Lakes Model Aero Airshow & Expo	9:00 AM - 5:00 PM
Aug. 26	Burlington	Corn Roast and Fun Fly	9:00 AM - DARK
Sept. 9,10	KW Flying Dutchmen	KW Scale Rally	9:00 AM - 5:00 PM
Sept. 16	Oakville	Oakville Scale Rally	9:00 AM - 1:00 PM
Sept. 21	Burlington	General Meeting	7:30 PM
Oct. 26	Burlington	General Meeting	7:30 PM
Nov. 23	Burlington	General Meeting - Rubber Race	7:30 PM
Dec. 14 ???	Burlington	General Meeting	7:30 PM

(Revised January 11/06)