



# Skywords

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

**November  
2006**

## Charlie Chomos

### From The Editor

How do you like this new Heading?

The truth is I could never get the thing to look as good as the old one designed by Lawrence, so I picked this one off the standard "Microsoft Publisher" list, The idea is that I will change the aircraft at the top left each month.

If you have a Picture of your favorite little Honey, email it to me and maybe I can use it. A (4X6) picture will also do the job. The picture must be of an aircraft, any other little honey is not permissible.

TG

**Meeting info?  
Go to page 5**

**Quiz:** The 120,000 Litres of fuel in the Concorde, served three purposes. One was to make the thing go, but what were the other two?

Charlie Chomos collects Vintage R/C equipment the way some people collect old cars. Not only collects, but rebuilds and flies it too.

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Charlie with his "The Guff" which he built in 1994 to a 1938/39 design by Walter Good. Radio is English built Telecommander from 1949/50



### Old Fart's Lunch

Wendy's on Plain Road is home to "The Old Farts Lunch" almost every Thursday at about 11:30am.

Seen here are L to R: Ivan Wis-mayer, Stu Watson-Hamilton Club, Art "Titty" Titmarsh, Brian "Squeeky" Dixon, Steve Plonka, Peter Menning-Hamilton Club, Harold Jones, Bernie Sudol, Charlie Chomos, Nick Chenka.

Everyone is welcome to this in-formal get together.

## Paul Chitty's story of his visit to Joe Nall



Canada Corner. Paul Chitty, Peter Masefield, Bill Swindells, Karl Gross, George Bartkus and Nika

### Joe Nall.

On May 14<sup>th</sup> this year a group of BRCM members ventured south to attend the 2006 Joe Nall Memorial Fly In, sponsored by the IMAA. The meeting was held at The Triple Tree Aerodrome in Woodruff South Carolina. Those members included Bill Swindells, Karl Gross, Helmut Schmitter, Mike Clemens, George Bartkus, Peter Masefield and me. There were other guys from Ontario including Dave Carr from Brampton a member of the Georgetown Club, and Karl Small and Mike Milos from Stoney Creek. Karl, Bill and I traveled down together in my RV in which we lived for the week.



Welcome to Triple Tree Aerodrome, Woodruff South Carolina.



The Patio

We arrived at around 9 PM on the Sunday night expecting to be able to park close to the flight line or to the shower and toilet block only to find that there were already several hundred campers already on site and the Event wasn't even scheduled to start until Wednesday. By all accounts people start arriving for the Joe Nall a week before the start. I'll know next year.

The Triple Tree facility can only be described as astounding. It is situated in 1600 acres of beautiful South Carolina country side; the owner Pat Hartness has developed the property primarily as an R/C flying site. There is a huge perfectly manicured grass runway that can only be described as carpet like, a PGA tour golf green would not favorably compare. The surrounding area is terraced allowing for many campers to attend and have beautiful views and surroundings. There is also a very large manmade lake used for float flying and a small area set aside for Park Flyers using the new 2.4 Ghz Radio's. Pat also has a hanger on the site where he keeps his Stearman, Vultee, Cub and various other flying machines. Behind the Hanger is a patio that looks like it belongs in the south of France and looks out onto the Lake. The flight line has a white picket fence stretching for hundreds of yards

either side of a spacious pavilion like centre Gazebo which is used as the Tx impound and MC booth. Everything about the site suggests Tender Loving Care, everyday the garbage truck comes around collecting from all the camp sites and emptying the numerous garbage cans around the facility. The row of Porta Johns looked as though they were all brand new and were cleaned and restocked every day. No litter was allowed to accumulate anywhere on the grounds, and there was a decent shower/toilet block for the use of campers. To say that this site has it all is an understatement.

I treated this trip as a holiday as much as anything and spent a week there. Every day was full, I always found things to do from visiting with other BRCM members to making new friends, browsing the great Vendor area to walking my dog around the grounds, oh and also some flying, after all that is what the week was really all about.

If 3D flying is your thing then this the event is for you, there were 3D flyers such as Yaks, Extra's, Caps and many others in there hundreds all of which were large to enormous. If scale is more to your liking then there's plenty to see also Cubs, Chipmunks, Pitts Specials and warbirds. There were so many giant scale models to photograph and marvel at it took my breath away. It would be difficult to count the number of flyers present but judging by the length of the pit lane and the number of aircraft present I would say that a thousand was a conservative estimate, getting a flight time was an exercise in patience but hey who cares just watch the skill and talent around you and enjoy the experience. At noon each day flying demonstrations were put on by such people as the Schulman brothers Quikie Somenzini, Jason and David Noll, Mark Liesberg and Matt Hodges. To see Matts monster sized B29 first take off, climb to altitude then drop a Bell X1 which is allowed to glide down almost to the runway then light up a rocket motor and climb

straight up almost out of sight, then do aerobatics with the B29 that make most small plane pilots look bad is nothing short of amazing. There were aircraft of massive proportions, some were as large as 50% scale. Thursday and Friday during the noon time demo's there were Warbird flying demo's. When a 1/4 scale P51 Mustang screams past a few feet off the runway it is a sight to behold. Turbine jets were very much in evidence and put on some great displays of flying. Some of the top US Freestyle flyers put on displays set to music, it was all truly awesome.



The B29 with its Bell X1.

Free flying was officially from 9.00 AM to 5.00 PM with the break at noon, but it was normal to wake up around 6:00AM to the sound of 3W and Desert Aircraft big gassers doing there routines, and electrics flying until past 10PM in the dark with lights on their planes.

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**Quiz:** What did Jackie Cochran do on May 18 1953, and in what aircraft?.



HEALTH QUESTION & ANSWER SESSION  
FOR THE BENEFIT OF MEMBERS.

**Q:** I've heard that cardiovascular exercise can prolong life; is this true?

**A:** Your heart is only good for so many beats, and that's it... don't waste them on exercise. Everything wears out eventually. Speeding up your heart will not make you live longer; that's like saying you can extend the life of your car by driving it faster. Want to live longer? Take a nap.

**Q:** Should I reduce my alcohol intake?

**A:** No, not at all. Wine is made from fruit. Brandy is distilled wine, that means they take the water out of the fruity bit so you get even more of the goodness that way. Beer is also made out of grain. Bottoms up!

**Q:** How can I calculate my body/fat ratio?

**A:** Well, if you have a body and you have fat, your ratio is one to one. If you have two bodies, your ratio is two to one, etc.

**Q:** What are some of the advantages of participating in a regular exercise program?

**A:** Can't think of a single one, sorry. My philosophy is: No Pain...Good!

**Q:** Aren't fried foods bad for you?

**A:** YOU'RE NOT LISTENING!!!... Foods are fried these days in vegetable oil. In fact, they're permeated in it. How could getting more vegetables be bad for you?

**Q:** Will sit-ups help prevent me from getting a little soft around the middle?

**A:** Definitely not! When you exercise a muscle, it gets bigger. You should only be doing sit-ups if you want a bigger stomach.

**Q:** Is swimming good for your figure?

**A:** If swimming is good for your figure, explain whales to me.

**Q:** Is getting in-shape important for my lifestyle?

Quiz

Who was the first person to fly the Atlantic solo from East to West, and in what year?

Quiz

What was the first aircraft to exceed 1000mph in level flight, and what feature did it have that re-appeared years later in the Concorde??

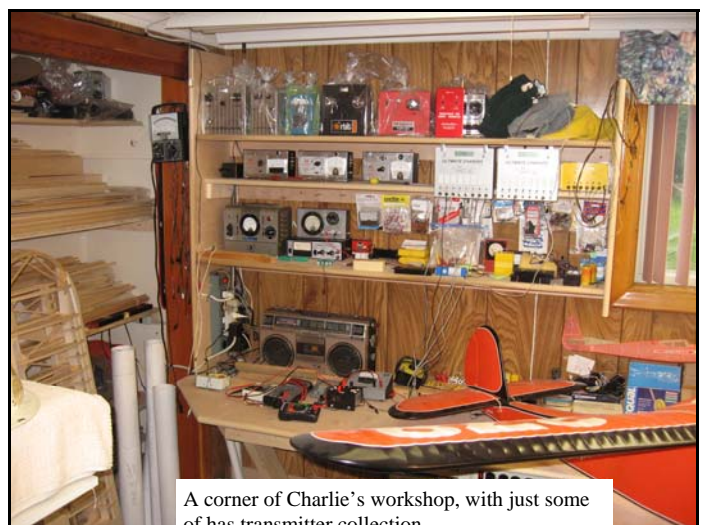
**Charlie Chomos** Continued from page 1

Charlie, who comes from tobacco farming stock in south western Ontario took up the model plane hobby back in the 60's with free flight and later single channel R/C. With early servos costing \$50, the equivalent of \$500 today, modellers soon learned to look after their gear. You can see that respect for "the gear" reflected in Charlie's workshop today. Neatly bagged or boxed, rows of equipment stand ready for use if required. It wasn't until 20 years ago, at a flea market where old R/C equipment kept showing up, that Charlie developed his Vintage interest. First he acquired some old, what he thought of as junk; then after playing around with it found that he have made it work and his passion for "Vintage" was born.

Courses in electronics followed and the gear started to accumulate. Charlie advertises in MAAC magazine and buys and, less often, sells Vintage R/C equipment and vintage aircraft kits.

He soon joined the Vintage Radio Control Society and participates in their events and meetings, mostly in the North East U.S. Charlie has won numerous awards over the years culminating in the "Dr. Walter Good Technical Achievement Award" in 2006 and, for good measure, "The Concours Award" for the best representation of a vintage aircraft.

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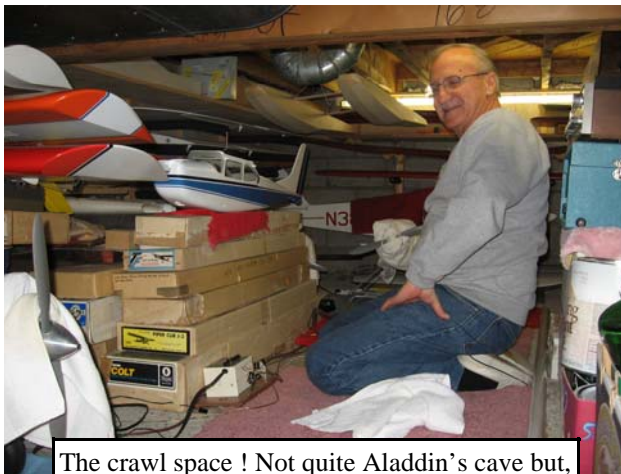
A corner of Charlie's workshop, with just some of his transmitter collection..

**Charlie Chomos.** Continued from page 4.

Vintage radios and gear are getting more difficult to find as more people take up collecting, including the Japanese, who just love to get the old US and British built equipment which was not sold in Japan. Prices have climbed and availability declined.

Apart from Vintage Radio Gear Charlie has a fine collection of water planes which he flies at this cottage in Haliburton. In fact he hosts one of this club's Summer events, "The Charlie Chomos Float-in", held at his cottage in June.

As for building, there is a vicious rumour that Charlie,



The crawl space ! Not quite Aladdin's cave but, for an enthusiast, close.

who's models are impeccably built, does not use filler. It isn't true! On his shelf is a pot of lightweight filler, which Charlie admits to using. Just not much and not often. The pot looked about 20 years old and was 90 full. Contrast this with my filler usage! All his aircraft are doped. No plastic coverings.

Charlie, in partnership with Art Titmarsh, owned a 1969 Citabria for about 10 years. The engine ran out of time and the plane was sold, but Charlie keeps his license current against the time when he wins the Lottery and can buy, what? Probably a restored Cub or even a Citabria, and probably on floats, but nothing new I bet.

A founding member of BRCM in 1974, Charlie is proof of the huge range of interests within our hobby. From float flying to scale to vintage he has done it all, and with a quality not seen too often. Some time soon we must get him to mount a show of the technical progress in R/C over the last 50 years. Thanks for showing me around Charlie!

**Joe Nall** continued from page 3

On the Friday evening a Bar-B-Q was put on, a thousand tickets were sold at \$25 a shot and were gone very quickly. The food and drink were all included in the price, every body was served within twenty minutes and there was even seconds IF you had room, roast pig, chicken, veggies, huge shrimp, BEER. It was just fantastic. All done with the sound of a Country and Western band on the Patio. Dancing late into the evening and lots of visiting. Nika made a new friend of another Samoyed from Michigan. A great time was had by all.

One can only guess at the number of man hours required to put on an event of this magnitude, thousands of attendees all appeared to be treated with the same famous southern hospitality. Organization was slick and professional but at the same time friendly. There are a couple of ways to go down to Woodruff SC, we chose to go the picturesque route, although it took more gas it was worth it just to see the mountains ( well big hills is more appropriate ). It takes about fourteen hours but it is well worth the trip.

This would not be true holiday write-up without talk of the weather, we were quite lucky, although it was very windy most days we had just a smattering of rain, however it was cold at night after the sun went down. The Joe Nall is all about fellowship, flying and safety and makes for a thoroughly enjoyable vacation. If the Sky doesn't fall on Chicken Little I will be going back next year.

If you are looking for the ultimate R/C experience you could do a whole lot worse than a trip to the Joe Nall . If anybody is interested in a Photo Slide Show of this fabulous event please contact Paul Chitty or Bill Swindells and a compilation of both our photo collections can be put on a DVD for a small fee. \*

**MEETINGS**

**Next Meeting is: NOVEMBER 23RD  
Seniors Centre.**

New Street/Drury lane

**RUBBER RACE** against our Arch enemy  
**The Hamilton Flying Tigers**

Be there to uphold the  
honour of our club. If there is no-way you can fly;  
come to cheer them on.  
Anything that will fly and is Rubber powered can be  
entered.

**December meeting** will be on the 21st December,(not  
the 14th as expected), mark it on your calendar now!