



Skywords

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

January
2007

DO NOT
MISS PAGE
FIVE

Frost (Free) Fly 2007

Our first event of 2007 was really well attended although the wind pretty well put a halt to flying after 11 am. Dale Eldridge had Chili coffee and hot chocolate on hand for the 40 or so members that showed up.

Will we get to fly on skis this winter? Can't believe we can go right through with no snow, but ya-never-know!



Left to right
Charlie Chomos, Karl Gross, Bill Swindells, Art Titmarsh, President Ivan Wismayer, Tony Pitari, Ted Pritlove, Carl Finch.



Karl Gross flew his E-Flight Foamy twin electric ducted fan.

Laddie Mikulasco flew his Electric powered North Star.



Stop Press!
Ed Smith will be talking
about Pylon Racing at our AGM
on 25th Jan.
Don't miss it!



John Scott **Addresses** **December 21st** **Meeting**

It was a great fun to have John Scott address our December meeting. John just stood up front and with no aids or props told great stories of his flying career.

John flew 14 different types and has over 12000 hours as

Captain. He started in the RCAF and flew the Lockheed P2V-7 Neptune as well as the Argus, Hercules and Dash 7 amongst others. He served in Germany for 4 years and flew a number of dignitaries including Pierre Trudeau and the Governor general.

John retired from the RCAF after 25 years but was soon back in the air with Canada 3000 as captain of a 757. Although Canada 3000 didn't weather the collapse of the airline industry after 9/11 John maintains it was the best run best maintained airline of its day with the best employee moral.

As the airline industry recovered John became co-founder of start-up "Canada West" which unfortunately didn't make it.

Through all this John had flown delivery trips in Canada and abroad, for a number of private companies, he was and is a Director of the Air Cadets, and now works as A320 Ground school instructor for Air Canada. Not bad for a guy that started out in the banking business! He is also editor of "RAPCAN", a newsletter for retired airline pilots.

John retired from active commercial flying last year after a nightmarish delivery of a re-furbished Dash 7 to Indonesia. This was a great story and well told. Failed components, engines out, flaps that didn't, extreme weather and decisions forced on him that were uncomfortably close to breaking his safety standards; all conspired to convince him that it was time to stop.

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To finish up John flabbergasted his audience by telling us that 25 years ago, as a result of a motor cycle accident while in the RCAF, he had lost the sight in one eye. He was the only monocular airline pilot in North America.

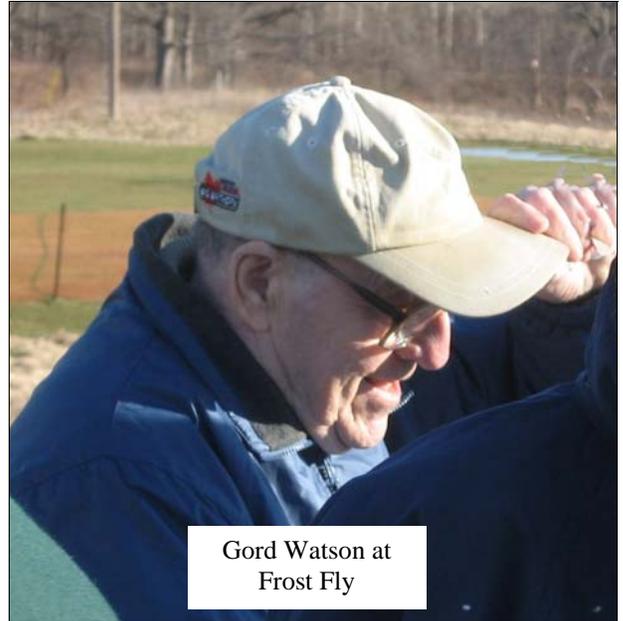
Thanks John Scott for entertaining us, you made a few people think about our relationship with the Air Cadets too.



Perfect Flying Day? Check the wind sock.

Left is Ivan's dog Luther in his pilot's jacket.

Phil Jarrett showed us some helicopter aerobatics, wind or no wind!
 Don't know about you but I still get an odd feeling when I see a helicopter flying inverted. It seems against the laws of reason. Reminds me of something Johnny Carson once said after a flight in an aerobatic plane "I wanted to throw-up, but I couldn't find 'Up'"



Gord Watson at Frost Fly



Caribou and Buffalo

A couple of us were discussing the differences between the de-Havilland DHC 4 Caribou and the DHC 6 Buffalo. Here are the main points of difference. The the overall dimensions are about the same:

Caribou
 Pratt and Witney Radials 1,450HP
 Initial climb 1,355 FPM
 8,740 LB freight

Buffalo
 GE Turbo Props 3,133HP
 Initial Climb 2,330 FPM
 18,000 LB freight

Perhaps the easiest identifier from a distance is that the Buffalo had a "T" Tail.

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motor but in outline they are scale.

One of Norm's interests at the moment is "Saphion" batteries. These Lithium-ion (phosphate) batteries have the same performance as Li-po's but without the charging and short life problems. The weigh ½ that of Ni-Cads but 1/3 more than Li-po which for most many applications other than indoor or 3D models is not really an issue.

What's in the future? Well there are several indoor models to finish plus re-design one of the twins: and then there is that railway layout to get working on.....

Nice eh?
From Bill Swindells at
Joe Nall



My flight simulator experience in an A320

From Ivan Wismayer

A while ago I was invited by a client of mine, Captain Huntley Dockendorff to join him in an A320 flight simulator at Air Canada off Airport Rd in Malton. I paused for a moment, just to take this in, and then I jumped at it! Wow, I get to fly a bus!

Huntley and I meet at 4:30 am at Tim Horton's and I drove to the building where the simulator is. We got through the security and after signing a disclaimer; we seated ourselves in the cockpit of an A320 (simulator). This looks and feels exactly like the real McCoy, I thought.

After Huntley went though the programming of which scenarios he wanted and gave me instructions about what I should be concerned

with i.e. Flap Controls, Landing Gears levers, Control stick – fly-by-wire, no yoke. Etc. I have some time in Cessnas, (not much though), but I was overwhelmed by all the instrumentation in duplicate and in some cases triplicate.

Now to the flying. The graphics are wonderful. It is as if you at the end of runway 6 at Pearson International! The engines are approaching 100%, the brakes released and we are rushing down the runway, feeling the cracks in the runway, picking up speed and sinking into the seat as the G's pick-up. Then Huntley pulls back on the elevators and the A320 rotates and we are airborne. What a rush! Every time I fly it's the same, what a rush! Even though this is a simulator you feel as if you are in the real thing.



We fly to over the Kawarthas to Ottawa and fly back. We landed in a simulated winter fog condition with only 600ft vision at night! The runway just appears! And you are right on the lines, gear down and full flaps and you touch down. Ice on the runway! Full reverse thrusters, steer with the rudder peddles and gently, but firmly apply the brakes. We stopped.

At the touch of a tab on the computer and we are in take-off position. Again the rush and just as we are about to take off the starboard engine fails (the point-of-no-return)! No worries, the airplane computer takes over almost immediately, Huntley goes through to make certain which engine has failed and confirms with the co-pilot (me) and we begin procedure confirming each step before moving on to the next in shutting off the fuel to the failed engine, making sure there isn't a fire, etc. switching to the auxiliary generator for electric power, all this at take-off! These bus drivers really know their stuff and have to have nerve and calmness when these rare moments manifest themselves.

We are up, straight and level. Huntley give the controls to me to fly about. Flying visual is rather easy, straight and level, roll port or starboard, climb, maintain flying speed, etc. Flying on instruments is a little harder but with practice, do-able. This bus

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is smooth and roll rates much gentler than a small plane.

Now I'm given a course to land this mammoth! Four-knot cross-wind from the west, no bother. I guide the giant as it gently rolls to starboard, level out and apply one notch on flap lever, airspeed reduces a bit, more flaps, roll to approach t 2,500 ft, lower the gear, speed really slows, 180 knots now, 1800 ft, 1700, 1600, 1550, full flaps, We are right down the pike, 140 knots! 600 ft, 550, 400, 350.... 100ft over the runway on the line 50 ft, wait a moment, cut the throttle, easy back on the stick and touch down, just like Huntley's! Feet on the rudder, got to steer this sucker, Full Reverse Thrusters, steering, now braking, Full stop. Broke nothing. Good landing.

That's it, we shutdown, pack up and go for coffee, just like what we modellers do. O What a feeling.....

Cheers,
Ivan

2007 Executive and Board

The slate for the Annual Elections at the AGM are as follows, subject to further nominations received from the floor. To nominate from the floor, nominees must be advised and in agreement.

- President.....Ivan Wismayer.
- Vice President.....Tom Gwinnett.
- Secretary.....Tony Moore.
- Treasurer.....Kevin Andrew.
- Past President.....Lawrence Cragg

- Directors.....Harry Barnard.
 Brian Dixon.
 Dale Eldridge.
 Kevin McLeod.
 Tim McTigue.
 Jim Reilly.
 Bill Swindells.
 Art Titmarsh.

Election at the Annual General Meeting, Thursday, Jan 25th at 7:30pm.

EVENTS

Jan. 25 Burlington Annual General Meeting ELECTIONS - 7:30 PM

Feb. 22 Burlington General Meeting 7:30 PM

March 7 Hamilton Rubber Race 7:30 PM

March 22 Burlington General Meeting 7:30 PM

Apr. 13 - 15 Toledo Annual Exposition 9:00 AM - 5:00 PM

April 26 Burlington General Meeting 7:30 PM

May 3 - 6 Lakeland Florida Top Gun 9:00 AM - 5:00 PM

May 16 - 19 Woodruff S.C. Joe Nall 9:00 AM - 5:00 PM

May 24 Burlington General Meeting 7:30 PM

May 26,27 ?? Burlington Mapleview Mall Show

June 9,10 Burlington Christie Float Fly 9:00 AM - 5:00 PM

June 16/17 Burlington Fathers' Day Fun Fly 9:00 AM - 5:00 PM

July 1 Burlington Canada Day Fun Fly 9:00 AM - 1:00 PM

July 7,8 Olean N.Y. STARS Scale Rally 9:00 AM - 5:00 PM

July 20,21,22 Chatham Chatham Scale Rally 9:00 AM - 5:00 PM

Aug. 4,5 Hamburg N.Y. Flying Knights Scale Rally

Aug. 11 Quad Club Fun Fly Burlington, Bayview Field

Aug. 18,19 Middle Zone Great Lakes Model Aero Airshow

Aug. 25 Burlington Corn Roast and Fun Fly 9:00 AM - DARK

Sept. 8,9 KW Flying Dutchmen KW Scale Rally 9:00 AM - 5:00 PM

Sept. 27 Burlington General Meeting 7:30 PM

Oct. 25 Burlington General Meeting 7:30 PM

Nov. 22 Burlington General Meeting - Rubber Race 7:30 PM

Dec. 13th Burlington General Meeting 7:30 PM

Jan 1st Frost fly

Listing on Bill Swindells Web-Site. Check from time to time for up-dates. Thanks Bill!

http://home.mountaincable.net/~cdnflyer/cdnflyer_events.htm

