



Skywords

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

**May
2007**



Next Meeting

Seniors Centre May 24th

The last general meeting before the summer hiatus is on Thursday, May 24th. Traditionally, this is the meeting where we bring our latest acquisitions and/or creations to a "SHOW & TELL" session. There will be a "draw" of two gift certificates each of which will entitle the winner to a free 2008 BRCM membership (exclusive of MAAC). The draw will be open only to those that bring a model.

The show is strictly non-competitive.

See you there!

Quiz:

What was the only US built aircraft to see action in the first world war.

Help Wanted (and needed)!

Skywords is a bit shorter this month, mainly because the editor is in the process of finding a new house, selling the old one and packing.

I do need ideas and material though in the form of links to web sites, photos in JPEG format, stories in Word or similar, or if from magazines etc. either hard copy or scanned, but not put into PDF as I then can't re-size or otherwise fiddle with. Any questions call me at 905 681 6460, or gwinnett@sympatico.ca
Tom

Time well wasted

Watch live aircraft landing etc at several U.S. airports.
<http://www.java.com/en/everywhere/airportmonitor.jsp>

Quiz

What is the world's fastest prop driven aircraft.

Answers to last month's Quiz

Which Aircraft mad the first crossing of the Atlantic.

Curtis NC-4 may 8-31 1919 captained by Albert Reid. Via Newfoundland, The Azores, Lisbon to Plymouth. flying time of 53hrs 53 mins.

Which aircraft made the first Non0stop crossing of the Atlantic?

Alcock and Brown in a Vickers Vimy June 14-15 1919. From Newfoundland to Ireland. (As both were at the time part of Great Britain this would have been an internal flight).

Which Aircraft made the first East West crossing of the Atlantic?

July 1919 Major George Scott of the Royal Airforce made the crossing with crew *and* passengers from Scotland to Long Island. He refueled, turned around and flew back.

His aircraft was a R34 airship.

The longest non-stop flight by a piston engines fighter was a North American F-82B Twin Mustang.



Karl Gross's Cessna. I'll try to get more info on this beautiful project for next month's issue. I hope it will be at the May 24th meeting.

Thanks Bill Swindells for the photo.

Quiz

Which is the worlds largest helicopter?

Quiz

What was the first airplane to land at the South Pole? Who stepped out?



Proof positive that Helicopters do not need to fly as they are so ugly the Earth naturally repels them!

Magellan 500 GPS For Sale

A few months ago, I purchased a hand held GPS (Magellan 500) I was hoping that it would give me maps to use on my travels, but of course, it does not. I paid almost \$500.00 which includes an upgraded memory. It is unused except for testing and is complete in every respect. I would be prepared to part with it for \$200.00. If anyone would like to see it, I can of course arrange that..

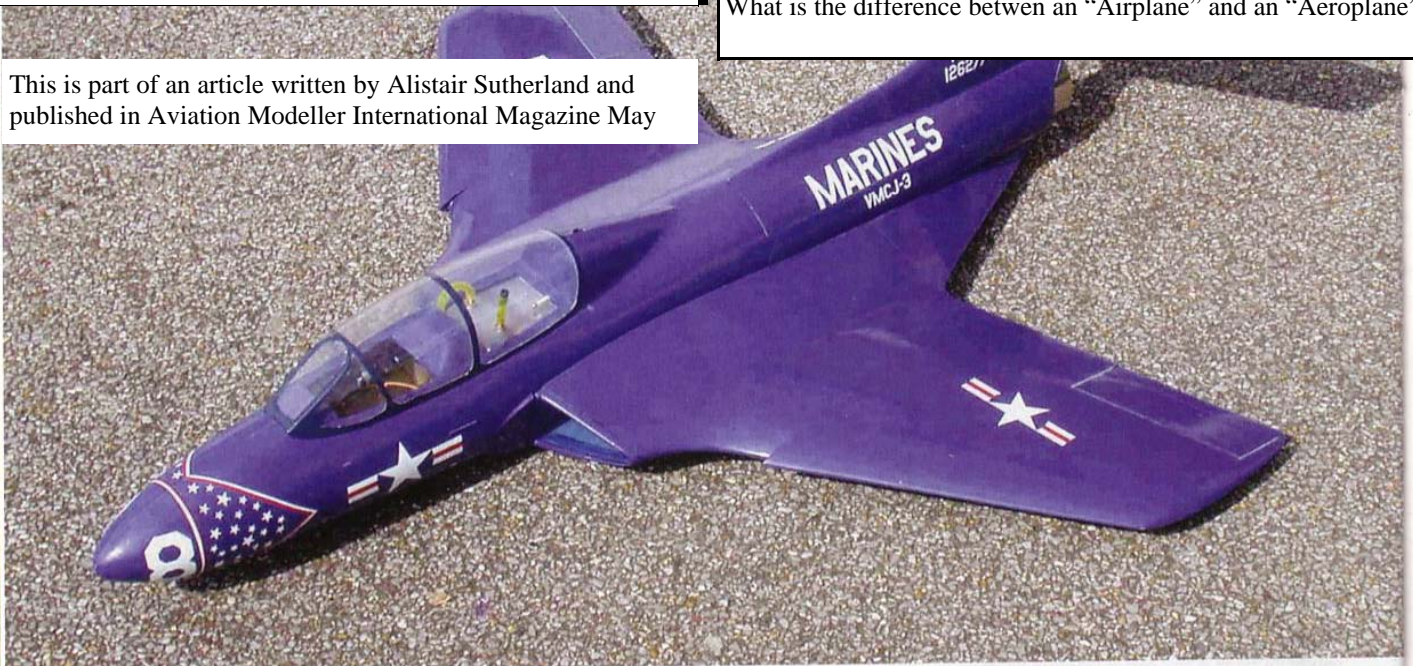
Cheers Tony Moore

905 333 4902

Quiz

What is the difference between an "Airplane" and an "Aeroplane"

This is part of an article written by Alistair Sutherland and published in Aviation Modeller International Magazine May



TURBINE TRENDS

Thinking of giving jets a go? Advice on jet trainer airframes, plus assorted turbine topics

In an McLaren of Turbotek, purveyor of turbine accessories and agent for the American RAM turbines, emailed to mention Frank and Lambert turbines, two German manufacturers that I missed from my survey in the January column. Frank Turbinen makes a range of useful engines but their website is all in German so I went no further, but I'll list their website below for German speakers. Lambert Microturbines They don't just mean small compared to

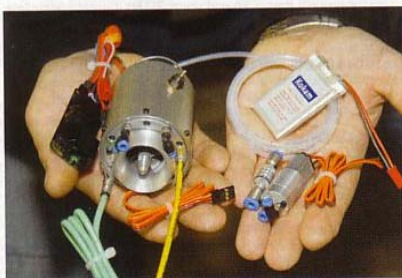
Rolls Royce aero engine, the Lambert Kolibri (the only engine on their site) is micro compared to a normal model engine! The Kolibri is the tiniest real miniature gas turbine that I have heard of, but it operates in the same way as the big ones. It develops 15N of thrust (about 3.6 lb.) at a crazy 243,000 rpm and the bare engine weighs only 200 g. Even with all the on-board accessories AND a typical fuel load for an eight minute flight the total weight is only 750 g. This jewel has a diameter of 55 mm

and length of 125 mm and runs on the usual Jet A1 or paraffin with 5% oil. It burns only 65 ml/min at full power. An external blower is used to spin it up for start, and it uses gas for the initial light-up. Although not extortionate, it costs rather more than an equivalent EDF, but electric motors don't give off the perfume of burnt kerosene, do they?

No UK distributor is mentioned, but you can buy direct from the factory in Germany without problems or import duties and email Martin Lambert in English for technical support.

Premature obituary

Dave Wilshire of Motors and Rotors, the UK's biggest seller of Jetcat turbines, emailed to say that, far from being discontinued, the JetCat P-80 is their best-selling turbine engine. It has sold so well in fact that the makers considered its development costs had been recovered so they dropped the price to make it the cheapest engine in their range, cheaper even than the more recent and physically smaller P-70 and P-60. JetCat engines have captured the



ABOVE LEFT: The Lambert Kolibri turbine nestles in the palm of one hand, and all necessary air-



THE RUSSIAN
2007
AIR SHOW

Antonov An-225 Mriya

The annual production of Illirubnivich Rubber Plant No6 was used to make tires for the An-226. Thus leaving nothing for this SU-27 UB to land on!



THE RUSSIAN
2007
AIR SHOW

Sukhoi Su-27UB

From the Editor

I am “building” an ARF Mosquito manufactured by China Models. Frankly the quality of the kit is amazing when you consider the cost, about C\$275. The instructions are basic but in the form of clear drawings, with one exception. The push rods are obviously of a new type and are covered in an Addendum which must have been written by a...well I’ll let you judge.

“Y Type Push Rod installation”. So far so good, but the subheading is a little more enigmatic.

“The circumstance of the adjustable stanza installs”. Hmm? Perhaps the inset illustration will help, there are 3 parts.

“Use to the best short”, two of these.

“Use to grow to the best”. One of those.

I can almost guess what that means, perhaps the addi-

tional illustration overleaf will make things clearer.

“Y type push rod installation” and then, to finally clear up any misunderstanding.

“Can’t yegulate its circumstance gearing”! So there we have it, clarity at last!

Any delusion I may have harbored that I could figure this out was torpedoed when I opened the packet and found the parts didn’t match the drawings. But then if it was easy we wouldn’t do it would we!

We have our new mower at Bayview. As the mower at Bronte was in for repair the new unit was delivered to Bronte for a few days. Man does that thing cut grass! To cut the runway and both taxi ways took 35 minutes, 2/3 the time of our “old” mower. Ivan and I tried to trick Dale into taking the old Bronte mower and leaving the new one with us, but no deal . Very unreasonable is Dale.

Tom Gwinnett

Your Board and their Responsibilities

The Executive

Ivan Wismayer 905 331 2280	President	Field Manager at Bronte
Lawrence Cragg 905 336 1220	Past President	Manages email and address lists. Will substitute for Jim Reilly
Tony Moore 905 333 4902	Secretary	Keeps club records and keeps us legal with MAAC and Governments
Kevin Andrew 905 336 1043	Treasurer	Looks after our money.
Tom Gwinnett 905 681 6460	Vice President	Edits Skywords

Board Members

Jim Reilly 905 525 2704	Membership secretary	
Patrick Losier 905 334 1667	Wings Program	Organizes and instructs wings program.
Kevin Mcloed	Jets and Rules	Jets & club rules
Bill Swindells 905 387 7706	Liaison	with MAAC and other clubs
Dale Eldridge 905 637 2480	Field Manager	Bayview
Art Titmarsh 905 319 2354	Programs	Meeting entertainment.
Tim McTigue 905 331 3251	Web Master	Web Site & C/L.
Bryan Dixon 905 335 8208	Programs	Assists A Titmarsh