

Our Website:
www.brcm.org

Skycards

November
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The Newsletter of the Burlington Radio Control Modelers Club

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

November 11, 2008 – Remembrance Day

Bill Swindells:

Again this year BRCM was invited to a static display of aircraft at the Ancaster Senior Achievement Centre in Alberton in conjunction with their Remembrance Day Ceremonies. The event commenced about 10:30 AM with the ceremonies concluding at 11:00 AM. This was followed by a brunch offered by the Centre, free to our members who exhibited. We were fortunate to have 6 members present with a total of 8 aircraft on display representing the aircraft of the era, primarily WWII. I would like to thank the following members, Harry Barnard – Fokker DR1 & Spitfire, Paul Chitty – B-25 Mitchell Bomber, Lawrence Cragg – Spitfire, Dave Cummings – P-51 Mustang, Ivan Wismayer – Spitfire, and myself with a North American Harvard, and Mitsubishi J2M Raiden fighter.

Many of the attendees to the ceremony came by the workshop room where we were set up to view the aircraft and ask questions and were astonished that these aircraft actually fly, as well as many veterans were pleased to see the exhibit.

My thanks to those that attended and contributed.

Bill

Thursday, November 27th is this month's general meeting, where we will be hosting the Great Rubber Race with...against...the Hamilton Flying Tigers! We will also be raffling an Electrify Reactor ARF for \$5/ticket.



You Never Know Who May Come to Visit

Dave Cummings:

Thought I would share this with all of you given part of my Military Cadet back ground.

November 6th was such a nice day here in Burlington, 20°C which is unheard of this time of year. My wife, Anne and I just got back from a week trip to Miami in the early hours of that morning. So I thought why rush back to the office? They won't miss me one more day.

I had already put my RC planes away for the winter in my new work shop, but thought, what the heck let's take one up to the field and fly one last time this season. The sun is very low this time of year and the way our field is situated, it's very difficult not to get blinded. So I only flew once and then talked to four or five of the other guys who were just at the field enjoying the day.

At that point a large motor coach pulled into our parking lot, catching our attention. We saw the door open and several military dressed uniformed men got out and started walking up to us. As they got closer, I could see these guys were high commanding officers, Colonels and up! I quickly recognized the leading man to be a Canadian Armed Forces Air Force as a ranking Colonel, but the others were wearing uniforms from different countries. He introduced himself and said that this group of military people were from NATO and here in Burlington to visit L-3/WESCAM who is a manufacturer of sophisticated military cameras (I knew WESCAM made the surveillance cameras used in the Cruise Missiles). WESCAM is just around the corner from our flying field. The Colonel said they had about 20 minutes to kill because they just drove down from Ottawa and were meeting the WESCAM people for a presentation but that WESCAM wasn't quite ready for them. WESCAM told the NATO representatives to drive up to our field for a bit and they may see us flying.

There were only two planes at the field (mine and another member) and were both sharing the same channel. He was working on his plane so I couldn't have access to the frequency at that moment.

Then the Colonel asked if I would mind talking to his group about RC Flying and he would assemble the staff. I said huh, sure why not. Even with my Air Cadet experience and officer training, it was intimidating and good I didn't have too much time to think about this or I would have passed. I was looking at 16 or 18 high ranking officers from NATO. Yikers! So I just started the story about how I got into flying and gave them the basis to RC air craft. It lasted about 15 minutes or so and was quite a blast. I asked the other pilot who was still fixing his pane to hang on for a bit because these officers wanted to see some flying. At that point they got a call and had to rush off to their meeting. I did get my plane up in the air as their bus was leaving. I think flying in front of these dignitaries would have been more nerve racking than just speaking to them.

Anyway, I got a kick out of it and kind of wish I still had my uniform!

Thanks for the moral support Charlie, and your son Gary did a great job finishing my hanger!

Retired Master Warrant Officer Dave Cummings
(aka Bayview Co- Field Manager)
Royal Canadian Air Cadets
707 Squadron, Etobicoke

What Does Your Season Look Like?

Paul Chitty:

Every year in Skywords we publish a list of events for that year, many of these events are a long way from home some are a little closer. This list is not just FYI, it's to let you know of some of the great events that you may want to visit.

For the past three years I have been hitching up my trailer, filling it with friends and airplanes and heading out to a lot of the events on that list.

Until I started these trips I didn't realize what a fantastic community the Model Airplane hobby really is. I have met lots of new people some of whom I am pleased to now call friends that I look forward to seeing each year. We meet at some of the events published in Skywords and swap our experiences from years ago and the more recent past, enquire after families and absent friends and generally share comradeship. Of course there is always lots of chatter about model planes and flying, after all that's why we are all at that particular place at the time. At the end of the event we all help each other pack up, commiserate about the mishaps that may have befallen our flying beauties, and then bid our fond farewells until the next event.

For some this annual round of events starts at Top Gun in Florida in April where the chosen few are invited to take part in the best of the best Scale Competition. Our own Karl Gross is invited every year and usually creates a world class model in world class time to compete in this competition. This is followed in May by the greatest Giant Model fly in on the planet, The Joe Nall Memorial Fly in at Triple Tree Aerodrome in Woodruff South Caroline. 600+ Pilots with 2000 + models at three different Flight lines spread over nearly 2000 acres of R/C paradise for 4 days +. There is a lull in June then July and August see two Scale Rally's in NY State, (Olean and Hamburg) Soma and the Chatham Scale Rally then the rap up at the Kitchener Scale Rally in September.

With all of this going on it is hard to fit in our own Float Fly, Scale Rally, Tri-Club Fly in, Canada Day Fly in and the corn roast. Plus it is always nice to try and attend events put on by our neighbouring clubs like Oakville and Hamilton. If you really wanted to you could attend a flying event somewhere reasonably close every week-end in the summer.

There is nothing like visiting other clubs to make new friends, fly at new fields and see new places, plus of course by attending other club events we can encourage other clubs to attend our events.

This great hobby of ours is truly universal and there is little more satisfying to me than meeting up with all of these

like minded people each year to have fun and comradeship and to fly my model planes alongside some of the best in the world on an equal footing.

Go on guys, I urge you to give it a try, check with me if you are interested in any of these events and I may be able to get you a berth for the week-end or week or whatever the duration of the event.

What ever else you may do next season the main thing is to have fun, be safe and keep your wheels down.

Paul

P.S. Don't forget the planned BRCM Pylon Racing with small electrics, probably on early Sunday mornings.

Meets and Fields

Ivan Wismayer:

London Swap Meet:

The turn out was smaller than past years, likely due to that it was held on Thanksgiving weekend. I didn't get any pictures, but Nick Chewka, Squeaky, my brother Hector, Helmut Schmitter and myself were there to sell our hobby stuff we no longer wanted. We did rather well, Nick took 5 airplanes and sold 2! both to BRCM Club members. I got rid of my small electrics (400 size) as I'm going to bigger ones. My brother got rid of his old trainers and Squeaky an old big Super Tiger glow engine. I don't know what Helmut sold, but he was selling something BIG!

Tony Pittari, Art (Titty) Titmarsh, Harry Barnard, Bernie Sudol, Peter Krautter, Paul Chitty, Dorian Folo and his son Nathan and Kurt Fritz were also on hand buying hobby stuff and winding us up. Finally most of us ended up at Crabby Joe's Eatery for lunch.

It was always great to go to the London meet especially the fun we have at Crabby Joe's. It's like a very mini Toledo.

Bronte Creek Model Airfield:

The field is in great shape and as the sun is now more southerly, flying is unhindered all day. If you may recall the sun is usually in your eyes to the west side of the runway, making it impossible to fly there in the evenings. The combination to get in the gate is 5-19-5 (high-school type). The tarp over the chicky is removed for the winter. Flying hours are the park hours (8:00 am to sundown). There are many things you can see and do at the park. For more information on the provincial park, please visit their web site at <http://www.ontarioparks.com/english/bron.html> Also I'll be putting a winter lock on the gate after November 30th. You can still fly, but cannot drive into the field area.

Cheers

Ivan

RE: Wayne's at it again (April, September 2008 Skywords)

Ivan Wismayer:

This is the latest update from our former club member and past MAAC president, Wayne Bransfield. His Avro Lancaster is now completed and waiting for its maiden

flight. This should happen soon. The Lanc is powered by 4 OS .91 FS. Wayne was one of my original flight instructors, the other was Art Titmarsh.

Ivan



I've Finally Done It

Ted Pritlove:

As many of you club members know I have always loved jets. Most of my models over the past few years have been prop-jets with a few ducted fans as part of the mix.

About ten years ago, upon my return from wintering in Florida, Bill Montgomery said to me, "I thought you would come home with a turbine jet one of these years"! My response was - too expensive, too fast, too much technology and no local support from hobby shops or other modellers.

Then a fellow named Gary Arthur rejoined our club and moved quickly from trainers, to fast planes, to ducted fans, to large 33% aerobatic IMAC models to turbine powered planes - all in about 8 years.

Over the past two flying seasons, Gary kept suggesting I make the move to the next level - turbines! Whenever a model became available, new or used, in our area or advertised on R/C Canada's web site, he would tell me with his usual persuasiveness. I always declined mostly based on the dollar factor.

In August of this year, Gary told me of three Boomerang jet trainers that were for sale from a local modeller in Caledonia. Gary's proposal to me was - I will install the turbine, servos, air and fuel plumbing and support

electronics and do the test flight for half the price of a new purchase!! Wow!!!! A true RTF model!!!!

Sitting on our deck with a glass of wine, I told my wife of Gary's proposal. Fifteen minutes later, I called Gary to accept his offer. Three hours later Gary called to



say my model was sitting in his garage. Two weeks later, on September 1, 2008, Gary test flew my boomerang at the Hamilton Flying Tigers' field, then asked for my cheque. Fuelling up, he took the model off then handed me the transmitter. After a few minutes Gary landed. The next flight, I took off - flew the model and Gary landed. The next flight I took off - flew the model and landed. I finally was a jet pilot!



I have had seven flights on the model to date. My only anxiety is the proper throttle settings throughout the landing pattern. Great fun!

After a few more familiarization flights, I will fly the model at our Bayview site. There are now 5 Boomerang jet trainers in our club. This is a Canadian first!

After noticing my licence plate with my initials EJP - Gary now interprets the plate to read - ----- Elderly Jet Pilot!

Thanks Gary!

Ted

Revisions to Safety Code

MAAC:

http://www.maac.ca/view_news.php?itm=311

Please be aware that the Board of Directors of MAAC has passed a revised section of the safety code that was developed and agreed to by the safety committee. The section refers to the ALL CATEGORIES information.

There are significant differences from the previous version, so all members are asked to read the new document carefully. Remember, your insurance is in effect if, and only if, you are following the safety code.

Thanks are extended to the safety committee members and the insurance committee members, each of whom made contributions.

The new section follows:

1 ALL CATEGORIES

When operating any model including, but not limited to, model aircraft, model rocket, model watercraft, model vehicle or other model of a similar nature (collectively referred to as a "Model"), MAAC members shall adhere to the following:

1. I shall not operate a Model in competition or in the presence of spectators until it has been proven airworthy and/or safely operational by a previous successful test.
2. I shall review, understand and abide by the MAAC Safety Code, the specific rules of my special interest category and the safety rules of the flying or other site I use, all as may be amended or modified from time to time. For greater certainty, I understand that where the specific rules or a specific interest category contain easements, enhancements or other like variances from the MAAC Safety Code, such easements, enhancements or other like variances form part of the MAAC Safety Code for all activities of that special interest category, and I shall review, understand and abide by the same;
3. I shall not operate a Model in a careless, reckless and/or dangerous manner or in a manner, at a place and/or in conditions that may pose an unreasonable risk of harm, damage, injury or death to a person or persons and/or property;.
4. I shall not operate a Model while under the influence of alcohol or judgement impairing drugs.
5. I shall not operate a Model carrying, or with the intent to activate, Pyrotechnic and/or explosive devices.
6. I shall not launch projectiles from the ground with the intent of damaging or destroying a model aircraft or in a manner that may pose an unreasonable risk of damage or destruction to a model aircraft;.
7. I shall not operate a Model over a maximum weight of 35 kilograms including fuel & all liquids.
8. I shall not operate any model aircraft including but not limited to, model rockets, model helicopters or other models of a similar nature ("Model Aircraft"), at a man-carrying piloted aircraft airshow.
9. I shall not operate any Model Aircraft at any event that specifically invites the general public to attend without an approved sanction from M.A.A.C.
10. I shall comply with any directives, policies, rules, regulations or information of any nature that may be posted by MAAC from time to time on its website.

Upcoming Events

DATE	CLUB	EVENT	TIME
November 27	Burlington	General Meeting	7:30 PM
December 18	Burlington	General Meeting	7:30 PM