



The Newsletter of the Burlington Radio Control Modelers Club

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

From: Tom Gwinnett

We have had some concerns expressed by people working south of Bayview about crashes close to their premises and aircraft flying over their parking lots and buildings. I stopped on King road level with their building and they do not exaggerate. We are tenants of the City of Burlington and if we are bad ones we will be gone in a blink. The board will discuss all this but you are the ones who have to act, and now!

We cannot fly so far to the South, if we continue to do so, sooner or later, we will lose our field.

Below is a Google Earth Map

It shows approximately 200M from the centre of our grass runway. **If you feel you cannot fly within this area, especially to the South and at any altitude, do not fly.** If you see another member flying too far South, point out to him that doing so jeopardizes our field.

Invited guests are allowed to fly only 3 times at our fields before joining. The inviting club member must be on site and it is his responsibility to see his guest obeys the rules.



Father's Day Scale Rally, 2009

The original date of June 20th was rained out, so we decided to go ahead with the event on Saturday July 11th although we knew a number of our members would not be available that day.

The 11th dawned overcast but dry! Well that lasted until we had set up then the heavens opened with an hour long thundershower that lasted until about 10:15 am. However, other than one brief shower about 11:15, we had clear flying all the rest of the day.

We had nine pilots registered from BRCM and five from other clubs. Highlights of the day, after Paul Chitty's crash, were the flights of Karl Gross' 1/3 scale Stearman flying with Pat Duchamp's (Fort Erie) 1/4 scale Stearman, both powered by 5 cylinder Moki engines. They often flew at the same time, sometimes in formation, and once in formation with a 1/4 scale Dehavilland Gypsy Moth flown by Andy Smith from Guelph.

Hank Uroda from Brantford arrived with an ex Helmut Schmitter 42% Extra and turned all heads with some really great aerobatics, not least of which was a snap roll immediately after takeoff at about 20 ft of altitude. I wouldn't try that with a foamy, for Pete's sake!

The spectator turn-out was great considering the weather - the parking lot during the afternoon was full.

Thanks to the members who volunteered this year - we certainly hope to do this again, but on Father's Day weekend next year.

AI Race

See the photographs on Page 2



Dehavilland Gypsy Moth
Andy Smith of Guelph



1/3 scale Stearman
Karl Gross

Photographs by
Julie Armstrong

Photographs from the June Float Fly
at Christy Park



Brian Dixon



Mike Foster
(Huronian RC Club, Barry)

Canada Day at Bronte



From an Australian Flying Club's Newsletter

SAFETY AT FOLLY FARM

Having read Mike Smart's notes of yesterday's date I felt that something needed to be said about the lack of discipline which is currently being shown by some of the flyers and others using our mown patch at Folly Farm.

The club rules governing the use of our flying site are in place to ensure that those flying from the patch can do so secure in the knowledge that

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***If you have any modeling items to sell, or are on your wanted list, please send the details to:
Roy Dickinson at
skywords@brcm.org***

The Next BRCM Meeting will be:

Thursday, 24 September

This Meeting will be in a different room at the Centre: Look for us



The Bronte Marines



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guests and non flying members are safe in the No Fly Zone. The NFZ includes the Pits and the footpath from the Pits to the mown patch. Only those flying from the mown patch should be anywhere near it.

What business is it of mine to comment you may ask? Many of you will know that as well as being a long standing member of ADMFC I am employed by the BMFA as their Flying Site Adviser. My duties entail the giving of advice to the BMFA's affiliated clubs who have problems with planning applications and appeals, advising local authorities about byelaws controlling the use of model aircraft, dealing with clubs who are having frequency sharing negotiations with neighbouring clubs and many other associated matters.

One of those matters, together with the then Development Officer Mike Goldby, was to assist the Metropolitan Police investigate the death of eleven year old Adam Kirby on the Phoenix MFC's flying site at London Colney in 1999.

Adam was standing in a group who were watching a model engine being run up in preparation for flight. An aircraft in flight was out of control adjacent to the pits. The failsafe had

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been set to hold the last clear instruction from the transmitter. Instead of closing the throttle, which would have brought the model down, it was in a gentle left hand turn which took the model back over the pits. Despite shouted warnings the group round the running engine were unaware of the impending disaster. The model hit Adam in the back of the head, killing him instantly.

How was it that the fatal model was out of control? Two of the club's senior members had been flying taking turn and turn about with an unmarked frequency peg. A junior member found the unmarked peg on the frequency board on the channel he wanted to use. He approached a Committee Member and asked if it would be acceptable to put the unmarked peg on the top edge of the frequency board and claim the channel and fly. He was given permission to make the change but nobody asked who had been using the unmarked peg.

At the end of his flight the young member had a heavy landing which he put down to his lack of experience. In fact one of the pair who had been using the unmarked peg had started his NSW Scale Aircraft Society Inc. Page 9 model and took off without checking that the channel was not

being used. Once he realised that his model was not answering its controls Adam's fate was sealed. Shouted warnings were of no avail as they could not be heard by the group round the running engine.

After the accident the model was impounded by the police and sent to the CAA at Farnborough to be inspected. It was found that the model was in perfect working order except that the propeller had no blades left. They were in Adam's head!

The cause of the accident was the disobeying of the club's flying rules, especially the frequency control rules, by two of the club's senior members. The pilot had been the club's chief flying instructor!

The Coroner was scathing in his criticism of the events of that morning and the disregard of the club's flying rules. It is salutary to listen to a Coroner giving his verdict so long as you are not the object of his remarks! I understand that the pilot of the fatal aircraft has never flown again. I heard this last week from an Area Chief Examiner who was trying to enlist the assistance of the South Midland Area to support in his quarrel with his club who had asked him to leave. The ACE's stated view was that he felt sorry for this man and thought he had been hard done by!!

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In 2003 Tara Lipscombe was killed on Dartford Heath after being struck on the head by a model aircraft. This time Mike Goldby and I assisted the Kent Constabulary with their investigations. I do not propose to go into the causes of this accident. However an important side effect of the accident has been the banning of ALL model flying in the adjacent London Borough of Bromley.

Appeals from the BMFA to allow flying to recommence have fallen on deaf ears. I have told you this story at some length. My reason for doing so is the apparent disregard by some of our members of our club rules.

Our flying rules are designed to keep our members (and their guests) in our Pits away from the mown patch and therefore out of danger from the models in flight. By being in the NFZ the pits should never be overflowed at any height.

Article 74 of the Air Navigation Order (see page 11 of the BMFA Member's Handbook) applies.

This states that "A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property". Members who use the patch as the pits are endangering within the meaning of the ANO. The

ANO is the legal framework which covers all flying activity in the UK. It is administered by the Civil Aviation Authority and has been ratified by Act of Parliament. This means that the ANO is part of the body of law in the UK and, if you break it, you are liable to criminal prosecution.

NSW Scale Aircraft Society Inc.
Page 10: The sport of model flying is subject to various legal controls which should be carefully considered at all times.

You are personally responsible for any flights you make and knowledge of your legal responsibilities is important.

Any children on site must be supervised and therefore kept safe. If it is too onerous for you to supervise your children at Folly Farm then the easy way out for the club is not to allow children on our flying site at all. Having brought a child to Folly Farm with you then if you are flying a model it follows that you are not controlling your child as you agreed to do when you signed your membership application form.

Roger Bellingham

The insertion of this article in this Newsletter was wisely requested by Paul Chitty. We should regard this message with the utmost concern.

Free for pickup:
2 Hangar 9 Arrow wings with
very slight damage, also
1 complete tail, no damage.

Call Bruce 905-635-9261

I have a brand new DVD
player which I'm going
to throw out if I can't
find a good home for it.

It's available on a
first come, first
served basis and
you come and get it.

Cheers,
Lawrence

**A question from
the Editor:**

When Paul's plane crashed, did it go
Chitty-Chitty-Bang-Bang?

