

Skywords

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

February 2010



**Next meeting
Thursday Feb
25th 7:30
GREAT SPEAKER
AND
DEMONSTRATION**

Frost Fly

President's Report

Welcome to a new year and a new Board for 2010. I'd like to thank the membership for the election by acclamation of the new board and we will do our best to make BRCM not just a good club but "The Best Club". I'd also like to thank Tom for guiding us in the right direction for the past two years and the two outgoing Board members,

(President's Report continued on Page 3)

January First, as usual, was "Frost fly" at Bayview. Knowing this makes these photos just a little less scary. (Left) Incoming President Paul Chitty, (having shot and skinned a rabbit) gets ready to fly. Vice president Dave Cummings, seems to have fallen out of a biplane and is now looking for it.

(more pictures on Page 3)

Board and Executive for 2010

Executive

Paul Chitty	President
Dave Cummings	Vice President
Tom Gwinnett	Past Pres. (Not Elected Position)
Al Race	Secretary
Lawrence Gragg	Treasurer

Board

Ivan Wismayer	Field Manager Bronte
Dorian Folo	Web-Site
Dennis Smart	SOMA Rep
Eric Palmer	Competitions
Jim Reilly	Inter-club
Paul Gentile	Meeting content
Nick Moscal	Field manager Bayview

The First Airplane over Toronto

By Art Titmarsh

On July 13th 1910 an air meet was under-way on the Weston farm of wealthy prospector W.C. Trethewey. The farm straddled the homestead drive; later to be named Trethewey Drive.

Present was Count Jacques de Lessups, son of Ferdinand de Lessups the French engineer responsible for the Suez Canal. Jacques, a brilliant engineer in his own right, had devoted his talents to the newest wonder of the age The Flying Machine.

While the entire world knew that Henry Bleriot was the first man to fly the English Channel, few knew that the 26-year-old Jacques had been the second.

The field was small and rutted but when Jacques arrived with his Bleriot 9 mono-plane named "La Scarabee", he fired up the engine climbed aboard, bounced through



Typical Air Meet scene of 1910
(Titty is the one with the black hat at the left of the picture.)

the ruts and puddles and was soon off the ground.

After banking and climbing to 2500 ft, the Count headed for the City of Toronto at the dizzying speed of 70MPH. He flew over the CNE Exhibition grounds before turning over the bay and flying directly over downtown Toronto.

Below, bewildered citizens filled the streets and lined porches and rooftops as they watched the first airplane ever to fly over the city. Jacques headed back to Weston as darkness started to fall leaving the citizens of Toronto thunderstruck. The ground crew had lit a barrel of fuel as a beacon at the little airfield where Jacques made a bumpy landing.

Count Jaques de Lessups was wrapped in the Tricolour and feted as no visitor to Toronto had been before. The flight was called "The vision of a thousand years" by one Toronto paper and "The greatest sight of the twentieth century" by another.

Jacques de Lessups made his career in aviation and returned to Canada in 1927 to



Reproduction of a Bleriot

supervise the conduct of an arial survey for the government of Canada. Probably because of an engine failure, his plane crashed into the St Lawrence River. His body and the wreckage were recovered seven weeks later.

A cairn was erected near the village of Gaspé to commemorate the life of Count Jacques de Lessups, the first man to fly over Toronto.

Art Titmarsh

Thanks for this Art, a nice story. (Ed)



Frost Fly 2010

It's hard to tell who is beneath the layers of clothes but a good time was had as usual.

Thanks to Bernie Sudol for organising things and looking after the food.

(President's letter continued from page 1)

Brian Dixon and Tim Marushak. Also welcome our two new Board members, Dennis Smart and Nick Moskal. This coming season is going to be a busy one for us, firstly we will be installing the new storage facility at Bayview, and hopefully a new shed at Bronte, both projects are designed to relieve the pressure on our current facilities, secondly Bayview will be hosting three Major events starting in June with the *Scale Rally*, then in July with *Warbirds over The Bay*, and then in August *SOMA*. This will be the first time the *SOMA* charity event will be held outside of Hamilton, the Stoney Creek Airport has been lost to us as the Stoney Creek Hawks have declined to host the event this year, also the Mud St facility is subject to flooding stopping us from holding the event there. Bronte will once again host the *July 1st Bar-B-Q and fun Fly* and I believe the

Quad fly may be our turn this year, and of course the *Corn Roast*. Plus *Laddies Float Fly* at Christie Park.

As Tom pointed out many times, Clubs like ours are only as good as their Volunteers, and good volunteers make for good events, just look at the success of the *Scale Rally*.

We will need quite a lot of volunteers this year so please don't be shy in offering a few hours of your time to make our events top class, just get in touch with any board member and give your name and phone number and which event you want to volunteer for. Believe me guys it is really rewarding.

That's about it for this month, make sure your planes are ready for an early start to the season (Groundhogs are only right 40% of the time).

Paul Chitty

From Ivan Wismeyer

Here's a wee story for Skywords with pictures.

The Story on this: Trying to thin out my abundant airplane collection, I gave Nick Chewka the clipped wing J-3 that I had for eons (the red and white sunburst one). Nick returned the favour with the same plane only 1/4 scale. So much for making room!

I thought I would change it to a Super Cub and was doing so when Uncle Charlie told me the plans I had were incorrect and that of a Pa-11! Shit!!! Anyhow it is now a bastardized Pa-11 sort-of Pa-18 Super Cub, clipped wing! I even went out and eBay-ed an ASP 4 stoke twin 1.60 for it.

Almost ready for painting. Since it's dope - has to wait for spring. Covered it with Koverall. Used Balsarite as the glue.

Bull ox! the cowl is too long and not quite wide enough, Now I'll have make one that fits! What a hobby!



Looks good for all that Ivan!



The Anti-torque Device

I recently read an article in the AMA magazine written by a gentleman by the name of John Hunton regarding Engine Torque in Model Aircraft. I think many of us have been caught by the left swing syndrome on take off.

The main thrust of the article was about engine torque on take off, but also when trying to compensate for left swing in flight and what inevitably happens to our pride and joy when it goes wrong. He listed several examples of things that happen and the surprisingly easy fix.

It all comes down to balance and the effect engine torque has on an airframe, his fix was as simple as sticking a bit of weight on the right wing of any IC powered airplane. How much weight you may ask, well it's a real complicated formula :

Required weight in ozs = Engine displacement (in cu inches) X 2. i.e a .60 size motor would require 1.2 ozs.

There wasn't that hard.

Knowing the way I fly, I am definitely gonna give this a try.

Paul Chitty

This Newsletter cannot be held responsible for damage caused to anything by trying this.(Ed)

AMISH ELEVATOR

An Amish boy and his father were in a mall. They were amazed by everything they saw, but especially by two shiny, silver walls that could move apart and then slide back together again. The boy asked, 'What is this Father?' The father (never having seen an elevator) responded, 'Son, I have never seen anything like this in my life, I don't know what it is.' While the boy and his father were watching with amazement, a fat old lady in a wheel chair moved up to the moving walls and pressed a button. The walls opened, and the lady rolled between them into a small room. The walls closed, and the boy and his father watched the small numbers above the walls light up sequentially. They continued to watch until it reached the last number, and then the numbers began to light in the reverse order. Finally the walls opened up again and a gorgeous 24-year-old Blonde stepped out. The father, not taking his eyes off the young woman, said quietly to his son ..

'Go get your mother.'