

Skywords

The Newsletter of :
Burlington Radio Control Modelers Club
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September 2010

Important Special Notice

The September general meeting will be held in the
Main Branch of the
Burlington Public Library
on New Street
(just across from the Seniors Centre).

September 23rd 7:30 PM.

Speaker will be Cliff Goodwin, WW2 Pilot of
DH Mosquito and others

Warbirds over The Bay

The Warbirds event that the club hosted on the week end of July 24/25 was a great success. Even though we had some rain on the Saturday we managed to attract 26 pilots from as far away as Hamburg New York and Windsor Ontario and a staggering 600 plus spectators. Within a week of the event word was out around southern Ontario and upstate New York that Burlington has a great flying site and puts on a fantastic show.

The week end saw some exceptional flying including a formation of three 1/3 scale PT17 Stearman bi-planes flown by our own Carl Gross and Gary Arthur and Pat Deschamps from Fort Erie. Sepp Uiberlacker from Windsor flew his beautiful Spitfire Mk XVI. There were to many great aircraft to mention them all.

We have to thank the volunteers for making this such a great event they were, Nick Moskal, Tom Healey, Ian Brown, Allan May, Ashley Armstrong, Dennis Smart, Mike Block and his son and nephew, Bill Swindells, Paul Gentile, Jim Reily, Gord McGill, Al Race, and the two Event directors Dave Cummings and Paul Chitty and thanks to Peter Krauter for the Photography. The organizing committee worked tirelessly to get everything in place from as far back as November of last year. Also watch for a video in the near future from Charlie Chomos. A huge thank you must go out to the wives who were the backbone of the week end selling food, club gear, raffle tickets and the 50/50 tickets, thanks to Ann Cummings, Carol Moskal, Heather May and Ann Brown. We need to get the ladies involved in future events, they make it all the more pleasant for every body at the shows. A thank you must also go out to our Sponsors



See our President's
Letter Page 6

for the event MAAC, Skycraft, Flight Pack, Hobby-Hobby, Paris Junction Hobbies, Paragon RC. Without these sponsors the rizes would have been very scant at best.

Make sure you put the date on your calendar for next year and maybe come along and help, it is super rewarding to see a show go off so well.

(This was a terrific event, when you get 600 spectators you know something is going right, and in the first year too. Well



Quiz.

When the first woman to fly alighted from a Wright flying machine....what did she say?

(see page 6 for the answer)

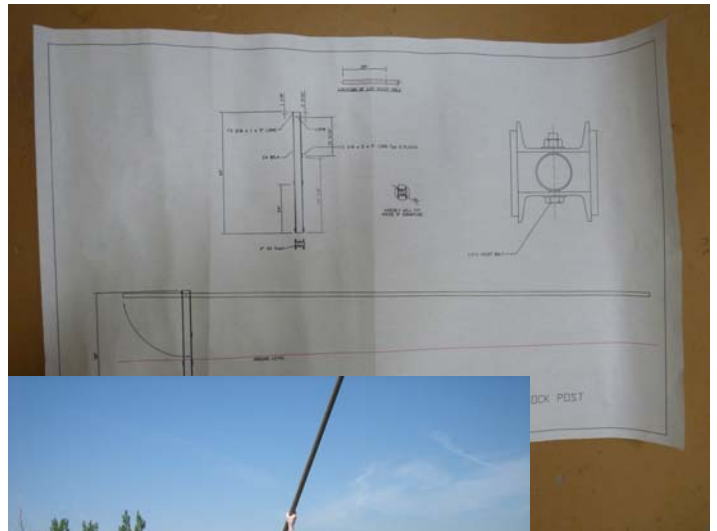
Lots went on this summer

At Bronte. Peter Krautter Bernie Sudol and Nick Chewka install the new windsock pole base, supervised by Ivan who, to show he can in fact work, erected the new storage shed by himself.

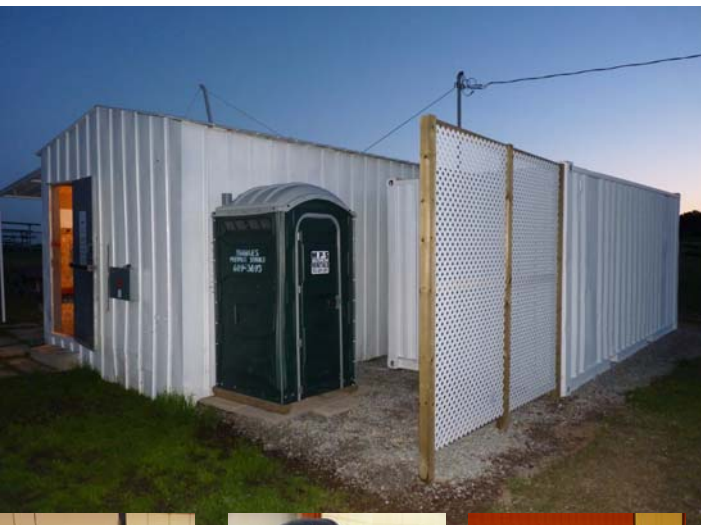
If you wonder how to build a flag pole base check out the drawings done by Carl Finch, who also had the thing fabricated to the drawings. Thanks Carl.

At Bayview. A new sign, a new toilet and a new storage shed all neatly installed. driving force as usual was the irrepressible Nick Moscal. Thanks to all the volunteers including Al Race who got a good deal on the container.

The “club house” is now available for board meetings which saves about \$80 per month (we are not quite up to weddings



Carl Finch and Gord McGill make the final erection. (Well I hope not)



Ashley Armstrong



Gord McGill



Al race



Being Environmentally Friendly

Let's talk about disposal of LiPo packs. The best method is to fill a bucket with enough water to fully submerge the battery. Then add a cup of salt to the water. The saltwater will discharge the pack over several hours or even days. Check the pack periodically with a voltmeter. Once the pack reaches a voltage of 0, it can safely be thrown away. The other method is to hook the pack to a light bulb that will discharge the battery at a safe rate (less than its C rating) until the battery is completely drained. Once the battery is drained completely, it can be thrown away. Make sure if you are going to use the later method to place the battery in a safe place (ie: LipoSack or Battery Bunker).

Thanks to Dave Cummings for this.



Just threw this in for the fun of it. Tough to hide this from your wife! (Yes dear its a new mobile home)



Kevin McLeod, who's motto is "With enough thrust, who needs lift" flew his rocket powered glider at Bayview. All went well I'm told but I have no more info I'm afraid. Thanks to Bernie Sudol for the pictures.

Worth a Read

"Fighter Pilot"

by Robin Olds with Christina Olds and Ed Rasimus
Published by St Martin's Press

Robin Olds wrote most of this book before he died in 2007 and his daughter then put it together, with the help of Ed Rasimus, with the subtitle, "The memoirs of Legendary fighter ace Robin Olds". I have to admit legendary or not I had never heard of Robin Olds before but that aside, it's a good read for anyone interested in planes and those that fly them.

Olds' career as a fighter pilot started in the last year or so of the war in Europe where he flew P38's and P51's. After the war he was among the first in the US to convert to jets and his career carried on through Vietnam. He sure lead a interesting life. On one occasion he was seconded to an RAF squadron flying Meteors. His conversion to Meteors comprised of being sat in the cockpit and the Squadron leader saying things like "all the usual stuff scattered about, as you can see" and "oh, and here we have the ...umm ah...don't know what you yanks call it but it's quite useful".

He tells many stories of heroism and an equal number about the stupidity and beurocracy of the Air Force. On one occasion an F4 was damaged by flack over Hanoi and obviously wasn't going to make it back to base in Thailand. As his engine flamed out another F4 came up behind and "pushed" the damaged plane till he was out of enemy territory. (I wouldn't even want to do that in a pick up truck on the 401 let alone an F4 at 400 knots). On the stupidity side Military intelligence often didn't tell flight commanders about life threatening enemy plans because they didn't want the enemy to know that *they* knew. As Olds said "What the f...k the enemy already knew their own plan, it's us that needs the information to stay alive".

Mr. Olds wasn't a professional writer and sometimes it shows but all in all for anyone likely to read thisit's a "Good Read".

TG



Lawrence Cragg's Euro-fighter
I tried to count the servos on this thing but didn't have enough fingers. Oddly enough it flies very well and seems quite rugged for a recycled beer cooler.



At the May meeting we had an interesting demo and talk on Airbrush painting from Herman Koza of "GreX". Thanks to Paul Gentile for making the arrangements.



Did you know?
The anti aircraft batteries around Hanoi in the Vietnam war equalled all those used by Germany in WW2.

At Laddie's Float Fly in June. Right top to bottom
Carl Small's Turbo Beaver performed faultlessly as usual.
Ivan's Cub
Tom Gwinnett digging weeds or some such thing alongside his Cub which has been under water so many times it's been re-named "Nautilus"
One of many variants of Laddie's North Star



Presidents letter

It only seems like yesterday that I was getting ready to go to Joe Nall and here we are at the first meeting of the year.

It has certainly been a busy year for BRCM, starting with Al Races Fathers Day Scale Rally then Laddies Float Fly the Canada Day fun fly at Bronte Field.

Then came the big one, Warbirds over The Bay (see report this issue) and of course SOMA which as usual was rained out. In between times I managed to attend Scale Rally's at Olean and Hamburg in New York State, and Forest and Sarnia here in Ontario and by the time you read this the Kitchener Scale Rally will be behind us. By attending other Club events I can spread the word about our club and this year I have received incredible feed back about our events and our field. It appears that Bayview Field has been the best kept secret in the hobby. People are now preparing to attend Warbirds next year.

All of this activity would not be possible without the hard work and dedication of a handful of volunteers, Bill Swindells, Dave Cummings, Al Race, Nick Moskal, Dennis Smart, Ashley Armstrong, Gord McGill, Mike Block, Tom Healey, Paul Gentile, Allan May, Dorion Folo, Jim Reily, Steve Ablett, Ian Brown and if I have forgotten anyone please accept my apologies.

The whole club also owes a dept of gratitude to our field maintenance crews, especially Nick Moskal who almost single handedly has kept Bayview in absolutely pristine condition all year. Of course there have been several work parties at Bayview for all of the improvements this year and again Nick has quarterbacked all of these. Ivan and his crew at Bronte have kept that field in good shape also.

Now that Meeting season is here lets have your feedback on what you would like to see at the meetings in terms of projects, speakers, demo's or anything else to entertain us.

Don't forget we are in the Central Library for our meetings now.

Paul Chitty

President BRCM

Quiz

How many production Concorde were built and when did the last one built first fly.

In the town of St Anthony Newfoundland and Labrador

Stands Canso Water Bomber 704 a gift of the Newfoundland government as a memorial to two pilots, Captain Ronald Penny of St Anthony and Pilot Yan-nick Dutin of St Pierre, who died fighting fires in a similar aircraft forty years ago.

The memorial was the idea of local resident Captain Roger Penny who is Capt. Ronald Penny's cousin and also a Water Bomber pilot. It was Roger Penny who flew the Canso into St Anthony harbour in 2007.



Tom Gwinnett sheltering under the huge Canso wing on a rainy morning.

The Canso looks in excellent condition in spite of almost 70 years of service. These aircraft were so reliable they were built in four allied nations. In the USA they were part of the Consolidated PBY series and first flew in the 1930s for the US Navy as air-crew rescue. In Canada they were called Canso, in the USSR the Nomad and in the UK the Catalina.

Quiz answers:

She said "It was stupendous, now I know why the birds sing".

16 Concorde were built the 16th first flew in April 1979