



# Skywords

The Newsletter of :  
**Burlington Radio Control Modelers Club**  
P.O.Box 85174 Burlington Ontario L7R 4K4  
[WWW.BRCM.org](http://WWW.BRCM.org)

**December 2011**

## Christmas Meeting

Thursday December 15th  
7:30 PM  
Burlington Central Library

Seasonal get-together

Coffee and Soda

Bring some treats to eat

Of Course planes and any other  
“stuff” is always welcome.

To all Members:

This is the last Skywords of 2011 so it is time for me to thank all of you that contributed during the year, Paul Chitty, Dave Cummings, Bill Swindells, Ivan Wis-mayer, Lawrence Cragg, Carl Finch. Peter Krauter and Charlie Chomos I'm sure to have missed someone from this list so please accept my apologies and put it down to advancing age.

The Poacher came on board as a quiz sponsor this year. It is the first time we have tried something like this and so far so good. The objective is to increase the value of Skywords to our members in order to get more readership. Coming up with the questions is a bit tricky so if you have a favourite factoid you think might be appropriate let me know.

That's it from me, it just remains to wish all of you a wonderful Christmas and a peaceful and healthy 2012 with gentle breezes and rain only after dark.

Tom Gwinnett



November meeting.

Now here are two interesting planes...anyone care to let me know what they are.

To all members:

Ed Krukowski, past member of our club, passed away in March of this year. His wife has several model kits and two engines for sale. She asked me to help her with selling the inventory.

1. Top Flight - SPITFIRE. The fuselage and the tail surfaces are balsa sheeted. The wing halves are built but not sheeted with the pneumatic retracts still in the box.
2. Unionville - 8' BEAVER. The wing, the fuselage and the tail surfaces are built but not covered.
3. Unionville - 8' TURBO BEAVER is all finished except one wing panel needs to be covered and also needs an engine and servos.
4. A 120 SAITO four stroke engine. Brand new, never run. I think it was to be used on the Turbo Beaver.
5. A FUTABA 6 channel 72 Mhz transmitter receiver and a receiver battery. No servos. Again, hardly used.
6. Evolution .46 glow engine. Maybe 6 flights on it.

Laddie.

You can contact Laddie at 905 628



### How "Froggy" became "Ducky"

I bought this float plane from Charlie Chomos who in turn had bought it in a sale. I named it Froggy as it was green.

No matter how we fooled around with the Cof G it never really flew well, pitching and flaring and generally making me look an even worse pilot than I am.

Harry Barnard was at a store when he saw this rubber duck which he bought for me to play with in the bath. (Why he did this is another story) Just for fun I tied it on the fuse about where a pilot would sit and Bingo! The damned thing flies like a dream.

Tom Gwinnett



Cottage country Ontario  
The perfect morning for flying

**Early Warning**  
The Annual General Meeting will be on  
Thursday 26th January 2012

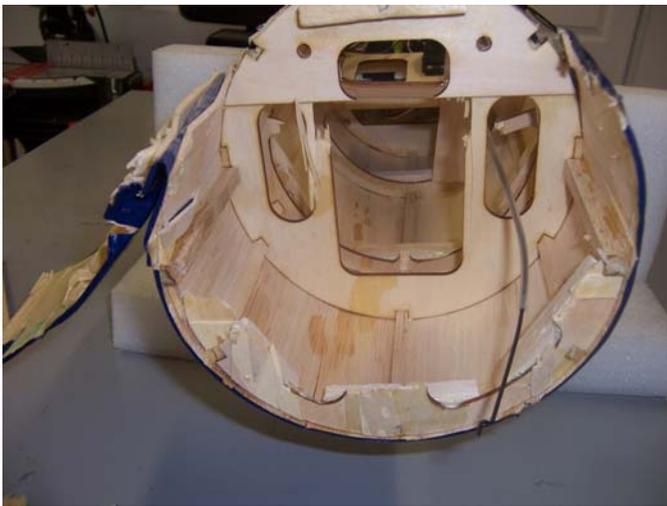


## OOPS

Last month I printed a story from Dave Cummings about saving crash parts to help reconstruction. Somehow the photos he included escaped from the computer and were not printed. After an exhaustive search I found their hiding place and included them here.

The same pathetic excuse for incompetence applies to the picture of Bob Shock's flying wing which returned to the field (almost) after terrorizing Waterdown. So I include that too.

The editor



## The Poacher

### Quiz for December 2011

**Question 1** The Beech Mentor first flew in December 1948. It was a development of which civilian aircraft?

- a/ Douglas XP-112
- b/ Beechcraft Bonanza
- c/ Beech-Nut Chewy-one
- d/ Cessna 421

**Question 2** The Junkers 287 had two really unusual (weird) features. They were...

- a/ Two engines faced forward 2 backwards.
- b/ Both wings were on one side of the airframe.
- c/ The wings swept forward and two of the four engines sat alongside the pilot.
- d/ The tail was in front and the engines backwards.

**Question 3** The Italian navy bought 170 Savoia-Marchetti S-55's. It was .....

- a/ Something Laddie Mikulasco designed in a bad dream.
- b/ A pizza topping at Domino's
- c/ A catamaran with two engines and a wing.
- d/ An adaptation of the Sikorsky S-42

**Question 4** The last of the Grumman "Cat" series of aircraft was the...

- a/ Tigercat
- b/ Bearcat
- c/ Hellcat
- d/ Wildcat

Your Name.....

Ring the correct answers and hand in at the December meeting. 2 correct entries win \$10 gift certificates for

The Poacher  
Pub and Restaurant

## Death of a Star

The SIG Four star 40 was the first low wing kit that I built and flew.

Easy to build and simple to fly, it was the perfect choice, for this aging novice to build flying skills economically. It did all the usual stuff plus some highly inventive maneuvers, which thrilled and surprised spectators, to say nothing of the pilot.

Powered by a Thunder Tiger 42 GP it started and run just like the Ever Ready bunny.

It took off long or short depending on the steadiness of hand of the pilot, and always landed. Sometimes even where intended, and often on it's wheels.

It failed once when the fuselage broke in half on landing. (Sorry, arrival). And again when the repair flew in two while in the air, teaching me a good deal about the various properties of adhesives.

But repair was easy and quick and Four Star was set to fly forever, till a week ago.

Whatever my failings as a pilot I always do a proper ground check before trusting to the laws of flight, which are rarely forgiving, but last week I made one last adjustment to the elevator clevis, and took off without that last wiggle of the control stick before starting up. And there of course was the fiend, the rat; the sky-devil waiting to claim poor Four Star as his own. The push rod, nylon with a threaded steel end was just fine where it had been just before I adjusted the clevis, but after, it jammed on the outer tube. Jammed in the "descend" position. Jammed in the "Oh shit! What's happening!" position. Jammed in the "want to take a walk and help me look for it" position.

The poor old thing was getting pretty tired I know, but it deserved a better end than that: slain by a tiny moment of carelessness. All the hours of fun it had given me betrayed in one act of impatience to get going, one risky "oh it'll be all right".

I could perhaps make it fly again, but I think instead I'll leave it on the basement rack as a reminder that nobody ever said, "Boy I wish I hadn't checked once more".

Tom Gwinnett

This little story is reprinted from a 2009 edition.