

Skywords

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

May 2011

Next Meeting

Thursday May 26th
7:30 PM Burlington Public Library
New Street

Buy and Sell/Bring and Buy Hanger sale

Whatever you call it this is your chance to
sell those treasures you no longer need or
buy what you desperately want for pennies
on the dollar.

Tables will be set up for your sale items, get there
early for the best positions

From Carl Finch

I have assumed responsibility for the frequency pins.

Since we have several new members, it may be useful to put something in the May Skywords advising that the first two are paid for by the club and asking them to advise me of the details. We may well have existing members who have changed channels - particularly to 2.4GHz but don't have a pin. MAAC rules still require a 2.4 pin on the board.

The charge after the free one(s) is still \$5.00.

Get your orders in so I have enough to put the engraver to work.

From Carl Finch

email: cfinch1@cogeco.ca

Right. Pam Belgrade

from Burlington Tourism made a presentation, at our April Meeting, of a cheque for \$750 to help with the promotion of "Warbirds over the Bay". There is a promise of another \$750 if sufficient hotel rooms are booked by participants. Gord McGill accepted the cheque on behalf of BRCM. Gord was instrumental in making the case for assistance to "Tourism"





From Mike Block

The Hawk is 1/5 scale, weighs 27lbs , power is Jetcat P-120SX putting out 30lbs thrust. I've installed some very sophisticated electronics in it by Weatronic, an innovative German company.

The Weatronic receiver comprises of two independent 2.4ghz receivers using FHSS to hop across the 81 channel band, a built in power box distribution system, 3 independently programmable gyros (one on each axis) and a GPS module.

The system is completely programmable from your laptop and the programming is saved right in the receiver. Both the transmitter module (which fits into my existing JR12x radio) and the receiver hold mini flash cards that record data transmission between the

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Ron Huehn

**Welcome New
Members**
Give these Guys a big
welcome and make
them feel at home at
the feild.



Tom



David Deschamps



David Watling



Max Xu

From Carl Finch

This Winter I built:

The Electric Twist, based on the Hangar 9 TWIST, of which I have destroyed four over the years. Tournigy SK 4250 - 650kV motor and 4900 mAH 4S 25C battery pack.

A Sig Something Extra from a kit with an OS 46AX.

A Pixie Major from the free plan in the English magazine RCM&E. A scaled up version of a Keil Kraft rubber model from the 50's.

A 60 size Hangar 9 F6F Hellcat ARF with mechanical retracts and a Saito 100. My first warbird in 60 years of modelling!

Only the E-Twist has flown, both on skis and wheels. Still evaluating props, but performance seems equal to my last Glow Twist powered by an OS 55AX.

I have attached eight pictures for you to choose from.

Regards, Carl

(I chose 4, thanks Carl)



=== For Sale ===

Great Planes Extra 300 -60 kit (not ARF),

80% completed. Just cover, add radio gear and engine.

Check Great Planes site for specs .

(<http://www.greatplanes.com/airplanes/gpma0236.html>

[Bil Montgomery](#)

[A special thanks to Bill who was the only member to send a "For sale" ad. I'd love to make "For Sale" a regular feature.](#)



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transmitter and receivers. You can have somebody watch this data stream live on a laptop while you are flying or download it from the transmitter later for you review.

Data that is available for analysis includes: RSSI (strength of radio signal at receivers), frames per second transmitted, frames per second received by each receiver, servo positions at every second of the flight, condition of each battery at every second of the flight including voltages and current load. I'm sure there's more I've forgotten to mention.

The transmitter will receive user programable warnings from the receiver regarding battery condition, range, speed, altitude. The equipment is in constant development and new firmware can be downloaded from the manufacturer's web site whenever it's released.

Analyzing the data can become a hobby in itself! A further note, you can take your flight data, import it into google earth and watch your flight path again if you're so inclined! I guess there will be no more arguing about how far out you were flying. I suppose you could also locate a lost or downed airplane using the last transmitted GPS co-ordinates LOL. What next? Gotta love technology :)

Mike

UK VISITORS to BRCM

One day while poking around on the internet I found a forum located in the UK. I was looking for some used landing gear struts and had put a notice on several North American forums where I am a member, and thought that I might do the same on RCMF (Radio Control Model Flyer) located in the UK. (The web site is <http://www.rcmf.co.uk/index.shtml>) As with most forums, when you first join, you are requested to 'introduce yourself' explaining who you are, where you hail from, and your interests in the hobby/sport.

I very quickly had a response from someone who indicated that he would be visiting Canada soon and was wondering about any B&B's in my area of Burlington/



Left to Right - Tony King (UK), Keith Durkin (UK), Dave Cummings, Lawrence Cragg

Hamilton. I suggested a couple of hotels, not realizing that there are a number of B&B's locally. I was notified that these two gentlemen from UK had found a location in Burlington, and had set their visit date to Canada, arriving on April 19th and returning on the 25th. The main purpose of their visit was to interview a former Luftwaffe pilot that is still alive and living here in Canada. While here they also wanted to visit the CN Tower, Niagara Falls, CWHM, and our flying field.

On the morning of Sunday April 24, we had the pleasure of meeting **Keith Durkin** and **Tony King** of the OGEES Model Flying Club, from Wellingborough, UK. Their club web site is <http://ogeemfc.co.uk/> Keith and Tony came to Canada to interview former Luftwaffe pilot, Oscar Bousch, who piloted a FW-190-A8, called WHITE 14. When Keith was building the 1/5 scale aircraft, he discovered a colour scheme that he admired and the markings that interested him. Upon further research, he found that the original pilot, Oscar was still alive at the age of 87, and lives in Mississauga, ON.

Arrangements were made with Dave Cummings, Lawrence Cragg (as he is one of 'them' – Brits) and me to meet Keith and Tony at our Bayview field. They were quite impressed with our flying site and Tony, who is the editor of their local newsletter, was busy walking all over our property snapping pictures with his camera to take home to write his article about the Canadian visit. We

only had limited time with them as they had previously made arrangements to go back to Mississauga to meet with Oscar and his wife again and then hoped to get to CWHM in the afternoon. Oscar still lives with his wife without assistance, but they are becoming frail and apparently Oscar is quite open about his wartime experiences, and the suggestion was made that perhaps we could have Oscar come to visit our club and provide an evening of stories and experiences from his perspective from WW II. We will follow up on that suggestion for the fall.

It was a pleasure to have met these gentlemen who have a common interest such as we do, and they also tend to experience many of the same difficulties that we do as a club, volunteers and work party participation. There was a suggestion of making the OGEES Model Flying Club a sister club to ours, such that we keep in contact with each other and any visitors to either country would be more than welcome to visit and fly if possible.

I will be keeping in contact with Keith and Tony, and I know that Lawrence will be also be in touch with them for a trip that he is planning to the UK to visit several RAF Museum sites with several of our BRCM members.

Both Keith and Tony said that they originally thought that 6 days would be enough time here, but stated before leaving that it was no where near enough time to look around and experience this part of Canada. They both were happy to have met us and have had an opportunity to visit our immaculate Bayview flying site. They were also aware of our other flying field at Bronte Park, and had taken the time to look that up on Google Earth as well, prior to making the trip to Canada.

We welcome any and all model flyers from anywhere in the world as we have a first class flying site in both locations of Bayview and Bronte. Thank you to all that contribute their time and experience to the upkeep of the fields and club as these we can be very proud to present to visitors.

Sincerely,
Bill Swindells
MAAC 47841-L



Keith Durkin with FW 190-A8

