

# Skywords

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

**January 2012**

## Annual General Meeting

Burlington Public Library  
New Street  
Thursday January 26th  
7:30 P.M.

Please be there to elect the new Board of Directors and Executive

### A letter from President Paul Chitty

I hope everyone had a happy Ho Ho and got all the RC stuff you wished for and I wish you all a Happy new year. This will be my last letter as BRCM club President and indeed a BRCM club member. As you all probably know by now I have moved to Sarnia to be near my daughter and grandsons. I have however not slacked off my interest in the hobby as I am now the President of the Blue Water RC Flyers in Sarnia, so remember us in your event planning for this year and please feel free to come and fly with me as a guest anytime.

I have been a member at BRCM for over twenty years and must say that it has been the best of times, I have made some great friends and made some marvelous memories over the years. I have served as secretary back in the 90's and Vice president then President over the last four years, the time has been very well spent and it seems to have flown by. I have loved being involved with the special events we have put on over the years and I sincerely hope that they will continue being the great success's they. Please be sure to give Ian Brown as much support as you can for the War-birds Over The Bay event in July, working that event is great fun and very rewarding.

The new board will be appointed at the January meeting so please give them as much support as you can to spread the workload in the future. BRCM is truly a blessed club, to have two such great flying sites within city limits is almost unheard of in this hobby, and as such must be protected, there are few rules at the fields and they are there to protect the residency and safety of the fields, don't let them slip away from you because of disregard for the neighbours and visitors. Having the MAAC office in the city is a bonus for us as it is a valuable resource and also allows our membership to get involved in that resource.

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THE HAMILTON SPECTATOR • THE SPEC.COM

LOCAL

FLYING IN THE NEW YEAR



Members of the Burlington Radio Control Modelers flying their aircraft every New Year's day for more than 20 years to fly their aircraft. On Sunday, about 50 showed up at the King Road airfield. Rob Meath, left, and Jim Ross, both of Burlington, fly their MCH helicopters. The more radio-controlled jets can stay aloft for about 30 minutes on a single battery charge.



### Our Newest Jet Pilot.

The morning of December 22 2011 was cool and hazy when Richard Muller brought his new L-39 turbine powered plane to Bayview R/C park.

Gary Arthur was to be the test pilot. Gary flew his own L-39 to just to “warm up” his fingers and get a feel for the plane then Gary and Richard did a pre-flight check; balance, control throws, hi/low rates, retracts etc., then proceeded with the start sequence.

Powered up the aircraft was airborne at about the 250 foot mark. It flew really well after some aileron and elevator trim adjustments. Gary checked the effect of the flaps, gear, slow flight etc. After a 6 minute flight the landing was Gary’s typical long curving dive to the runway, then a nice soft elevator touch down with a small bounce. We congratulated Richard on a well balanced and built model.

During the next flight Gary gave the controls to Richard so he could “feel” how his aircraft flew. With a huge grin, Richard said he has never flown a model so fast and so far away.

Richard Muller has been a BRCM member for three years. Over the past fifteen years he has flown 3D aircraft, helicopters, EDF and now a turbine.

So we now have six Jet pilots in our club. Who will be next?

This article was written and submitted by the award winning journalist Ted Pritlove, who is the only club member to use kerosene in his inkwell.

If you wish to nominate anyone for the board please be sure they are in agreement, there’s nothing worse than someone nominating you and you don’t really want to be nominated. Being a board member involves little time but lots of commitment, and sometimes the need to make unpopular decisions but it is always with the health of the club specifically and the hobby in general at the fore front of those decisions. It is also exceptionally rewarding especially when you see the club flourish through your efforts.

Thank you all for your support in the past and I hope to meet up with you at events in the future.

Best Wishes

Paul Chitty

### What comes after a Nanosecond?

The old saying is that a Nanosecond is the time lapsed between the light going green and the taxi behind blowing his horn. That may be true but I always wondered what came after a Nanosecond. The answer came to me courtesy of The Economist which I was looking through (trying to find something I understood) when “F16” jumped out at me so of course I read the article, which was about the speed or brevity of Laser flashes. They compared the flash speed to the time taken by a F16 at full throttle to traverse a single atom. Which I guess is pretty quick.

The article also speaks of the increasing power of lasers citing The University of Michigan where a titanium-sapphire laser produced a beam of 300 terawatts which is several hundred times the capacity of the entire US electrical grid. Of course it only did this (and here at last comes my point) for a femtosecond.

So there it is, a nanosecond is one billionth of a second and a femtosecond is a million billionth of a second. For those of you whose are still not satisfied an attosecond is a billion billionth of a second.

To find out why anyone would need to make a laser flash lasting only an attosecond; you need a different publication than this.

They didn’t mention whether the F16 had its afterburner lit.

Tom Gwinnett

Sometimes you get lucky. By Paul Chitty

When I crashed my 5th Scale P51 at Warbirds ( second one ) I decided it wasn't worth repairing so I stripped all the mechanics and electronics off of it and binned it. I put all the parts in a box in the shop thinking they would sit there for ever and then I'd end up selling them.

Fast forward to October, I get a phone call, would I like a part finished Bud Nosen kit of a 102 inch P51 Mustang for free, would I !!!!! So I pick up this behemoth of an airplane and start researching the specs. It calls for a 60 size 2cycle glow with a Du-Bro prop drive system and an all up weight of 18lbs. Yeh I thought the same, a 102 inch at 18 lbs on a 60, I don't think so. Also it has been constructed for fixed landing gear.

So I set out to change things a little, admittedly the parts that had been built were incredibly light so I had a lot of leeway in terms of construction. First thing, off came the front 6 inches of nose and wooden cowl and a new ply fire wall and engine mounting box is installed and the whole area beefed up and glassed, then a DLA 56cc gasser is fitted. I wasn't overly impressed with the planned wooden cowl so I ordered one from Fibreglass Specialities, when it arrived I was amazed at its size 22inches long. With a little careful cutting and trimming I managed to get it to fit with just a small cut out for the Plug and a bit larger one for the expansion chamber and down pipes for the pits muffler . Next I attacked the fixed tail wheel assembly, ripped it out, cut the correct size exit, beefed up the mounting bulk head and installed the Robart air retractable tail wheel assembly and ran all the air lines and steering cables up to the fuse opening for the wing where I have manufactured and installed a Servo and receiver mounting tray. While down at the tail end I modified the fuse and installed a pair of Hitec Hi-torque servos for the elevators. Now its beginning to look how I think it should. Next I cut a hatch in one side just behind the cowl and install both electrical switches and the air and gas fill receptacles, hinge the door and keep it closed with a couple of rare earth magnets. These magnets are amazing, less than half inch across and they are really strong. Now all I need to do on the fuse is to figure out some functioning gear door system and build the wing fillets, that will have to wait until I get some thin

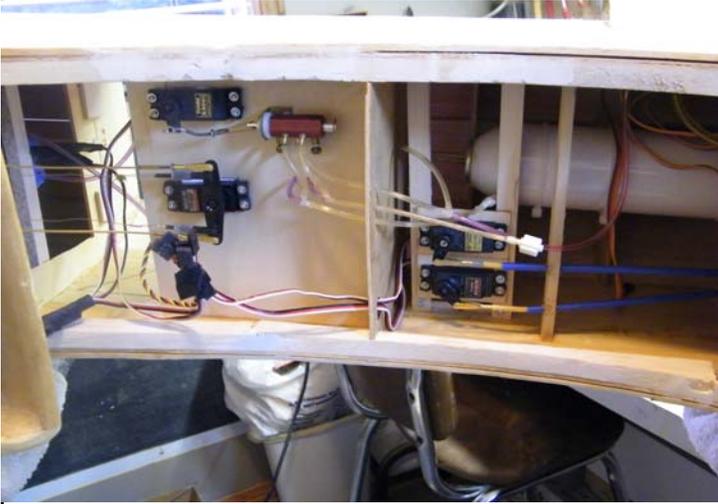
ply. I am using the cockpit kit and pilot from my last P51 with some modifications to make it fit and I'm considering a sliding canopy this time.



Next comes the wing, 102inch one piece !! I considered cutting it in two and installing wing tubes but it doesn't lend itself to that course of action so I stick with one piece ( thank heavens for Mini Vans ). The wing has the fixed landing gear beams fitted and is also designed for a single flap servo and aileron servo and bell-cranks. Again I can't imagine a bird of this size with this type of configuration so , first outcome the beams and I have to severely modify the wing bays to take the Robart air retracts from the fifth scale P51, I think they are a tiny bit undersized but once installed and checked they look quite good, besides the whole retract system originally cost me over \$500.00 so it wasn't going in the bin. I built in some bearers for wing



servos in the bays where the bellcranks should be and now I need to sheet the bottom of the wings and glue and shape the wing tip blocks in place to complete the wings. Oh! And the Flaps which are enormous and the Ailerons are hinged with hinge points and fitted. Same set up for the Elevators and Rudder



I plan to cover the plane with Sig Coverall and paint with latex house paint. I think I'm going to stick with RAAF camo colour scheme, I have to get some large roundels and such made up, or even try to manufacture my own.

More to come when I get more bits. No model shop in Sarnia



**Name the Aircraft and the person leaning against it.**

## The Poacher Quiz

Circle the correct answers (or write them on a piece of paper), and hand in at the AGM. Include your Name

Here we go....

### Question 1

At the start of WW2 which of the following statements were true...

- A/ The top US Navy command was called CINCUS (pronounced 'sink us'),
- B/ The shoulder patch of the US Army's 45th Infantry division was the Swastika
- C/ Hitler's private train was named 'Amerika.'
- D/ All of the above

### Question 2

In WW2 following a massive naval bombardment, 35,000 United States and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the assault on the island. How many Japanese troops defended the Island?

- A/ None
- B/ 2500
- C/ 25000
- D/ A whole bunch.

### Question 3

The most produced aircraft in WW2 was..

- A/ IL2 Sturmovik
- C/ YAK 1 (3-7-9)
- D/ Messerschmitt BF109
- E/ FW-190
- F/ B24 Liberator

### Question 4

On 16th April 1912 American Harriet Quimby became the first woman to fly the English Channel. Instead of a headline next day no mention was made of her considerable feat. What was the headline?

- A/ King's dog dies.
- B/ Steve Harper's grandfather born.
- C/ Titanic Sinks.
- D/ No war this week again.

Easy aren't they. Circle the correct answers add your name and hand in at the AGM.

Prizes are \$10 gift certificates for **THE POACHER**