

SKYWORDS

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

February 2013



From your President – Dave

Elections are over and the 2013 Board of Directors is now in place.

It's pretty much the same dynamic group but with two new additions. Neil Marchant and Dan Black have joined the table replacing Tom Gwinnett and Nick Moskal. Tom will keep his Past President status and Nick now retired from the Manager of Bayview, will be spending more time traveling this summer, in his new motor home with his MGB in tow.

On the subject of Bayview, we are still in a dilemma of finding a member who will oversee and manage the responsibility of our Bayview field. We have a list of volunteers to cut the grass and help out with other chores but we need a leader. Last fall Nick Moskal announced his 4 year tenure was coming to an end and we have yet to see anyone "Belly Up to the Bar" and take on this assignment.

As much as I have reiterated this is a **volunteer club** each of us individually knew that when you joined our club, you did so knowing that your help will be called upon at some point.

Here's the challenge the Board faces in the next month or two if we are unable to find a Field Manager.

- 1) We don't bother to organize and cut the grass which will piss off every member, who initially tears out his landing gear or can't make enough airspeed to gain adequate lift and ultimately damages or crashes his aircraft. (not an option)

- 2) We hire a private company or individual to cut and maintain the field at the clubs expense. This no doubt will eat into our reserves and we would questionably have enough funds to invest in the long overdue needed repair to our paved runway. Given the fact that we need to do both in this coming year, we could take a hard look at implementing an "**assessment to each club member**", which would be a difficult action the club we would not like to implement. Then again, we've never had a dilemma of not having a volunteer come forward take on this position since we've been a club. (not a good option but we need to do something.
- 3) Have each one of our club members take a serious look at themselves or their fellow members, to encourage someone to step up. If nothing happens, get ready to spend more out of your pocket for flying.

Please don't shoot the messenger. Really the challenge is up to you. The Board will only implement what you want us to do.

Dave



DATES TO REMEMBER

Next Meetings:

February 28 March 28

April 25 May 23

Toledo Weak Signals Hobby Show

Seagate Center

April 5, 6 and 7—Toledo Ohio

BRCM Float Fly

Christie Conservation Area

June 8 and 9

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CANADA DAY

BAYVIEW FIELD

MONDAY JULY 1ST

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WAR BIRDS OVER THE BAY

JULY 27 AND 28—BAYVIEW

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CORN ROAST

August 24th

BAYVIEW FIELD

NEW BOARD MEMBERS

2013



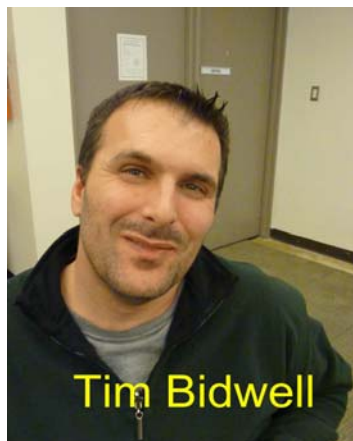
Dan Black



Neil Marchant

WELCOME NEW MEMBERS

JANUARY 2013

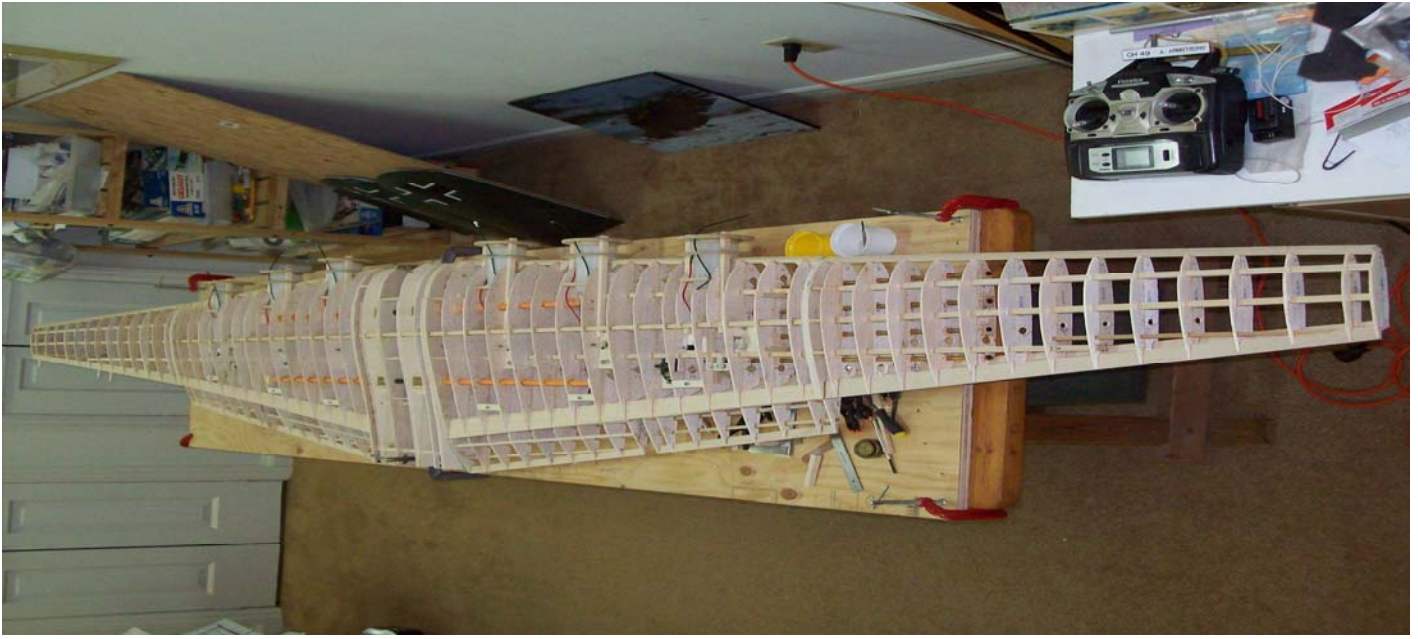


Tim Bidwell



Doug Edwards

Me 321 and Me323 Model by Ashley Armstrong (Text on Next Page



Full wingpan approx. 156 inches plus 3" wingtips



Stb inner wing panel—3 nacelles



Inner wing panels for glider version with flaps/ailerons



Outboard Port wing panel less ailerons



Fuselage for both Me 321 and Me 323 versions

Me 321 and Me 323

by

Ashley Armstong

Photos on previous page.

This model has been scaled up 5 times from my 1/72 plastic kit using Xerox machines, compasses, dividers, circle templates, profile guage and any other means at my disposal.

The design of construction is entirely my own. I am planning on 6 Saito .62's for power. Estimate of weight so far is 15—20 pounds. It will eventually be covered in monocote Olive drab and camouflaged in Russian front colours.

The wing panels were built in 2 halves (top and bottom) which allowed me to true the top wing panel on our Granite Kitchen counter top and glue the bottom ribs in position.

There are 4—12 mm carbon fibre wing tubes going into 4 handmade card tubes. Each of the top and bottom main spars consist of 2 3/8 inch spruce spars with 1/4 inch balsa between the spars and wing ribs.

The top and bottom leading edges will be covered with 1/16 inch planking. I have tried to position the servo's in the best position for operation but also for easy access for service and fine tuning.

I plotted out all the main wing ribs individually which took some while and nearly broke my back leaning over my workbench. Flaps and ailerons were a real pain to build. Tapering top to bottom and leading edge to trailing edge, rather than plot each one out as I should have done I thought I could take a short cut by reducing each rib by a small percentage but this idea did not work out very well and resulted in my rebuilding the port inboard flaps 3 times until I got it pretty close.

The tail plane assembly has not been built yet but I hope to start soon and all being well would like to bring it out to Show and Tell in March.

Ashley

JET BLAST

It is always interesting to know what is happening in our R/C Burlington Club. Here is an update on the Jet scene.

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Gary Arthur: Gary sold his F-15 Eagle to Doug Mathews then bought a CT-114 Tudor in Snowbird colours. He has also bought a damaged CF-18 in current RCAF markings. Both jets will fly this summer.

Vic Viera: Vic sold his gray Boomerang Elan to Doug Mathews then bought a 1/10th scale F-15 (pictured). Vic was so anxious to get his jet that he drove to Chicago and back in one day to pick it up.

Doug Mathews: Doug is our 8th turbine jet pilot. He started R/C in 1973 flying trainer type models on a Kraft Radio in Virginia because his Dad was on a pilot exchange with the USAF. Doug has progressed through hi/low winged models to gliders, aerobatic IMAC aircraft, to electric ducted fans and now turbine jets beginning last year. As mentioned, Doug has an F-15, a Boomerang Elan, and Mike Block's Boomerang Sprint.

Mike Block: Mike is "scaling up" his Carf BAE Hawk with modifications to the canopy/cockpit and adding more scale coloured paint to the tail area of the model.

Richard Muller: Rich is building another L-39 to replace the model he lost last fall.

Ian Brown: When Ian saw a DH-110 Sea Vixen 70 mm EDF being offered by Durafly Models he immediately made the purchase, because the Sea Vixen was the first operational aircraft he worked on while employed by the Royal Aircraft Establishment in England.



SNOW BLOWER??

Lewis Lopez: Lewis is building a Windrider Boeing 737. This 78" wingspan EDF airliner will be painted in his home country Columbian AVIANCA airline colours.

The Klepsch Klan: Eric, Chris and Hugo are working on a secret jet project. Eric wouldn't give me any details because he says 'it's a secret project and you will be surprised.' Can't wait!

Ted Pritlove: Our author has finished his second Boomerang Sprint and will finish his second DH Venom in Canadian Vampire colours.

Ted's next jet article will summarize how these beautiful jet models performed this summer.

Ted Pritlove



Don Irvine who presented his helo at the January meeting. Pilots are scale and really are worth the cost.

We look forward to seeing her fly.



Here is a great option when it comes to finding a cheap alternative acrylic paint match to the more expensive fuel proof Perfect Paint for a 'Zinc Chromate' colour found on internal fuselage and cockpit interiors. I bought Ceramcoat at Michaels' hobby store for \$2.00. The match is so very close right out of the bottle. It cleans up and thins out with water vs. the complicated solvents. If you make a brushing mistake simply wipe it off with water. Keep in mind, acrylic is not fuel proof but most of where we would apply this colour is internal anyway. It also saves you a bunch of money!

If you are not happy with the colour match—see below—you must appreciate the old Chinese Proverb — “Blind Man would be happy to see it.”

Dave Cummings



The back wall is painted with Perfect Paint, the round hatch is painted with Semolia acryl-