



## The News Letter of the Burlington Radio Control Modelers Club

Box 85174 Brant Plaza, Burlington, Ontario, L7R 4K4

### Editorial

This month's edition presents an interesting story from one of our members and photographs courtesy Norm' Harris. I'll try to find a technical article which may interest you although it is a bit of puzzle to know just what you do want! How about letting me have a few ideas about your preferences - no, not that, about what you would like to see in *your* newsletter.

As always, I am looking for input from the membership. I can be reached at 416-622-3705 or by E-mail: [cragg@inforamp.net](mailto:cragg@inforamp.net) or S-mail to suite 2010, 820 Burnhamthorpe Road, Toronto, M9C 4W2 or FAX 416-622-4134

### 2001 Membership Applications

Please note that we will be taking new and renewal membership applications at the November meeting. You must have a valid MAAC membership card *or* you may include your MAAC membership with your club membership fee. If you wish to take advantage of early subscription to MAAC, please pay your fee directly to MAAC; the club cannot guarantee that payment through the club will reach the MAAC office in time to qualify for any "early bird" benefits.

To simplify the procedure, BRMC and MAAC membership application forms are included with this newsletter. Please complete the forms *before* you come to the meeting or mail your application(s) to the club at the address above.

If you are going to bring your application(s) to the November meeting, please note that we cannot accept credit/debit cards and would much prefer cheques. If you really must pay cash, please try to have the exact change.

### Wings Program

Wings certificates will be issued at the December meeting – but only to those who deserve them.

**Next Meeting**  
**Thursday, November 23**  
**The Great Rubber Race**  
**Against the Hamilton Flying Tigers**

### The President Writes:

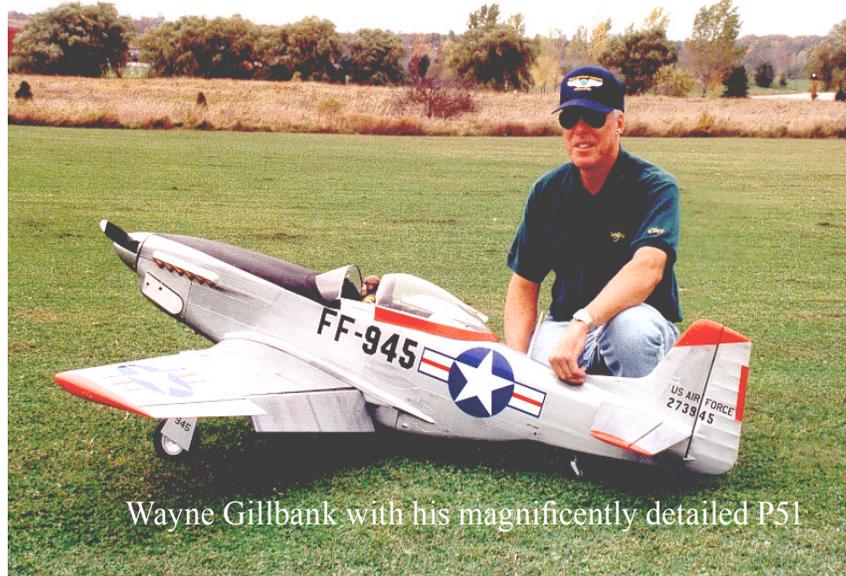
Here we are, back again to the building board and doing all the little things that irritate my wife, like chewing the CA from the finger tips, and tracking balsa dust and shavings into the living spaces from the workshop. Ahhh, I would sure miss her if there were a choice between my aircraft and her!!!

Several things to keep in mind as we progress into the winter season, flying will still continue at the Bayview Park site as long as weather and interest permits. Word is that the recapping of the site will not likely take place this year, possibly next year, so we are assured of a flying surface for the time being.

The Christmas parade will require help in setting up the float, as well as donated aircraft. Please try and participate in the setup, as it does become tiresome for one individual to attempt to do all the work. The quality of the final product is dependent upon the number of hands that volunteer to help out.

My goodness we are talking about the Frost Fly already, MONDAY JANUARY 1st, AT 9:00 AM. That is just over a month away by the time you read this newsletter!

It is now time to start thinking about your new executive for the year 2001. Who would be willing to serve on the executive and assist in the direction and advancement of the club? There needs to be some time allocated to the running of the club and all



Wayne Gillbank with his magnificently detailed P51

that is entailed in this position, such as bringing to the meetings the input from the membership for discussion. It is also appropriate at this time for me to thank each and every member of the Executive and the Membership who have commented, good or bad, provided input, or suggestions to the better running of our club. Without your input, we have no direction, and without you, we have no club.

This November meeting we welcome the Hamilton Flying Tigers who are determined to make every effort to repossess the coveted award for the Great Rubber Race. I am sure that Darlene will be up to her usual tricks to provide whatever distraction she can to prevent our esteemed fliers from achieving their goal of straight line flight to the other end of the meeting hall. We welcome her distractions, and are willing to show that we are pure of mind and brave of heart, and can carry through with our intended missions disregarding any distractions from the competition.

Update time: The Mitsubishi J2M-3 Raiden (Jack) has started to take form. The fuselage formers are all in place between the fuselage sides and doublers, the turtle deck is completely planked, and the front portion of the upper fuselage is about half planked. The cockpit floor has been installed, and now ready for the two upper formers that support the large multi-sectional canopy. A few more days and the front portion of the fuselage will be completed. Also completed are the stabilizer and the fin. Still to come will be the wing, which Karl Gross is going to shape from foam for me, but that will be a completely different section of the building program, as will be the control surfaces for the rudder and elevators.

I am also at a stage where I need to think about the type of covering that I will apply. Last time I used Super Coverite, which is easy to work with, but becomes heavy when attempting to fill the weave of the fabric, yet is strong and durable. I have heard a lot about using silkspan as a covering. It will apparently provide a smooth surface, provided the underlying surface has been properly prepared. This goes without saying, no matter what covering material is applied, the finish is only as good as the surface underneath. Once applied and properly affixed to the surface, it also is very strong when proper dopes and finishes are applied. I welcome comments from many of our experts in the membership. It is not recommended for open framework surfaces, as it tends to

puncture easily (it is only paper, you know).

Enclosed are your renewal forms for BRCM and MAAC. Please fill out COMPLETELY, and bring to the meeting with a CHEQUE, so that we can process your membership quickly and efficiently. Thanks

See you at the Rubber Race! Remember, keep flying, fly safe, but most of all HAVE FUN!

Bill Swindells, President

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## Christmas Parade

*Paraphrased from a note from Bill Montgomery*

We set up the float Saturday morning December 2 starting around 10 am (takes only a couple of hours), and tear down after the parade Sunday afternoon.

The setup is usually at the Burlington Bus maintenance depot on the corner of Harvester Road and Cumberland.

We need models (the bigger the better). Bryan Dixon has promised his Sopwith Pup and I'm going to see if Wayne has his new Taylorcraft ready. We also have room for about 12 smaller crafts so if you have anything available please bring it out.

I will have 'firm' details by the November meeting.



Mike Block with his Cap 232

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## Coming Events

*These are the events that I know about so far. Updates and/or corrections are welcome.*

November 23 monthly meeting, Rubber Race.

December 3 Christmas Parade, setup Saturday 2nd.

*Bill Montgomery* organizing this.

December 14 monthly meeting

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## Our Readers Write

*This from Ted Pritlove*

### JETS ~ MY JOURNEY

With instructor Charlie Chomos, I began flying R/C models in 1978. I learned very quickly that flying R/C's isn't that dangerous, it is just inherently unforgiving. After many years of flying a variety of pseudo military models, I set my goal to eventually fly a jet. I read numerous articles about underpowered, unstable, unreliable jet models that required many hundred yards of paved runway. The "inherently unforgiving factor" loomed big-time in my mind.

At the 1993, Toledo Show, I visited the Bob Parkinson booth and found out he was a Canadian, living in Stroud, Ontario, and manufactured entry level, off grass, jet kits. I bought his trainer--a F-15 Regal Eagle. The next year we were moving into a new house and all my STUFF was in storage so I gave the completed model to Wayne Bransfield to put in his radio gear and test fly the jet. (Wayne had previously built and flew a Parkinson F-15). We couldn't get the Picco 80 ducted fan engine to run reliably.

I talked to Bob Parkinson at the next Toledo Show and he implied "a cheap kit, cheap engine, cheap fan" you can always upgrade

In 1995, I saw a Byron F-16 advertised in our MAAC magazine. I made a call to find out the model was in Sydney, Nova Scotia. Coincidentally, my wife and I planned to vacation in Cape Breton that summer. During our vacation I visited the models' owner---Leif Erickson! That's right-Leif Erickson! His nickname is DOODS and he is a real Cape Breton character. I bought the jet and made the two day trip home with the F-16 nose between us resting on the dashboard and the rudder jammed against the rear window of our Ford Sable. That is when I knew my wife REALLY loved me!

Upon returning home Harry and I had a short flight at Bayview Park and later I flew the jet at the Bay of Quinte Jet Rally.

This year I installed "grass field wheels and air brakes" in the Maverick, and last Friday, October 20th I flew the model off our Bronte field with the help of Tony Pittari and Art Titmarsh.

The inherently unforgiving factor? It is still there, however investing in a quality product and very close attention to every little detail helps move the odds in your favour. Jet models have improved enormously over the past 10 years. Now we can replicate full sized jets with miniature turbine engines including after-burners!

I hope my enthusiasm for this type of model flying will encourage other club members to join me in the exciting, heart thumping, world of jet flying. The reward? You never have to clean the oil residue off your nicely finished model.

P.S. The F-15 is available for anyone who would like to fly jets-----FREE

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## Your Editor

**What your Editor is doing** (Apart from writing this edition.)

This is me on one of the last days of the season. I had just taken my Extra 300 apart to look for a problem uncovered during a range check. The "problem" was another transmitter on the same channel – which is where I should have looked in the first place.

I have started to build a P51D – my first "war bird". I thought I would do this to gain experience of operating flaps and retracts as well as flying a model with relatively high wing loading and other nasties associated with scale effects.

After much cursing and general messing about to get things to fit, I am in the process of sheeting the wing. This isn't a whole lot of fun and I'm not enjoying it much but I'll keep going until I get really fed up with it.

I'm going to build another Giles. Now that's a well designed kit if ever I saw one. Giles the 2nd will have a Saito 91 which I hope will give me improved vertical performance over Giles the 1st with an OS61 – but I wonder about that.

On the simulator, I'm trying for really slow rolls – an exercise in coordinating thumbs and very difficult to do well.

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## Final Flight

*This from Art' Titmarsh*

It is with sadness that we report the death of fellow club member Earle Smith who died from heart failure on November 3rd at age 71. Earle was an enthusiastic modeler and pioneered building and flying radio controlled auto giros in our area. Included in his unassuming, good natured personality was a willing volunteer for club projects, a generosity knowing no bounds and a love of modelling dating back to his youth in Nova Scotia. Everyone who knew him will remember a friend, and a thoroughly decent human being. One of the "Good Guys."

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## For Sale

*This is from me – Ed.*

AeroChopper R/C Flight Simulator – \$75 obo. This is an older simulator that runs under DOS. It is complete with a well written manual and a "transmitter" that plugs into a serial port. It is not as elaborate as contemporary simulators but is nonetheless good enough to teach the basics.



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## Stupid People Signs

*This from Bill Montgomery*

Stupid people should have to wear signs that just say, "I'm Stupid". That way we wouldn't ask them questions, we wouldn't rely on them, and we could better avoid them altogether. It would be like, "Excuse me, but could you tell me where... Oops! Sorry. I didn't see your sign. Never Mind."

One Saturday morning not long ago, I was loading up my truck with three airplanes, my two flight boxes, three transmitters, fuel, etc., when my neighbor wanders over and asks, "What's up? Going flyin'?" "Naw", I replied. "I just like to load up the truck about once a week to see if it all still fits. And here's your sign."

A couple of weeks ago I drove up and parked at the flying site. Some guy I never saw before walked over, looked into the truck, and asked, "Wow! Is that your airplane?" "Naw", I answered. "I just found it beside the road a few miles back. Now here... wear this sign."

Once I was watching a couple of guys starting the engine on a ragged lookin' trainer. One says to the other, "There's only two screws holding your engine on, and both of them are loose. Do you think they'll hold?" "Well", says the other, "There's only one way to find out. But here, hold my sign. I don't wanna lose it."

The last time I re-kitted a model, I was carrying the fuel-soaked remains back to the pits when someone walked up and asked, "Gee, what happened? Did you crash?" I didn't say anything... not a word. See, he was wearing his sign.

I was once trying to sell a complete, ready-to-fly model, and a guy at the field asked to see it fly. I took it up, wrung it out for a few minutes, and then made a nice landing, allowing the model to roll to a stop right at our feet. He reaches down and grabs the muffler, but then lets go real fast. "Wow, that's hot!", he exclaimed. See what I mean? Now if he'd been wearing his sign, I could have warned him.

Robert had just started his engine, and was removing the glow plug battery when it slipped from his hand. Unthinking, he grabbed for it and stuck his hand right into the prop. I was about to hand him his sign, but I had to give it to Bert instead when he walked over, saw all the blood, and asked Robert, "What happened? Did you cut yourself?"

I once asked Perry to help me carry my airplane and flight boxes from my truck to the pits. When I opened the door, he saw a brand new kit sitting on the seat. "Say, is that a new kit?", he asked. "Oh no", I replied. That's been in my truck for years. But here's a brand new sign for you."

Allan had used some Zap to fix something on his airplane, but when he was done, he couldn't find the top to the Zap bottle. He set the bottle on the ground next to his flight box, and asked his helper to be careful that he didn't step on it or knock it over. "Don't worry", said his friend, bending over and scooping up the bottle. "I'll just drop it in my pocket along with my extra signs."

We get phone calls from stupid people, too. A guy called asking if the January issue had already been mailed. "Yes sir", I replied. "It was mailed two days ago." "Well, I have an ad in that issue. Is it too late to change my phone number?" "Yes sir, I'm

afraid it's too late for that, but if you'll give me your address, I'll send you your sign."

Another caller asked if we could use a black and white photo on our cover. When I said no, he asked if we could convert his photo into color and then use it. I sent him a four-color sign.

Spectators at the field have their share of stupid people, too. One guy drives up, sees people flying, and sees model airplanes all over the place, but still walks over and asks, "Is this where people fly model airplanes?" "Yes, it is", I said. "But you can't come in without your sign."

Another gentleman walked over just as Jerry made a screaming low pass right down the runway. "Wow!", the gentleman exclaimed. "Was that a model airplane?" "Oh no", I replied. "That was a really an upset hawk chasing a smaller bird. But here, have a sign."

I was having trouble getting a balky engine started one day. I tried flipping the prop by hand, and I tried using my electric starter. No matter what I did, I couldn't get so much as a pop from it. When Jerry came over and asked, "Got a problem?", I was about to give HIM a sign, until he added, "Have you tried starting it with the fuel line actually CONNECTED?" I looked down at the dangling fuel line, and then turned to face him.

"Oops! Sorry", said Jerry. "Until you turned, I didn't see your sign."

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## Random Questions & Quotations

*This from Ernie Fryer*

I went to a bookstore and asked the saleswoman, "Where's the self-help section?" She said if she told me, it would defeat the purpose.

Is there another word for synonym?

Isn't it a bit unnerving that doctors call what they do "practice"?

Where do forest rangers go to "get away from it all"?

What do you do when you see an endangered animal eating an endangered plant?

Why don't sheep shrink when it rains?

Why do they put Braille on the drive-through bank machines?

How do they get the deer to cross at that yellow road sign?

What was the best thing before sliced bread?

One nice thing about egotists: they don't talk about other people.

Does the Little Mermaid wear an algebra?

How is it possible to have a civil war?

If you ate pasta and antipasta, would you still be hungry?

If you try to fail, and succeed, which have you done?

Whose cruel idea was it for the word "Lisp" to have a "S" in it?

Where are we going? And what's with this hand basket?

If the "black box" flight recorder is never damaged during a plane crash, why isn't the whole damn airplane made out of that stuff?