



The News Letter of the Burlington Radio Control Modelers Club

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

Editorial

Hard to believe but I have very little to say for myself. I will be late this month but, with a little bit of luck, this edition will reach you before the next meeting.

My thanks to Tom Gwinnett for his report of the Great Rubber Race, to Ivan Wismayer for his pictures and notes about his Spitfires - yes, plural, and to Bill Swindells for his pictures of the dedicated bunch who went flying off skis at Bayview.

As always, I am looking for articles from you. Talk to me at 416-622-3705 or by E-mail: Binker@Sympatico.ca or S-mail to suite 2010, 820 Burnhamthorpe Road, Toronto, M9C 4W2

The Great Rubber Race

This from Tom Gwinnett

Twelve intrepid pilots braved the weather and altitude of Hamilton Mountain to carry our club's banner for the March 5th Indoor Rubber Powered Flying Contest between BRCM and the Hamilton Flying Tigers.

The major difference between the competition in Burlington or Hamilton is that they have a bar. Although their room is long and thin and ours is short and wide, there seemed to be no "home ground" advantage and both teams performed at an astonishingly low level of skill and professionalism.

The only skill both teams seem to have in plenty was the ability to laugh at their own pathetic efforts, a skill learned, like all others by practice.

Both teams produced 12 pilots, with Burlington having 17 planes. Most pilots flew with little success and the competition turned on the efforts of a few. Ivan Wismayer, having refused



**Thursday, March 27th
Mobile Airships
& FW 190 on display.
Airplane Trivia Contest.**

to practice, launched two stunning bull's eyes with his first two flights. Charlie Chomos, while missing the bull's eye, was the only pilot to score on each of his three flights.

In the banter, rude comments and insult category both teams did better with excellent hits being recorded by both teams. In this competition the decision was a draw.

Art Titmarsh managed to crash and destroy both of his planes before the event even started, Wings program Coordinator please note. It was Art's example that led Ivan to refuse to practice.

Tony Pittari arrived late bought a 50/50 ticket won and left. He was not invited to return. The rest of us are, but only after we host The Flying Tigers in the fall of this year.

A new method of scoring was suggested for future competitions, but there seemed little interest in this as it appeared to contain elements of common sense fairness.

Pilots were:

Charlie Chomos, Art Titmarsh, Dick Fahey, Carl Finch, Karl Gross, Tom Gwinnett, Tom Healy, Ivan Wismayer, Tony Pittari, Andrew McQueen, Doug McQueen, and Ted Toth

Burlington retained the trophy, which is displayed in the window of Skycraft Hobbies.



President Harold Jones, Ted Pritlove and Gary Arthur at the Florida Jets Rally.

Editor's Building Season.

Yup, this from me, your editor for the last umpteen years.

Having made a bit of mess of a very nice Edge 540 last year, I decided to build two more of them. Well, not build exactly, they are ARFs from Aero Works. ARF or not, there is still one helluva lot of work to do to get them into flying condition. I have one powered by a Saito 91 while the other is powered by an OS 90. These are very nice aerobats and I hope to have both of them at the end of the coming season.

I tackled my psychedelic Extra - that's built from a GP kit and has a sideways mounted Saito 91 in it. This model drove me nuts last year because the engine quit as soon as the wheels touched the ground on landing. Otherwise, the engine would idle forever. I tried every trick in the book to cure this but nothing worked. This year, I noticed that the needle valve was above the tank top. That might be the problem so I have fitted a header tank to raise the fuel level. I hope it works.

The GP Extra (60) has weak landing gear so I have reinforced it with appropriate doublers. Each time the landing gear collapsed, the fibre glass cowl took a beating so I tried to refinish it. That turned out to be a bit of a problem; I was afraid that any paint stripper that would take off the epoxy paint would also damage the fibre glass cowl. In the event, acetone did a fine job and left the cowl intact. My attempts to paint it were less than successful so Norm Harris has kindly taken on that task.

I look forward to flying this model in the spring for it's nice to fly. I just didn't appreciate having to go and get it after every landing - even if I do need the exercise!

I am now in the process of building a Super Skybolt GP kit. This is my first biplane and it's proving to be a bit of challenge. More about that next month maybe.

Events for 2003

April 4, 5, 6	Toledo
April 23-27	TOP Gun Lakeland Florida
May 3 & 10	Wings ground school
May 25	3 Forest Lakeside Flyers Annual Fun Fly
June 5, 6	Forest Lakeside Flyers Scale rally
June 7	Oshawa Flying Club float Fly Darlington
June 14	NRMFC float fly Chippewa Creek
June 14,15	Laddie's float Fly Christie Conservation
June 14,15	Oakville IMAC challenge, S. field
June 21	Rose City Flyers fun fly
June 21	Port Perry float Flyers Port Perry
July 1	Canada day fun fly, Bronte
July 19	Control Line contest ???
July 19/20	NRMFC float fly Chippewa Creek
August 16	Tri Club fun fly Burlington/Oakville/ Bramalea
August 16	???NRMFC fun fly
Sept 12-14	"Inventing Flight" 100th anniversary at Wright Patterson AFB, Dayton, Ohio. See http://www.inventingflight.com
Sept 13	NRMFC float fly Chippewa Creek
Sept 20	NRMFC Air show Niagara district airport

Meeting Programs

This from Tom Gwinnett

Make sure you add the next club meetings in your schedule when, in addition to the usual business meetings, we have the following events planned.

Thursday March 27th 2003

Mobile Airships of Brantford have kindly agreed to show their smallest radio control airship (5.5 feet in length) piloted by Wayne Gilbank. George Bartkus will show his almost complete scale FW 190 We will have an Airplane Trivia contest.

Thursday April 24th 2003

An indoor radio control flying display by Tom McCann of Skyhooks and Rigging Another display to be announced

Thursday May 22nd 2003

Bring and Show. *Non competitive* display of what you worked on this winter. Bring your project and either get or give advice and constructive comments to and from other club members. We would love to see everyone show one or 2 (if small) models at this meeting.

Dale Eldridge is arranging the annual Mall show at the Mapleview Mall and will arrange for those *wishing* to display at the mall to go over to set up after the business meeting.

See you on March 27th! Tom Gwinnett

Profile: Norm Harris

One more in a series of profiles of club members which I hope to present from time to time. I first met Norm Harris when I visited the Mississauga club's field on Highway 10 sometime in the 70s. I used to go there on my Suzuki motor cycle to just watch. At the time, I could afford neither the time or money to take part but, eventually, many years later, I joined the Burlington club and renewed old acquaintance – although neither of us realized the connection at the time.



Norm Harris is a modeler. He models aircraft of all types and sizes as well as models of ships and trains. At six years of age, he built his first model: a Frog kit of a Fairy Battle covered in black tissue. He launched it out of a bedroom window and it dived straight into the ground and smashed to smithereens. As a young lad he “mass produced” little models which he painted then sold for 6d each and made enough money to buy himself a second hand bicycle. So that was where aeromodelling started to pay off!

Through a friend who worked in the local aerodrome he got a supply of dope and beech wood - a light yellow wood, not much heavier than balsa but much stronger. With this material, Norm designed and built “whip models” - scale models with a proper aerofoil which were tethered to something like a fishing pole. These whip models could be made to do loops and fly inverted rather like today's control line but without power. He followed these with tethered rubber powered models which were flown from a pole in the school hall. This exercise evolved into competitive events with the competitors building and flying extreme configurations to gain advantage.

Progressing to diesel powered, free flight models, Norm got into competition through his club. Taking his first model to a local farmer's field to test fly it, he forgot to set the timer and watched the aeroplane fly out of sight! He found it the following day firmly lodged in the only shrub in the middle of a corn field.

In these early days, people didn't have cars so the only way of getting around was by bicycle which presented the problem of how to carry the model and the associated field equipment. True to form, Norm designed and built a trailer which hooked on to his bicycle. (Norm said it looked a bit like a coffin). This trailer car-

ried his model, tent, cooking and camping gear and, when opened, provided a work surface to carry out repairs. Such is the ingenuity of necessity!

Circa 1952, conscription was still in effect in England but the RAF was only accepting volunteers with the usual requirement to “sign on” for several years. Rejecting this, Norm joined REME and shortly thereafter was invited to take an aircraft recognition course. Well, of course, Norm knew more about aircraft than the instructor so, by the time the smoke cleared, he ended up with the rank of sergeant with his own Nissan hut which was divided into three sections: living quarters, model building workshop, and lecture room. Two days before the annual inspection, the CSM left and Norm was promoted in his place. Luck seems to follow Norm Harris; it turned out that the brigadier inspector was an aeromodeller as was his son! Needless to say, the inspection report was most favorable, week end leave was granted to all and Norm became an instant hero! Subsequently, Norm set up an aeromodelling school for REME and took part in competitions with a USAAF base nearby.

When he left REME, Norm joined DeHavilland's experimental department where his job was to inspect components. At that time, DH was building the DH110 which became the Sea Vixen and Norm was one of the few to see the drawings of the completed aircraft and, being a keen aeromodeller of both solid and flying models, Norm created a 1/72 scale drawing based on what he had seen. He was creating a solid model when the superintendent caught him at it, gave him a lecture on security and confiscated the model. Eventually, the Comet disasters crushed DH and Norm was one of the victims. However, at his departure, the superintendent returned his model which he still has.

In Canada, Norm got into the business aspect of modelling – manufacturing, distribution, importing, etc. With Academy Products as sales manager, Norm introduced new products – such as SolaFilm and Pico model railway stuff – to Canada. After a three or four years, he moved to Model Craft which produced kits (some of which were taken over by Easy Built Hobbies). Norm traveled and got to know every model shop across Canada, he introduced Cox-Sanwa proportional radio control – an early form of the transmitters which we use today.

Norm was the MAAC editor for a couple of years and zone director for the southeast zone. By this time, the hobby was a 24 hour occupation with distribution and promotions during the day and club meetings or editorial work during the evenings. This was getting to be a bit much so Norm decided to keep modelling as a hobby and take up another occupation.

Among Norm's many trophies is a picture of Norm at the Mississauga field taken by a Nikon camera flying in a big Tele-master. This model was built by the president of Acro Canada to take aerial photos in remote areas where they built Bailey bridges etc. The model had 8” balloon wheels to enable it to take off from rough farm tracks.

Like many of us, Norm has made many friends through this unique hobby. Like some of us, he has discovered the joy of teaching youngsters how to build and fly little rubber powered models.

Now he is into digital photography and computers – but that's another story.

Awards

Your editor forgot to include these photographs in the February edition – and nobody complained! My apologies.



Harold Jones received the Herb Stoneham award for his substantial contributions to the club and Peter Hagens received the Cliff Moore trophy for his untiring efforts as co-manager of the Bayview field.

Changes to the “Draw”

Those of you who attend the monthly meetings will know that we have had a 50/50 draw for some months. This is not very interesting to say the least so we (the Executive) have decided to revert to our old practice of having prizes. Karl Gross of Skycraft Hobbies will bring in a collection of goodies and each winner will take one such goody until there are none left.

We hope you will approve of this measure. However, if you have any better ideas, let us know.



This extraordinary picture of a Sopwith Pup against the moon is from Philip Rawson's web site. He claims it is not a fake but I'm not sure I believe him.

Wings Program

This from Bill Montgomery

The Wings 2003 Program Sign-up will begin at the BRCM club meeting on March 27. Signup will start at 7:00 pm and will be on a first come - first served bases. There is no charge for Wings instruction but you must provide proof of BRCM membership (current BRCM card or BRCM application receipt) before signing up. Wings students from previous years who wish to continue in the wings program must re-register to participate in this year's program. Ground school will be offered on Saturday May 3'd and 10'th (attend only one day). Ground school attendance is required before flight instruction can begin.



Bayview on
Sunday, March 16.
Photo by Bill Swindells

Ivan's 1/5 scale Spitfire Project 10-Mar-03

This from Ivan Wismayer

I haven't done much but decided to build two of them:

- Mk Vb Tropicalized; and
- Mk IX.



The Mk V will be the fibreglass one and the PICA kit will be the Mk IX. This is because the initial Mk IX built in 1942 & 43 were Mk V conversions. The fuse for the Mk IX was strengthened and lengthened (the nose was 18" longer) to accommodate the more powerful Merlin 61.

Since my last article, I have been busy with my business and haven't really done a lot. I did frame up the wing from the kit and had Karl cut me the foam wing. I am beginning to prepare the 3/32 sheeting to cover the wings, but first I must cut out the wheel wells for the undercarriage. The 3/32 sheets are in 30" x 3" sizes and must be aligned and sanded to make sure the edges are true. The choice of the wood must be medium grade with a consistent grain travelling lengthwise. To achieve this, although the kit provides the material, I went to Exotic Woods on Industrial Dr., Burlington and managed to find 4' x 3" x 4" balsa with the desired grade. Exotic Woods is cutting the sheet for me. To date I haven't picked this up – too busy with normal business – its tax time!

To align sand the sheeting - this is done with a straight edge attached to a flat wood bench and

sandpaper (medium grit) glued (glue stick or already glued sandpaper @Karl's) to the straight edge. For a straight edge I use two knot free 1" x 2" x 4" Attached lengthwise to make an angle. The sandpaper is glued to the outer side. The other is tacked to the bench. The 3/32 sheet is then gently rubbed against the straight edge.

Finally the required sheets are glued together with CA or Aliphatic glue (PICA) (Karl's out of this stuff and PICA isn't shipping any more?) This is important, as you will not get smooth joints if applied directly to the foam or the built up wing.

This procedure of building the wing first is important because you cannot align bore the front hold-down dowel in the wing and the fuselage front formers. This must be done first before I can finish the fuselage. Once this fuse is finished, I can use it as a plug and make the female polyester fibreglass moulds.

One final note, Karl is building a 30% Cessna 152 (I think) and I caught a glimpse of him making the tail section in foam. So intrigued I was, that I asked him to cut out a set of two stabilizers. I also managed to score a set of retracts from George but I need an extra set for the second plane.

On my next report, I will sheet both wings and fit the built up wing into the built up fuselage. Once this is done I will build the tail sections and fit everything together. From that point onwards, the preparations of the fuselage to final form and make it ready to make the mould halves (2) from it.

Cheers!!! Ivan

