



The News Letter of the Burlington Radio Control Modelers Club

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



Editorial

This month, I am in editor's heaven with articles from Norm Harris, Bill Swindells and Ivan Wismayer. Wow! My thanks to that valiant three.

Last month, I included a "stuff for sale" page – apparently with some success since most of the stuff has been sold. However, I have no new

items to add to this month's edition. Over to you.

Cheers. Lawrence (Binker@Sympatico.ca).

WARNING

THERE IS A SUSPICION OF RADIO INTERFERENCE ON CHANNELS 15 - 17 AT BAYVIEW. TAKE CARE!

WINGS PROGRAM

STUDENT REGISTRATION 2006

Registration will take place during the monthly meetings

February 24th; March 23rd and April 27th 2006.

RETURNING STUDENTS MUST REGISTER ALSO.

Returning students will be assigned an instructor as soon as weather permits at the instructor's discretion. Last year's instructor may or may not be the same.

GROUND SCHOOL will take place on two dates:
APRIL 29TH AND MAY 6TH 2006

NOTE; STUDENTS MUST SHOW PROOF OF BOTH
BRCM AND MAAC MEMBERSHIP TO REGISTER.

REMEMBER: NO REGISTRATION, NO INSTRUCTOR.

Thursday, April 28th. A Presentation by the Canadian Warplanes Heritage

Saphion Cell Power

This from Norm Harris.

If you are in to Electric powered model aircraft you need to look into this new product. As you know the Lipo cell has had considerable promotion over the last little while, and although a great break through for light weight power there has been this considerable concern over it's safety unless handled with care.

Well the Valance Corporation (Texas) has developed a new product that has been creating a great deal of excitement in the power cell market from laptops, the military, electric automobiles, the medical field, and the power tool market.

A company in Britain called Amberjack products has a number of staff into electric flight decided to investigate this product as an alternative to Lipos for model aircraft and is now marketing these power cells in various packs, or as single cells available in packages of 6,8 or 10 cells for your own pack building. They have set up a secure web site and are prepared to sell and ship to Canada and the USA. For further information go to their web site -

www.power-motion.com

I have been trying these cells out and I am very excited over their potential. I am using the 3s1p pack that gives 9.6v 1200ma with 18amp discharge, the weight of this pack is 4.5ozs!! My first test was to try them out in my Black Magic an old timer 60in span 3.5lbs, using an Speed 600 8.4v motor in an Olympus 2-1 belt drive, and normally powered by eight 2000ma mnh batteries weighing roughly 16ozs, with this set up I could fly around comfortably for 8-10 minutes and land with power to spare.

My first test was to use only one pack 3s1p, the model now 12ozs lighter flew for 8minutes with now noticeable power loss and I was still able to taxi back, I then doubled up the pack to 3s2p the model still weighing 7ozs less than the

original weight only now with 2400ma to play with, needless to say I did not run out of power, with all this playing around the cells never got hot.

Now, the best part, these cells can be charged at 2c without any over heating or ill effects by using a standard Lipo/Li-ion charger,(in the 3slp pack format) there is no fear of fire etc and if treated as you would any battery pack they should have a long life. As a point of interest, after discharging the pack under normal flight the cells still read 9v, that is only .6v drop from the original voltage

I hope this spring to explore further this very interesting new power supply. I would be interested to hear from anyone else who is trying out these cells

Norman Harris
nharris@cogeco.ca

Toledo 2006

This from Bill Swindells who also provided the pictures.

Well it happened again as predicted, 'spring is sprung and the grass is riz'. Toledo has come and gone and the official flying season is upon us.

Again this year I was fortunate enough to be able to attend the Annual Weak Signals Exposition, commonly called 'TOLEDO', arriving on Thursday night, and having the pleasure of dining out with some of our friends at one of the local eatery places. Up bright and early on the Friday morning to be at the gates for the opening of the doors.

Behold, a whole convention center of wonderful models



and fantastic fantasies of hardware, bits and pieces of planes, electronic components, nuts and bolts and carbon fibre and fibreglass materials. CA and epoxy to hold it all together and radios and engines to make it all fly.

Again, the annual meeting of friends not seen since last year sometime during the past flying season, and those that we see many times throughout the year. It was a wonderful experience again, just like a little kid in a toy shop. How delightful

to watch the first timers behold the wondrous scene before them as they walk through the doors to this massive display of glorious dreams and wishes. If only my pocket was a little fuller of money. Next year I will bring more!!

Friday night arrives, with reservations at the Spaghetti Warehouse where there were only six of us this year to enjoy the finery of the food in the establishment. The attached picture shows who attended the dinner, and there were others from our club who attended the weekend event, but chose to enjoy their evening elsewhere. Again renewing for friendships and talking to the vendors and playing with the new toys was a joy. If you have never been, plan on it for next year. Experience the models on display, the craftsmanship and skill



that has been employed to make the same aircraft that you and I have look absolutely marvellous.

This weekend, April 22nd, we are off to Top Gun in Lakeland Florida. This will be my fourth year being able to attend. Both Karl Gross and George Bartkus from our club received invitations to compete, as well as Len Ashdown from the Dundas Valley Flyers. I see from the list that an acquaintance that we made last year will be attending from Mexico City, and it will be great to see Gerardo again, as well as Richard Crapp from England and many other pilots that I have gotten to know from across the USA. I know that a good time will be had by us that attend, and we will be making new friends from the hobby again this year. This is all part of the great aspect of this hobby, that we have something in common with many others from around the world. We get together to meet and greet and at the end of the week, go away with something from each person that we met, a memory of something good and something common amongst us. Tips and tricks from the building, finishing and flying of the models,

PS. Don't forget to recycle your batteries in the green container at the Bayview flying field.

Bill Swindells
MAAC 47841

Postscript from your Editor: Ivan brought back a nifty Extreme Flight Extra 45" span electric for yours truly. I'll see if I can make it last the whole season!

Ivan's 1/5 scale Spitfire Project 10-Mar-06

This from Ivan Wismayer, our president.

It has been three years since I went back on the Spitfire project. My outlook on the project has changed. I'm no longer going to build a mould for the fuse and go into production as so to speak. I decided that I have four more planes to build and these are mega projects. This included a 1/4 scale Flair Stearman, a 1/4 scale Sig Spacewalker, a 1/4 scale Dynafite Super Cub and a Hanger 9 - 1/6 scale P-47 Thunderbolt Razorback ARF. I also have a couple of electric kits to throw-in for the fun of it. I should say I have a dozen flyable planes already kicking about.

When I last left the project I had to stop building the fuse because I up against Hadrian's Wall as Dave Platt put it. I had to build the wing first and then align it with the fuse so I could drill a 7/64 hole for the front dowel to be fitted into the fuse former (F4) and the front of the wing.

The WING:

As I mentioned earlier, Karl Gross did a fine job of cutting the foam wing. He cut the wing in 5 parts as follows:

- One centre section;
- Two centre Flap sections (port and starboard); and
- Two outer Aileron sections (port and starboard).

He cut the slots for the 3/8 x 3/8 spars (4) and I first laid the five sections on the plans and pencilled in the undercarriage and servo bays. Next I glued (used 30 min Epoxy) to the centre section the light ply rib from the kit to the edge of the centre section. This rib has the cuts already made to fit the retracts in their proper position. After the glue was dry, I carefully began cutting or should I say melting with a soldering iron the areas for these bays. Once the retracts fitted well enough, I glued with Aliphatic glue (Pica's Gluit - no longer available - so sorry) the balsa leading and trailing edges as well as the 3/8 sq spruce spars. This glue dries in 20 minutes! I next glued the outer aileron and flap sections together. I should mention Great Planes aliphatic glue and so does Lee Valley.

The next step was to align sand the 1/16 sheeting. Next

I taped (masking tape) three 5-inch sheets together and glued them with the PICA glue. This stuff sands beautifully. Once dry, used carpenter's glue and laid a pattern on the male foam core sections of the wing like as if I was ribbing the wing (Helmut's idea) and carefully placed the sheeting onto the foam core. I then covered with the female outer sections of the foam male sections (both sides) and place gallon cans of paint to keep this tight until the glue dried. (See picture) I left these over night. I completed the rest of the sections and then both sides of the centre section.

Now I can epoxy the three sections together. The dihedral is 4.25 inches at the tips. One must be careful that things align properly and remain so until the epoxy is fully cured. See how I did this in the picture. After the epoxy cured I fibre-glassed taped with 6 oz. 2 in strip along the centre to starboard and port sections for added strength and now fitted and glued the wing tips. After the glued (PICA stuff again) dried, I sanded to shape.

Next I fabricated the ailerons and installed these. I wanted to fabric cover these like the real one, so I ribbed them. Now I can finally fit the wing on the fuse, centre it and drill through F4 former. This I did and now can finish off the fuse as per Pica's plans and be done with Hadrian's Wall thing.

Next came assembly of the stab and rudder as per the plans. However, I changed the rudder and elevator to be scale like in so that they are fabric covered like the ailerons. The rudder was also enlarged to give better yaw control. Actually

they did this on the later versions of the Spit too for the same reason, especially when it was equipped with more powerful Griffon engines.

The aircraft is now entering the third stage where the servos, attachments, engine, tank, linkages, retractable undercarriage, tail wheel, etc are all fitted together to make sure the function properly.

Once I'm satisfied, I will cover the aircraft with 1/4 oz. fibreglass cloth with epoxy (West System) as the glue. Some final sanding and the final stage will be detailing the aircraft. This could take as long as building the model, maybe even longer. I am told that you are never finished a scale model. I believe it, but I have to be realistic and want to fly this kite this year I hope. Dave Platt says you mustn't like an airplane too much because you won't fly it then. I guess then, I'll only go so far.

I the next issue, I hope to expand on the detailing of the aircraft.

Cheers...Ivan



Stuff wanted and for sale:

If you have stuff you want to sell, send detail to your editor at Binker@Sympatico.ca

This from Bill Rubenstein (905) 847 3955 or wrubenstein@cogeco.ca

“free to good home” Easy Sport Wing and Fuse, old engine, can’t get the muffler to fit on. Restorable but not beautiful. no servos or radio or wheels.

This from Bill Montgomery. William@EclecticFlight.com

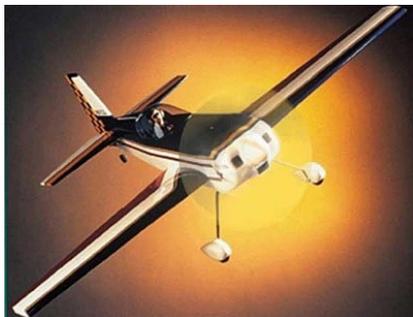
For Sale:

Carl Goldberg Staudacher S300 Kit, new (not ARF)
60 Size Aerobatic. Details at:

<http://www.carlgoldbergproducts.com/staudacher.htm>

Review at:

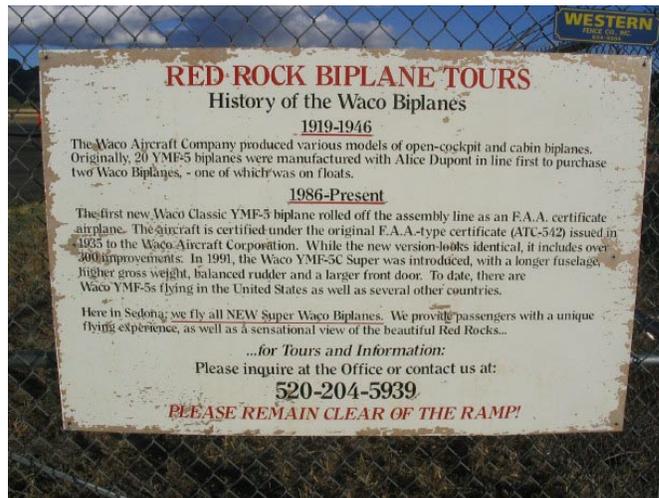
<http://www.modelairplanenews.com/ma/reviews/s300gs.asp>



Asking \$150 OBO

How do you pronounce “Waco”?

Our intrepid Treasurer, Tom Gwinnett and his wife Kay found out! Tom wrote: “This was new for me. Never been in a Bipe before and to do it over this spectacular scenery was a blast.”



Fortunately, the aircraft (and its crew) were in better shape than the sign. But, perhaps, a neat and spiffy signboard would be out of keeping with the spirit of the whole thing. Ed.

B.R.C.M. CODE of SAFETY and ETIQUETTE

Original: June 1975

Rev. 2.00. April, 2006

Preamble:

The Bayview “Model Airport” and Bronte Creek airfield are maintained for the exclusive use of B.R.C.M. club members. Adherence to the B.R.C.M. Code of Safety and Etiquette and the MAAC Safety Code will help ensure continued use of these fields. Continued disregard of the B.R.C.M. Code of Safety and Etiquette or MAAC Safety Code will bring disciplinary action by the Club Executive.

Field Rules:

- 1) Transmitters must be impounded immediately upon arrival at the flying field.
- 2) When flying or operating a transmitter all pilots shall have a pin on the frequency control board. (Frequency control pins shall clearly display the name of the pilot.) Overlapping of frequency pins is not permitted under any conditions.
- 3) No aircraft shall exceed a noise level of 85 db at 7 meters.
- 4) Glow or gas engines shall not be operated outside of posted flying hours.
- 5) Starting of engines in preparation for flying at both Bayview Park and Bronte Creek Park must be done in the designated starting areas. Engines shall not be run in the pits or spectator area.
- 6) Running engines shall be attended at all times. The use of a tail holder or other restraint system is highly recommended when starting or adjusting engines.
- 7) Observe and adhere to all posted air space limits. No-fly zones shall not be violated under any circumstances.
- 8) Air traffic must follow a set traffic pattern when multiple planes are in the air at the same time. The wind direction should be observed when deciding this pattern.
- 9) Any high-speed passes must be beyond the active runway.
- 10) Models shall not be taxied under power towards the start up area past the line of pilot stations.

- 11) Pilots who have not yet received their wings shall not operate an aircraft without the direction of a qualified instructor
- 12) There shall be no flying while field maintenance activities are taking place.

Field Etiquette:

For the benefit of all members, pilots should:

- 1) Vehicles should not be left in the unloading zone any longer than absolutely necessary.
- 2) Return your transmitter to the impound and retrieve your frequency pin promptly after each flight.
- 3) Aircraft and associated gear should be returned to the general pit area after each flight.
- 4) Flying alone is strongly discouraged.
- 5) Adequate trashcans are provided – do not litter.

Flying Hours:

Bayview: 8:00am Weekdays and Saturday, 10:00am Sundays.

Bronte Creek Park: are the open hours of the park, which are posted as 8:00 am to dusk.

2006 Events Listing

Revised Feb. 28/06

Red indicates BRCM involvement

DATE	CLUB	EVENT	TIME
May 6	Camp Manitou	Burlington Beaver Bee	4:30 PM – 5:00 PM
May 17 - 20	Woodruff S.C.	Joe Nall	9:00 AM - 5:00 PM
May 25	Burlington	General Meeting	7:30 PM
May 27, 28	Burlington	Mapleview Mall Show	9:00 AM - 5:00 PM
June 3	400 Club	IMAC Contest	????????
June 10,11	Burlington	Christie Float Fly	9:00 AM - 5:00 PM
June 11	Buzzard Squadron	Fun Fly & BBQ	?????
June 11	Oakville MFC	Annual Airshow	12:30 PM - 3:00 PM
June 17	Stoney Creek RC Club	IMAC Contest	????????
June 24	Simcoe RC Flyers	Fun Fly	10:00 AM - 3:00 PM
July 1	Burlington	Canada Day Fun Fly	9:00 AM - 1:00 PM
July 1,2	Otterville RC Flyers	Annual Fun Fly and \$1000 Barn Contest	9:00 AM - 5:00 PM
July 8,9	Olean N.Y.	STARS Scale Rally	9:00 AM - 5:00 PM
July 8,9	Hamilton Flying Tigers	4th Annual Scale Aerobatics	8:30 AM - ???
July 15,16	Niagara Region MFC	Garth Mitchell Float Fly	10:00 AM - 4:00 PM
July 21,22,23	Chatham	Chatham Scale Rally	9:00 AM - 5:00 PM
Aug. 5,6	Hamburg N.Y.	Flying Knights Scale Rally	9:00 AM - 5:00 PM
Aug. 19, 20	Middle Zone	Great Lakes Model Aero Airshow & Expo	9:00 AM - 5:00 PM
Aug. 20	Woodstock RC Flying Club	Fun Fly	9:00 AM - 4:00 PM
Aug. 26	Burlington	Corn Roast and Fun Fly	9:00 AM - DARK
Sept. 9,10	KW Flying Dutchmen	KW Scale Rally	9:00 AM - 5:00 PM
Sept. 16	Oakville	Oakville Scale Rally	9:00 AM - 1:00 PM
Sept. 16	Niagara Region MFC	End of Season Float Fly	10:00 AM - 4:00 PM
Sept. 21	Burlington	General Meeting	7:30 PM
Oct. 26	Burlington	General Meeting	7:30 PM
Nov. 23	Burlington	General Meeting - Rubber Race	7:30 PM