



Skywords

The Newsletter of :
Burlington Radio Control Modelers Club
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From the President

We were very disappointed in the turnout for the October meeting. Richard Sowden from the Great War Flying Museum (GWFM) of Brampton made an excellent presentation with lots of visuals and information. Richard is an Air Canada pilot and President of GWFM he had a ton of good stories, and was a good speaker to boot. Frankly it was a bit of an insult to him that only 35 or so people out of 160 showed up, and then a few people left as he was starting his presentation.

Paul Gentile who is making the arrangements for meetings does a lot of work to get good speakers and when you don't show up it might make him wonder why he bothers.

I don't know why our meetings are so lightly attended but if you can think of the reason I sure would like to hear from you.

We have at last signed our Lease agreement for Bayview Park with the city of Burlington. One big change is that flying hours have been changed to allow "Silent Flight" at anytime during park hours which are 7AM to 11PM. We didn't define "Silent Flight" but what I think it means is, non-powered or electric that can't be heard from, let's say the parking lot. We all know that noise is the biggest problem for our residential neighbours and I imagine one complaint would mean the end of this concession.

I'm hoping to see some helicopters with lights flying after dark. I wonder if we will get complaints about "Flying Saucers". We can but hope.

Tom Gwinnett
(See page 3)



An F15 with a display of low pressure



They say you shouldn't fly a light aircraft too close behind one of these. I wonder why?

NOVEMBER MEETING
Our next meeting is Thursday, November 26th at 7:30.
Bring and Brag (Show and Tell)
There will be a valuable draw for participants.
Bring a plane or something you are working on.
Remember to get your 2010 membership.
Please note the December meeting will be 17th Dec



Antonov 225. Is this still the world's biggest aircraft?



Caribou and Buffalo

A couple of us were discussing the differences between the deHavilland DHC 4 Caribou and the DHC 6 Buffalo. Here are the main points of difference. The overall dimensions are about the same:

Caribou

Pratt and Witney Radials 1,450HP
 Initial climb 1,355 FPM
 8,740 LB freight

Buffalo

GE Turbo Props 3,133HP
 Initial Climb 2,330 FPM
 18,000 LB freight

Perhaps the easiest identifier from a distance is that the Buffalo had a "T" Tail.

The interesting thing about all this is that Viking Air in BC have the manufacturing rights to all the Dehavilland aircraft, Beaver, Twin Otter, Buffalo etc and have already started production of Beavers and Twin Otters. The Federal Government is in the market to buy new search and rescue planes and Viking have proposed updated Buffalo's with glass cockpit, carbon fibre bits here and their and up to date engines. Will the Feds back this Canadian enterprise or buy Italian? Perhaps they spent all their dough on Chrysler.

Go to: Vikingair.com



Jim Reilly's Nieuport 28

Quiz: Early in the morning of 16th of April 1912 Harriet Quimby became the first woman to fly the English Channel. Only three years after Bleriot had made the first crossing this was a stunning achievement and she rightly expected to become famous from the newspaper coverage the following day. But she was hardly mentioned. Why?



Quiz: The ILYA MUROMETS was based on Igor Sikorski's first aircraft design. "Muromets" is a mythical Russian hero, but what is the plane famous for?

Quiz: The Spanish pioneer Juan de la Cierva invented the Auto-giro after witnessing a fatal stall incident on a fixed wing aircraft. He determined to find a way to prevent stalls and his successful invention of the auto-rotating wing went on to worldwide acceptance between the wars, being manufactured in Britain the USA and Spain. How did Luan de la Cierva die?



Four Old Timers at Bronte. Norm Harris has a yellow version of a 1938 Modelcraft "Wasp" a Canadian Power Champion built and modified for R/C by Norm, electric powered, it can be set to fly like the original with a fast high climbing spiral flight, it looks most impressive, we are not certain what Gord Watson's model is but it had an equally interesting flight pattern.

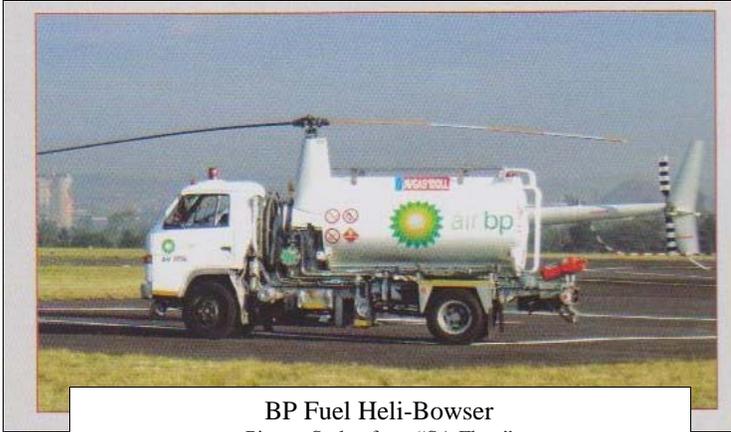


Ask and ye shall receive.
I asked for helicopters with lights on at Bayview and in a blink Joe Baus obliged. Thanks Joe. Now I want to see two or three helis with lights on at Bayview, and of course a good photo..

Any guesses as to what the photo at the top left corner of page one is?

Some of you, who's memories have not been completely destroyed by breathing CA fumes, may remember the Quiz questions appeared first in April 07

Quiz: This aircraft had already been proven in combat by British and French forces when it made America's first daylight raid on Europe, Holland in this case, on July 4th 1942. What was the Aircraft?



BP Fuel Heli-Bowser
Picture Stolen from "SA Flyer"



QUIZ: What is this?

B777-versus-A380-800

"SA Flyer" magazine carried an article by airline pilot Mike Gough which I found hard to believe.

Using the actual data used to dispatch airliners on revenue flights, he contends that the Airbus A380-800 is out-lifted by the Boeing B777-300.

The mission he uses for his argument is Johannesburg to Hong Kong (11,554 Kms). I struggle with the airline-speak but his conclusion is that the Boeing is the "better" aircraft.

Mike Gough clearly loves freight. He describes passengers as "self loading cargo" and I quote...."The most economical way to load passengers is to shoot them at the boarding gate, and load the result into baggage containers, which will then be placed aboard the aircraft. This will considerably reduce the volumetric requirements demanded by modern day assumptions of air travel. However repeat business may be negatively impacted, although Frequent Flyer programs will be vastly simplified." For heavens sake don't let this idea fall into the hands of Air Canada.

The conclusion seems to be that if you want to make a great big airy box filled with people fly, you pay a penalty in weight capacity over the traditional squeeze-em-in design.

Aside from the (I hope) jokes, it's an interesting article and if anyone would like to read the whole thing I can email it to them.

BEFORE WE WEIGH IN THE CONTENDERS, LET'S UNDERSTAND THE FOLLOWING ABBREVIATIONS:

- DOW** - Dry Operating Weight (aircraft ready to go, no fuel / passengers / cargo)
- MZFW** - Maximum Zero Fuel Weight (above this weight, the only thing that can be added is fuel)
- MTOW** - Maximum Take-off Weight (Self explanatory)

AIRCRAFT	DOW	MZFW	MTOW	MAX. PAYLOAD
Boeing B777-300 ER	172 500 kg	237 682 kg	349 266 kg	65 182 kg
Boeing B777-300 RR	163 442 kg	224 528 kg	299 361 kg	61 528 kg
Boeing B777-200 ER	146 832 kg	195 044 kg	286 887 kg	48 212 kg
Boeing B777-200 LR	163 841 kg	209 106 kg	343 369 kg	45 265 kg
Boeing B747-400	188 800 kg	245 000 kg	396 800 kg	56 200 kg
Airbus A330-200	125 150 kg	170 000 kg	230 000 kg	44 850 kg
Airbus A340-500	185 334 kg	229 000 kg	372 000 kg	43 666 kg
Airbus A340-600	185 400 kg	245 000 kg	368 000 kg	59 600 kg
Airbus A380-800	301 590 kg	366 000 kg	569 000 kg	64 410 kg*

* (Holy Cow!) I have to add this Bart Simpson-ism, as I am amazed that this is the absolute MAXIMUM that this huge aircraft can lift.

Mike Gough's chart showing lifting capacities of various Airbus and Boeing aircraft.



Answers to quiz next month