

Skywords

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

December 2010

December Meeting and Christmas Party

Thursday 16th December 7:30 Burlington
Public library

Socialise after the meeting
Bring something to munch on.

Coffee provided

The Frost Fly is on...

You just haven't volunteered to put in the 4 hours work required yet. Someone will do it I know, I hope it will be you.

Call Pres. Paul or Dave Cummings

It's Contra-rotating prop month at Skywords. Will we see this technology in the future or is it a "dead as the Dodo"?

Anatov AN 22 "Antei"



Tupolev TU95 "Bear"



DeHaviland "Sea Vixen"

Just look at this and explain to me why someone hasn't built a "foamcore paper board" profile model of this thing with pusher electric!

(Laddie will probably have one by the Frostfly)



Remembrance Day Ceremonies

Once again, we were asked to present several military aircraft for the Remembrance Day Ceremonies at the Ancaster Senior Achievement Centre. Those that supplied aircraft were **Paul Chitty** with a British Spitfire, and an Australian P-51 Mustang, **Al Race** with his P-40 from the Flying Tigers flown by the American Volunteer Group, **Dave Cummings** with his Hurricane, and myself with the North American Harvard Mk II and the RCAF Noorduyn Norseman Mk IV.

We were well received and we were allowed to set up in the 'Crafts Room' which had very adequate table space for a static display of the aircraft and room for people to get around to look at the aircraft closely. Many people commented that the aircraft were beautiful and some remembered them from either the many British Commonwealth training bases here in Canada or from the European Theatre of War in Britain or Holland.

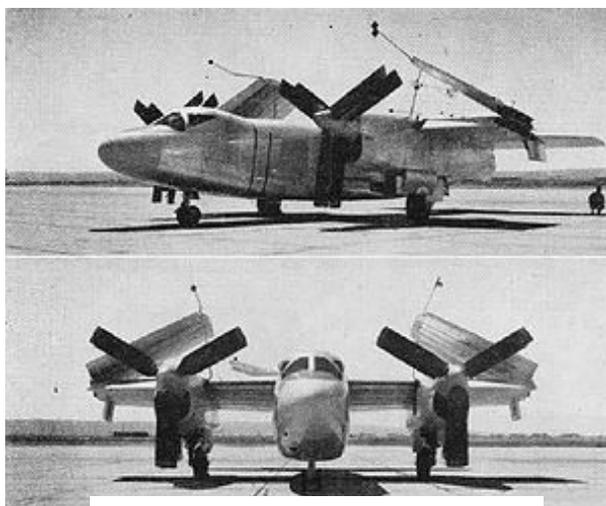
Ceremonies commenced about 10:30 AM and were completed at 11:00 AM with the playing of Taps in remembrance of our service men and women. This was followed by a break for attendees to view the aircraft and then for a very hearty brunch,

We were out of the Centre by 1:15 PM with many compliments on the aircraft.

Bill Swindells
MAAC 47841

Bill sent me some photos of this event but as he took them with a \$1 camera I couldn't publish them. Sorry Bill next year perhaps we can go back to using the camera with the glass lense.

Ed



A North American XA2J Super Savage

For Sale

Great Planes Piper J-3 Cub 40 size kit. 76.5 inch wing span. 2/3rds completed. Just needs fuse covering to be ARF condition ready.

Includes Hitec servos and new OS 70 four stroke engine. This was a project of one of our past members "Dave Smith" who past away last April.

Dave was a former Supervisor and trouble shooting mechanic at AVRO and worked on the Avro Arrow. So you can imagine the time and detail he had put into this project.

Call Jean Smith with your best offer! 905-335-1155

Dave Cummings

Last Month I published a picture of a Fairey Gannett parked in the desert and asked for identification and a theory as to how it came to be there. Several correct identifications but no theories.

Here is some info on the Gannett from carl Finch.

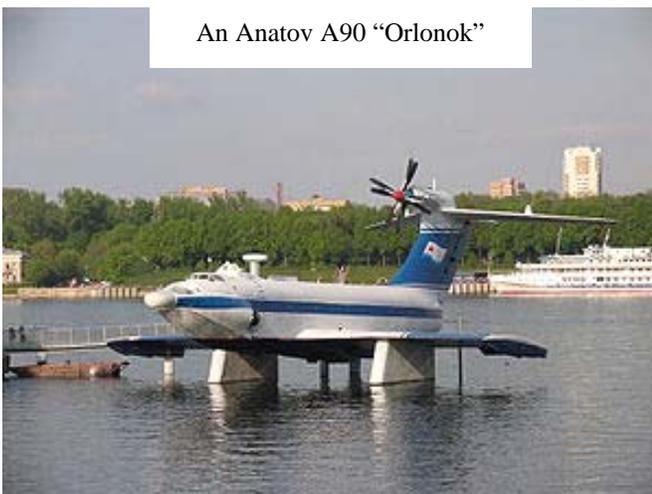
The Gannett was originally designed as an anti-submarine aircraft. In this role the maiden flight of the Gannett was on the 19th of September 1949. It entered service with 703X flight in April 1953. The Gannett was the first aircraft to use a double Mamba turbine engine in a single engine configuration, each unit powering a set of contra-rotating propellers. It was also the first turbopropeller aircraft to land on an aircraft carrier. This event occurred on the 19th of June 1950 when a Gannett landed on the carrier HMS Illustrious. The Gannetts entry into service was delayed because of some major teething problems with both the airframe and the systems integration. In March 1956 an uprated double Mamba engine was test flown and later fitted to all service aircraft. With the development of the dipping sonar in the US, the

Fleet Air Arm need for a fixed wing ASW aircraft was in doubt. The Gannet in its ASW role was discontinued and the Gannet AS4 was paid off in July 1960.

Earlier trials had shown the effectiveness of airborne early warning aircraft. As a consequence the Gannet was modified to carry the APS 20F radar used in the trials. In this form, the Gannet AEW 3 first flew in August 1958 and entered service in March 1960. Gannet AEW 3's were deployed on carriers until December 1978 when the last unit, 849 squadron was disbanded.



On the subject of Contra rotation prop aircraft here is one fired by pistons. I.D. anyone?



An Anatov A90 "Orlonok"

From North American the **XF8B-1** was, at the time, the largest and heaviest single-seat, single-engine fighter developed in the United States. Boeing called the XF8B-1 optimistically, the "five-in-one fighter" (fighter, interceptor, dive bomber, torpedo bomber, or level bomber). It was powered by a single 3,000 hp (2,200 kW) [Pratt & Whitney XR-4360-10](#)



Hi Tom,

Here is a photo I dug up. You may want to share this with the club. It was taken about 1999 on Lake Ontario. It looks full scale. It met its demise when a battery failed at Bronte field about a year or two later. Wayne flew this a hell-of-a-lot. I recon hundreds of flights. He had a Zenoah 45 cc in it most of the time. He flew it scale. He is a wonderful pilot.

Cheers

Ivan





A friend of mine, Joan Trotman, visited **The Bush-plane Heritage Centre in Sault St Marie** and sent me these photos. She took a flight in a DH Beaver on floats and described it as “the most fun you can have with your clothes on.” Can anyone ID the planes shown? Thanks for the pictures Joan, I hope to get to Sault St Marie next year.

FPV Experience.

Gary Graf of Long Island, NY brought with him (to the NEAT fair) a very sophisticated looking Octo-Copter. He has invested hundreds of hours refining his equipment to maximize his virtual RC experience and each of his aerial surveillance vehicles have unique features. Gary prefers flying wings for Air-to-Air work as they are very efficient and stable which is perfect when he is chasing and flying in formation with other RC airplanes.

His Octo-Copter he developed as an ultra-stable hovering platform and it has both an auto-pilot feature that he calls “Retun-to-home.” All he has to do is flip a switch and his UAV comes right back to the point of launch with the help of its on-board GPS system. His backpack holds all the ground equipment needed to feed his Heads up display goggles so he can pan and tilt the airborne camera.

From Madel Airplane News Web site. Ed.



For the full story and pictures go to modelairplanenews.com



From Hobby King
1355mm (53"0) Foam De Havilland Mosquito.
Retracts, flaps, the whole Kaboodle for US\$199 ready for your Rx and batteries.

Another Contra-rotating Turboprop



This is a what?



Carl Finch bought a much redesigned electric Twist partly from salvaged parts.

Dave Cummings' Avro Arrow from KMP and his BA Hawk from E-Flite

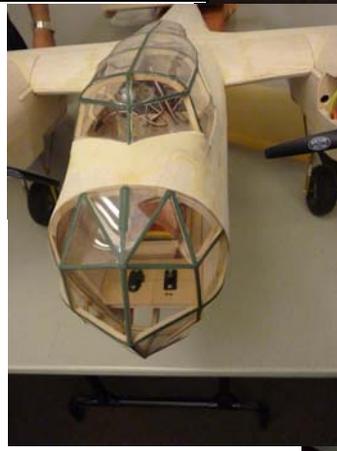
November Meeting



Ashley Armstrong's scratch built Dornier 215 and an SR71 Blackbird foam board invention from Laddie Mikulasco which is now kitted by Flight Pak.



Paul Chitty's Top Flite ARF P47 and a nice little electric ski plane from Gord McGill



New Members Lucas Johnston with his Avistar and Juan Marin

