

Skywords

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

April 2011

Next Meeting

Thursday April 28th
7:30 P.M.
Burlington Public Library
New Street

Guest: Pam Belgrade
Tourism Burlington

Be there and remember Airplanes are
always welcome



Bob Metcalfe, perhaps best known as the “Coffee Man” at our monthly meetings, died 27th March. Our condolences to his family and friends.

Instructors for the Wings Programme

Our flying season is (hopefully) about to start and we will need Instructors for the Wings Programme. A committee has been formed to determine how we can develop the instruction side in the following ways.

- Give recognition for the valuable service that Instructors provide to our new pilots.
- Establish a format that Instructors can use with a view to standardizing the training.
- Arrange for Instructors to be “matched” to Students, whose ages range from 12 to “old”.
- Establish the importance of safety and compliance with Club and MAAC rules.
- Hold an “Instructor’s Day” involving discussion and flying, where Harry Barnard and Norman Harris (the club’s senior pilots) can impart their experience as Instructors, and the Instructors can share their views.



A meeting of BRCM Members at Toledo. L to R Lawrence Cragg, Carl Gross, Charlie Chomos, Paul Chitty, Ivan Wismayer, Tony Pittari, unidentified.

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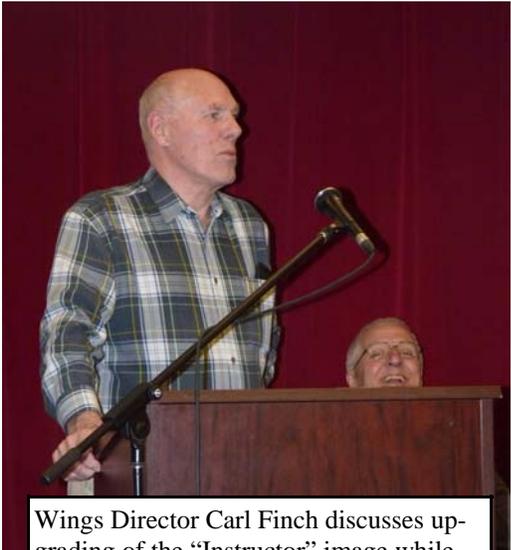
March 2011 Meeting



Club Director Paul Gentile shows flight box. Components from Lee Valley Tools. When not flying Paul rents this out as a two bedroom apt.



Peter Krueter showed Mini Telemaster kit from Flight Pac



Wings Director Carl Finch discusses upgrading of the "Instructor" image while displaying newly removed head of President Paul Chitty.



Vice President Dave Cummings demonstrates his flight box.



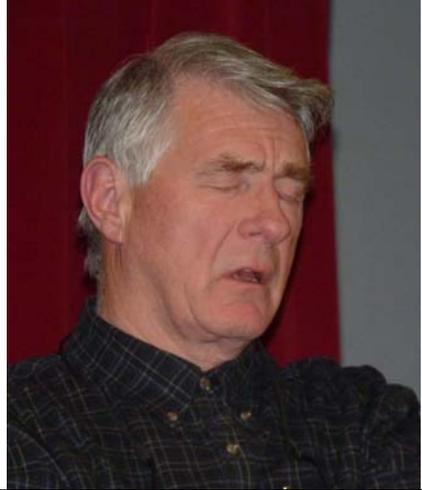
New Member Roland Fuchser



New Member Roland Fuchser from top of a chair



New Member Eugen Fleischer



Club Secretary Ashley Armstrong does an impression of Benito Mussolini before taking a short nap.

Note on Photography. Due to the incompetence of the photographer who's camera battery went flat, two new members were not included in this issue. Photos of Chad Trugunno and David Deschamps will appear next month.

WAR BIRDS OVER THE BAY



Burlington Radio Control Modelers

July 23rd & 24th, 2011

**At the BAYVIEW MODEL AIRPORT
1800 King Rd. Burlington ON
CANADA**

Event is open to military aircraft of any era, Jet and Helicopters welcome (no camo trainers please) MAAC or AMA required to fly.

No charge overnight camping (no hookups) 110v power available for charging electrics, radios etc. Pre Register for Camping is recommended.

Pre Registration \$10.00 before June 30, 2011..... \$15.00 on the day

Food, Fun, Fellowship, Raffles and Pilot draws.



This is a MAAC sanctioned event

A \$5.00 per car donation will be requested at the gate for spectators to be donated to a local charity.

For further information and directions please see: www.brcm.org or contact Paul Chitty president@brcm.ca / Dave Cummings 416-200-6907

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AND



www.brcm.org

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The objective is to ensure that Students will have the best opportunity to get their Wings, and have an enjoyable experience doing it, so that they will remain interested in the hobby and enjoy being members of BRCM.

Will Instructors from past years that are prepared to contribute again in 2011 and any other pilots interested in becoming Instructors, please contact Carl Finch at (905) 466-7762 or by Email at

Guide to Instructing

The position of Instructor is the most important position in the club.

He is the first person to take a new member under his wing, to mentor and train the new pilot in the ways of the club, to provide “uplift” on those “down” days of early Flight Training, to help with re-construction when an “oops” occurs, to ensure that the early period of Club Membership/Training is a pleasurable one.

The reward is a great feeling of satisfaction when your Student finally passes his wings and becomes an active member of the Club.

It is a duty of a Flight Instructor that not only new members/pilots become fully proficient but that established members/pilots are assisted at times when they may be in a little trouble with say a new airplane or equipment, or need help in new manoeuvres. A kindly word over the shoulder goes a long way to making a member feel more comfortable, this is not an intrusion, it is the responsible way of ensuring safety and comfort of the pilot, the security of people around and the protection of the boundaries and rules.

An Instructor does not have to be a “hotshot” pilot what is more important is the ability to control the model in all aspects of flight in a smooth and stable manner in any flight pattern.

An Instructor must be able to demonstrate and clearly describe each flight pattern in the training manual to the new pilot and have patience to allow the student time to follow through and gain his confidence before proceeding with the next pattern.

Students must be allowed to make errors at a safe height to enable them to learn how to recover from them, an explanation and or demonstration of “cause and Effect” is required to help the student gain confidence and mature.

The most important attribute of the Instructor is a “calm and patient approach” to allow the student to relax and enjoy his training

Finally, the Flight Training manual is an excellent document and should be adhered to in all aspects, in this way it will improve the general standard and consistency club of flying.

Norman Harris
March 2011

WINGS Ground school

The Wings Ground School will be held on Saturday April 30 and May 7 at the Bayview field. New fflyers need to attend only one.

Contact Carl Finch

In appreciation of Politicians of all stripes.

Jonathon Swift, the 17th century Anglo-Irish satirist, essayist and political pamphleteer believed that supressing farts led to congestion of the brain adding. “If in open air it fires, in harmless smoke its force expires”.

Sunlight

The light that is currently reaching Earth was generated in the core of the Sun 100,000 years ago. The intense pressure at the core causes atoms of Hydrogen to fuse and become Helium. This process emits light, the individual particles (photons) of which take millenia to gradually work their way to the star's surface as they keep being absorbed and re-emitted in random directions and at slightly lower levels of energy. Once they finally do reach the surface, the photons zoom away at 300 million metres per second, reaching Earth in about eight minutes and 26 seconds.

For Sale

1/4 scale WW2 RAF pilot. (flexible) by Petes Pilots UK

\$60

Norman Harris 905.637-2868.



Presidents Letter

By the time you read this all that white stuff should be gone and we should be flying, 'LOTS'. I of course will still be waiting for the grass to dry out at my new club field here in Sarnia.

Toledo has come and gone for another year, I think that this year was somewhat better than last, it looked to me like there were more new products and new exhibitors. The new distributor for ESM was there with some really good deals, but I managed to keep my wallet in my pocket, only just.

There was the usual large number of Electric sellers there, I fear for the noise and dirt of real model airplanes. While at Toledo Bill Swindells, Karl Gross, Dave Cummings and I actively promoted the Warbirds Over The Bay Event and it looks like we recruited another sponsor in the form of Robart Manufacturing. I spoke to Debra Cleghorn the Editor of Model Airplane news and she hinted that if we can get our Warbirds report in quick enough and she can find space for it she will put it into the main body of the Mag not just the Canadian section.

Now that Tom is back lets get some more entries for Skywords to him, please don't make him beg. Remember that Skywords is the main portal for the membership and news outlet for events and happenings, so lets keep it interesting.

I believe that at the last meeting we agreed in principal to back out of SOMA, however after a long conversation with Roy Rymer the spark plug for this event I have second thoughts, it seems that the operators of Stoney Creek Airpark really want SOMA there and are offering all kinds of resources and support for the event, The Niagara club are sending many volunteers and want to keep it going. BRCM usually sends a good number of volunteers and I see no reason why we shouldn't continue with our support for the event. The proceeds from this event go to Macmaster Sick Kids Hospital which is a very deserving recipient. Roy is actively seeking the support of other clubs and will be at our April meeting to pitch SOMA to our membership.

Well I think that's enough for this time, remember, give the ground a chance to dry before driving on it.

Paul Chitty

" The final approach"

As a modeller for 50 years and a full scale pilot for over 30 . I see a lack of understanding of the proper landing technique. I strongly suggest we should remember that on a landing approach that the elevator should be used to control the airplane's speed, and the throttle should be used to control the airplane's altitude; this is also basic truth in full scale. We modellers, new and old tend to ignore this. Our models are so overpowered compared with the average light plane that we tend to use elevator as an altitude control because we have sufficient power to pull the airplane in whatever direction we point it . The landing approach is always made with reduced power, and it's there that our flying technique should be the same as with the full scale birds.

Here's the technique:

When you reduce power on final approach the nose of airplane will drop and it's natural tendency is to pick up speed, feed in a little up elevator (trim might be enough) to slow the model down to what you consider to be a good approach speed, now hold that speed with the elevator and adjust the rate of descent (glide path) with the throttle... adding or reducing power slightly to maintain angle of descent allowing you to touchdown. As long as the model's airspeed is sufficient to keep it from stalling, you can " play " the glide path with the throttle for a very accurate spot landing. If on the hand you try to control the model's glide path with elevator , here's what happens you find yourself too high , so you give it some down elevator , yep' ... the model steepens its glide, so when you level off it either zooms up again or it whistles down the runway and into the trees .. weeds .. etc. conversely, if you find yourself too low and try to gain altitude with up elevator the airplane will slow down and probably stall. If it doesn't stall, the lower airspeed caused by the up elevator will cause the airplane to mush and will sink even faster. If you convince yourself that the elevator is a speed control and the throttle is an altitude control , you'll find your landings will be a lot better.



Sun N Fun is the Oshkosh of the south. We were hit by tornado's and severe rain, 5" in one week.

Harold Jones



THE SKYLANE PLACED THIRD. COULD HAVE PLACED FIRST OR SECOND IN THE OLD TIME SECTION (VRCS) RULES INSTEAD OF THE SPORTS, THE MODEL (WAG) WAS PLACED UNDER (VINTAGE RADIO CONTROL) RULES! I WAS TOLD AFTER THE JUDGING THE WAG COULD HAVE WON IF IT WASN'T SCALED FROM 61 INCHES TO 86, THE WEEKSIGNALS RULES ARE THAT ONLY ONE MODEL OF THE BUILDER CAN BE ENTERED IN THAT CATEGORY AND SO ON!

WELL' WE LIVE AND LEARN;
I PLAN TO DO BETTER NEXT YEAR!
CHARLIE CHOMOS

Well done Charlie (Ed)



New Member Roland Fucher

Roland, who is one of our new members, is a recent arrival from Switzerland. He works for Hilti who manufacture high performance fixture systems. Roland is applying for "Landed Immigrant" status and wants to become a Canadian Citizen. He and his wife have a one year old child and are renting a town house on King Road.

Welcome to the Club, to Burlington and to Canada Roland. There are a lot of immigrants in this club, and lots of help available if you need it.