



Skywords

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

February 2012



Your New Board Left to Right. Karl Gross, Robert Bagshaw, Paul Gentile, Nick Moskal, Dave Cummings, Peter Goodson, Bill Swindels, Tom Gwinnett, Ian Brown, Carl Finch, Ashley Armstrong, Lawrence Cragg, Mike Block.

Next Meeting

Thursday February 23rd
7:30 PM

Burlington Public Library
New Street Burlington

Foam Cutting Demonstration
Bring a plane, project or
good idea to share



Greetings!

Well, here we are starting another year, in the middle of winter, waiting for spring. Ah, let me rephrase that, "we're in the in the middle of spring still waiting for winter". Either way you look at it, over the last several weekends, it's been great to join several members up at Bayview, braving very mild temperatures, no if little wind and getting some decent flying in. I keep thinking about "Global Warming" given it's been wheels only, for our last three consecutive Frost Fly's, up until I hear about the poor souls in Eastern Europe and the extreme cold they are experiencing. I suspect those Germans will be hard at work indoors, planning and building some fantastic new flying machines. We'll see.

Back at the ranch, we've concluded our January

General Meeting, elected a new Board of Directors and are preparing for another exciting season of fun and flying. "Welcome back to the Board" goes out to Bill Swindells, who will continue with the roll of MAAC and Club Liaison Director, Karl Gross who will take on the roll as Safety Officer at Bayview, Peter Goodson who will assist with our General Meetings Entertainment planning and a new big welcome to Robert Bagshaw who will represent the Heli contingent of our club.

I've been a member of BRCM for six years now and have been flying RC for the same period. I made the mistake of following my then flight instructor Ivan Wismayer, home after one lesson and checked out his hanger full of neat models. Life has never been the same since, at least for my wife that is. People, friends not in this sport often ask me "what do I like about this hobby?" I respond by saying "there are three facets that I really like. On top of the list is the camaraderie. Just being involved with our members and other folks in the hobby is truly gratifying. Second is the building of models and challenge of such. It's always great to get input from someone who knows what they are doing and you walk-away learning something new. Last but not least is the actually flying. Probably number 3 because "what goes up must come down" and it's the down part that keeps your heart pumping in anticipation of the end result. I'll never get bored of flying for this reason alone.

I made mention of "Particip-action" during my first address to the club as President last month. What this means is: not only do I encourage everyone to get involved but also get into the action! You'll get more out of the club with the more effort you put into it. This could include volunteering for our club events but also get out and meet with the guys even if it's at an "Old Farts Lunch" every Thursday at Wendy's on Plains Road near Skycraft or Sunday mornings for coffee at Tim Horton's down near our Bronte Field on Burl Oak. You'll enjoy the camaraderie (sometimes referred to as B.S.) and you will get several laughs. ? On a business note, we all need to be cognoscente of a change to our Sunday Flying rules at Bayview. I'm not sure how over the last year we got off track on this however, our agreement with the City of Burlington clearly states the following:

Section 11) Hours of Operation:

a) The city agrees to allow the Club to use the area defined in Schedule "A" between the hours of 8:00 a.m.

to dusk, Monday to Saturday and 10:00 a.m. to dusk on Sunday.

b) Silent flights will be permitted during park hours. This is pretty much what it says. No flying before 10:00 a.m. on Sunday if your aircraft makes any kind of noise. This would include large scale electrics and could include EDF's.

Anyway, I've rambled long enough. If any of you wish to chat about anything, my ear is always ready to listen. Just let me make a safe landing first! I'm looking forward to a great flying season and having all of our members involved.

Dave Cummings

President

The Bellanca Story

One day some time ago I asked Charlie Chomos to explain the relationship between Bellanca, Champion and Citabria. I can't retain that much information any more so I decided to do a bit of research at a more leisurely pace and here, if you are interested, is what I found out.

Giuseppe Mario Bellanca designed and built Italy's first aircraft then, in 1911 moved to the USA. He worked for a number of aircraft companies as a designer until in 1927 he formed his own company Bellanca Aircraft Co. Bellanca became well known as efficient low operating cost machines and won a number of endurance and distance records. Lindbergh wanted to use the WB-2 to fly to Paris but Bellanca insisted on choosing the crew so Lindy went to Ryan. Bellanca sold his interest in 1954 and a complicated series of sales and takeovers followed culminating in ownership in 1967 by Miller Flying Services.

Meanwhile over at Champion Aircraft (where the "Champ" had been produced based on designs acquired in 1954 from Aeronca) the

Continued on Page 4

Reflections about Skywords.

A few members do not have email and, for them, I prepare a set of envelopes from my membership register. I give these to Bernie Sudol who mails a hard copy. There are only eight of them.

As I prepared these envelopes, I thought back to how we used to do it. I produced my first Skywords edition in January 1999. I took the original to a printing service to get some 150 copies made. We then had a Skywords party at the Bayview shed where a number of volunteers folded the copies, stuffed them into envelopes, licked the flaps to seal them, then hand wrote the name and address of the recipient copied from a hand written list of members. Finally, we licked the stamps and took the product of our labours to a mail box.

If all that sounds tedious, it was and the first 'improvement' was to employ special bottles from Grand and Toy to wet the envelope flaps. Next was the notion of a computer maintained list of members – something we would automatically do today but in 1999 that was a bit of a novelty. That list evolved into the membership spread sheet that I use today to produce the set of envelopes for Bernie. But in 1999, only a few members had email and we still had to address the envelopes by hand.

As the years rolled by, more and more members got on-line and we stopped mailing to those who had an email address and I developed procedures to produce envelopes directly from the membership list. Today, with some 140 members, only eight of them do not have email – or have it but haven't told me. Bernie gets hard copies, stuffs the envelopes and mails them.

And so we came to May of 2006 when I ended my career as editor of Skywords but the membership spread sheet developed in those early days lives on.

Lawrence. a.k.a. Binker

Poacher Quiz

Circle the correct answers and bring to the next meeting. Two winners get a \$10 gift card for:

The Poacher Burlington's Pub

Question 1

"Van" is a kit plane builder in Oregon. Their models include

A/ RV 4, 5 & 17

B/ RV 4, 8 & 12

C/ GT 300, 400 & 600

Question 2

The Grumman Widgeon is:

A/ Smaller than the "Goose with radial engines"

B/ Smaller than the "Goose with in-line engines"

C/ A civilian version of the "Goose"

Question 3

"Extra introduced a 5 passenger High performance tourer in 1996 it is the:

A/ Extra 330b

B/Extra 400

C/ Extra Extra

Easy...circle your choice and hand in at the next meeting.

From page 2



Bellanca 14-13-2, manufactured in 1947

Citabria was introduced in 1964, this being essentially an aerobatic version of the Champ 7-series (airbatic-citabria...get it?).

In 1970 Champion was acquired by Bellanca Aircraft Co (now of course owned by Miller). All models of Champion/Citabria were continued and 2 new models were introduced, the 8KCAB Decathlon and the 8GCBC Scout.



1964 Citabria

This version of the Bellanca company went bust and was liquidated in 1982.

The designs were pushed around for a while including (to add to the confusion) into the



Bellanca Citabria 7ECA, manufactured in 1980

hands of "Champion Aircraft Co" which had no relation to the original company.

In 1989 "American Champion Aircraft Company" acquired the designs of Citabria, Decathlon and Scout and produced the 7ECA, 7GCBC and 7GCAA models. They remain in business today producing in Wisconsin.



Super Decathlon 2010
Proud Sponsor of Greg Koontz Airshows

Meanwhile in 1968 Giuseppe and son August restarted the Bellanca Company and it became the AviaBellanca Company in 1983. I tried to find their web site but it seems to be closed.



Paul Chitty

As most of you know our ex-president Paul Chitty has moved to Sarnia to be close to family.

Paul was on the BRCM board for many years and was unstinting in his energetic promotion of the club, He is mainly responsible for the introduction of Warbirds over the Bay which, if we do it right will be the major promotion for our club for years to come. If you find yourself in the Sarnia area Paul would love to see you as we will always be happy to see him. Well done Paul we will miss you.

For Sale

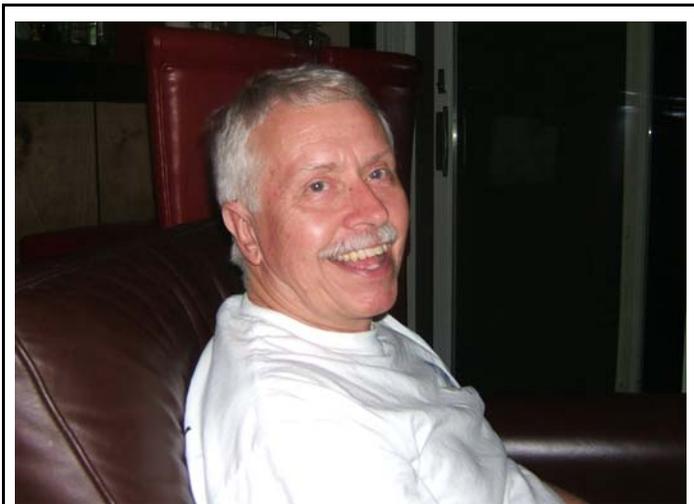
Dennis Sauriol's widow Yvonne has a lot of planes and equipment to dispose of. Including:

- Telemaster Electro 73"
- DG-1000 Glider 2630mm span
- Parkzone Radian RTF Glider 79"
- Spectrum DX-7 Transmitter
- Flight box, servos, chargers etc etc etc etc.

Yvonne has a complete list with original costs.

She is realistic about the value and would like it best if someone would show up and make an offer for the whole package.

Call 905 639 5215
ysauriol@cogeco.ca



Dennis Sauriol

Sometimes we are not too good at keeping track of members who no longer fly so I'm sorry to have to report that Dennis died in May 2011 from lung cancer. Our condolences to his family.

Dennis's widow, Yvonne, would like to dispose of his planes and a separate list of those appears on this page.



Three of last year's board members who chose not to return in 2012. Thanks for your great service guys and hope to see you back in harness one day.