

SKYWORDS

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

November 2015

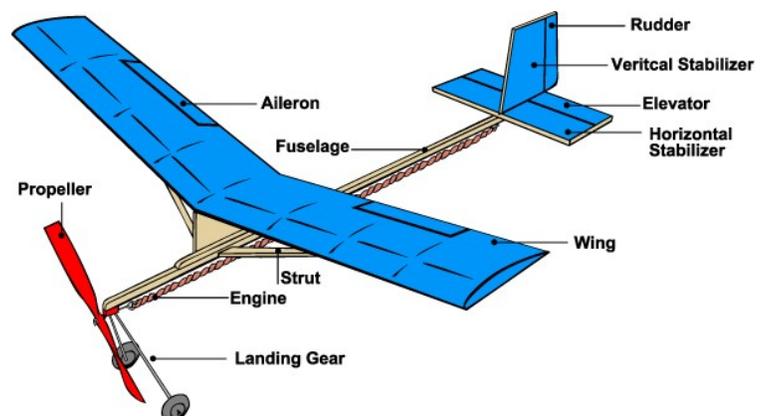


NOVEMBER MEETING

Thursday November 26 at 7 pm

THE GREAT RUBBER EVENT

Fly your rubber powered aircraft through a 33 in diameter Hula Hoop and win the event. (There may even be a prize but that is not confirmed at press time.)



BRCM Documentation Efforts

Article by Joe Fazzari

Although this was initially planned as an article to bring the membership up to date with the Documentation efforts of the board, it may in fact be a key issue during the elections and the January 2016 AGM. At the 2015 AGM the membership gave a clear direction for the future of the club. The 2016 AGM may require a determination of the next step in this transformation.

Since taking over as club secretary in January 2014 my focus has been on the detailed documentation of club policies and procedures and attempting to communicate with and obtain input from the club membership. Some of my over enthusiastic efforts to formalize club documents, procedures, and processes met with the response that “this is a club and not a business”. Looking back I see why this statement was made, in that the club was managed on a fairly informal basis.

For example I recently suggested that an individual be made an Honorary Member of the club. Other members of the Board correctly pointed out to me why this would not be a good idea. I immediately saw the logic of their reasoning and changed my position. The problem is that we actually have two Honorary Members. But there is no documentation or knowledge on the current board as to a) why they are honorary members, b) how they became honorary members c) the criteria for being an honorary member and d) the rights of an honorary member. This must have been hashed out at some point but we have no documented record that we can find.

Having provided this introduction to the effort let me inform you of what has occurred.

When Mike Block became president, the first thing that the Board did was to identify all documents and contracts that were critical to the club, ensure that a copy of each critical document was in fact the most recent version, and identify the proper location for filing each document so that it could be easily accessed if and when required.

Continuing with this trend we realized that both the physical and electronic versions of the clubs documents exit in a single physical location. What this means is that if that physical location takes a hit we have lost forever the documents that were at that location. We are now in the process of implementing a Business Continuation Plan or what some of you who were or are involved with major businesses might have referred to as a Disaster Recovery Plan.

On a third front, a motion passed by the Board in 2009 stated that Motions should not be kept in the meeting minutes, but in a unique location specified for them. To this end we have created an electronic folder titled BRCM RECORD OF MOTIONS where they will be kept along with the voting details for each motion. A Table of Content with meaningful Motion Names will be included so that the motions can be easily reference at a later date. Along these lines, I have finally realized the importance of using motions to force discussion and a logical resolution to an open item. I believe we as a club have to determine how to use motions more effectively to force a discussion and resolution to club business.

Continued

In addition, during the past 18 months the BRCM Board has been presented with a number of what appears to be unique and/or first time challenges. I must say that the Boards that I have sat on with Mike Block and Ashley Armstrong as presidents did not shy away from any of these challenges and in fact faced them head on. I also am pleased to advise you that the art of negotiation is alive and well in that opposing views are expressed, respected, and negotiated to an agreement. The point of this is that we have obtained and documented a vast repository of knowledge that will now be available for future boards and will hopefully assist them in making timely and consistent decisions.

The question that we must now answer, and as I earlier alluded to may become an AGM platform issue is “What do we do with this repository of knowledge?” Do we leave it as it is or do we translate it into a series of procedures, policies, and processes that will be used to manage the club? If we were to translate this knowledge into process and procedures we would be making the management of the club more formal. These would become tactical documents which must comply with the Club By-Laws which I view as strategic, Government laws, and our contract with the city. Will that change the dynamics of the club and if it does how will it change. For example: one of the processes that the board must address immediately is that of the AGM Election. In addition, the executive has recently had to decline a request from a club member for a copy of the membership list.

It will be up to the membership to decide the future direction that they want for *their* club

Joe

Tim Bidwell sent along a link to some video including flying at Bayview:

<https://www.youtube.com/watch?v=nUx1erltexU>

Unfortunately I could not copy it into this page.

The first video includes Max flying a Sebert MIG 29 EDF and another pilot flying a gasser 3D over the runway.

Next two include EDF jets. Thanks Tim

Al

What would you like? How can we improve our fields?

We have money and while we have no intention of wasting it or spending for the sake of spending, the board would like to hear your ideas on how we can improve our fields.

Send an email to me through the web-site or speak to any board member. If you have a good idea try and get a feel for cost so we can consider it at the December board meeting.

All of your ideas will be discussed and later put to the membership.

Tom Gwinnett

ATTENTION ALL BAYVIEW PILOTS

We, as a group, are flying too far east and well beyond the limits of our air space. We are allowed to go to the middle of the wooded area between our field and the businesses that have set up there in the past few years. We have had complaints in the past about aircraft overflying the nearest building and I now have further comment, from my son's brother in law who works there, that we constantly overfly his office.

This fellow works in the newer building, the glass and wood building and says that its not only jets they see and hear, but also 'big' model aircraft. Next time you drive up from the North Service Road take a look at this building. It's a long way away from our runway.

We spent time and effort to move the pilot stations west, away from the woods and I ask all to be aware of the limits. **We do not want to lose our field. Start your turn-around before your aircraft is over the wooded area; that will keep your aircraft away from those buildings.**

Thank You

Al Race

Halberstadt CL IV Biplane



The Halberstadt CL IV joined the war in spring 1918, and served a vital role as a ground attack aircraft for the Germans. It was much more maneuverable than earlier models, and pilots could fly low formations of four to six planes. It flew over the Western Front to target Allied infantry and artillery fire for advancing Germans.

This Halberstadt was purchased by the Museum in 2006 from the former Frank Ryder Collection in Alabama. The markings on the fuselage side represent The Katzenjammer Kids, an American comic strip from the early Twentieth Century.

SPECIFICATIONS:

COUNTRY OF MANUFACTURE: Germany

MANUFACTURER: Halberstädter Flugzeugwerke

YEARS BUILT: 1918

ENGINE: Mercedes D.III

HORSEPOWER: **260HP**

MAXIMUM SPEED: 104 mph

EMPTY WEIGHT: 1,605 lbs

GROSS WEIGHT: 2,354 lbs

WING SPAN: 35 ft, 2.75 in

LENGTH: 21 ft, 5.5 in

HEIGHT: 8 ft, 9 in

CREW: Two





FIGHTER FACTORY
www.FighterFactory.com



MILITARY AVIATION MUSEUM
Virginia Beach Airport



The next three pages include just a very few photos I took during October, 2015 when I stopped at the Military Aviation Museum at Virginia Beach, on my way home from Myrtle Beach, South Carolina.

My wife, her sister and I visited her relatives for a week and one thing I wanted to do was visit the home of one of the two flying Mosquitos in the world. The second Mossie that flies was restored by Victoria Air Maintenance in Victoria, BC and resides there. The Canadian Mossie first flew in 2014.

This museum is owned by Mr. Yagen and has 70 warbirds in it. He has 4 hangers housing US Navy, US Army Airforce, English and German WW2 aircraft and a number of WW1 and prior aircraft. He also has the two pre-WW2 Russian aircraft pictured on the next page. I thought Laddie might like some inspiration this winter! He has two (perhaps three) FW190's models A and D; the D being about 30% larger than the A model, a real surprise to me. There is a theater with videos of past airshows, include the CWH Lanc landing there.

I cannot list all the aircraft here but it includes a replica of the Bleriot that first flew the English Channel and a V-1 recovered intact after the Second World War.

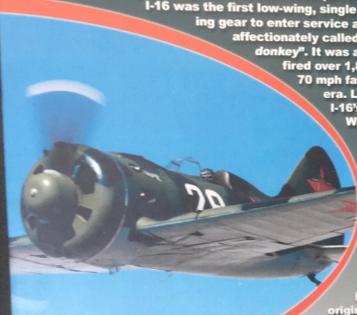
All this is great, and the vast majority of them fly! Will try to include more photos in the next issue(s) but if you get a chance do drop in for at least 3 hours. It is well worth it. Check the website for more.

Al Race

Hamilton

1938 POLIKARPOV I-16 "RATA"

The very last day of 1933, the Polikarpov I-16 "Rata" flew for the first time. The I-16 was the first low-wing, single seat fighter with a retractable landing gear to enter service anywhere in the world. The Russians affectionately called the I-16 "Ishachok" meaning "small donkey". It was also nicknaming "Rata" or "Rat" as it fired over 1,800 rounds per minute and flew over 70 mph faster than most other fighters of that era. Like its stable mate the I-15, the 475 I-16's were used during the Spanish Civil War by the Republican forces (government). The I-16 was used by China against the Japanese during the Second Sino-Japanese War and they were instrumental to the Soviet success during the "Winter War" against Finland. When the German Luftwaffe invaded Russia in 1941, the I-16 Soviet pilots would sometimes deliberately ram their out-classed aircraft into the German bombers, risking their own planes and lives in defense of the Motherland. This particular I-16 was originally found in Kartia, Russia in 1991. The original fabric showed the paint scheme of the Red Army Air Force of the 155th Fighter Squadron in 1941. This airplane likely crashed in 1941-42.



SPECIFICATIONS:

COUNTRY OF MANUFACTURE: Soviet Union

MANUFACTURER: POLIKARPOV

POWERPLANT: Ash-62 IR engine

MAX HORSEPOWER: 1,000 hp

MAXIMUM SPEED: 260 mph

MAXIMUM RANGE: 490 miles

WINGSPAN: 29 feet 6 inches

LENGTH: 20 feet 1 inch

HEIGHT: 10 feet 8 inches

WEIGHT EMPTY: 3,285 lbs.

WEIGHT LOADED: 4,279 lbs.

SERVICE CEILING: 31,825 feet

ARMAMENT: 2 X fixed forward-firing 7.62mm ShKAS machine guns, 2 X fixed forward-firing ShVAK cannons, 6 X unguided RS-82 rockets OR up to 1,102 lbs. of bombs

CREW: One


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 MILITARY AVIATION MUSEUM
 Virginia Beach Airport

Aviation Institute of Maintenance



1938 POLIKARPOV I-15bis

In 1933 the Polikarpov design bureau developed one of the most outstanding biplanes ever used in combat, the Polikarpov I-15. It accomplished amazing combat performance due to its initial gull-shaped top wing. The Soviet Union eventually upgraded the top wing from its gull-shape and installed the larger M-25 750 hp engine to design the I-15bis. The term "bis" means second version. In 1938 it became the most mass produced Soviet fighter of that period before the production of the newer I-153. It was also flown by the Chinese in the defense of their homeland and was still used when the Germans invaded Russia with their Messerschmitts in 1941. Even the American Volunteer Group, the Flying Tigers of Burma, used the I-15bis for a trainer as they prepared to transition to their P-40 fighters. During the 2001 Moscow Air Show, this particular I-15bis was admired by the Russian crowds as it became the first Polikarpov to grace the skies over Moscow since the days of Joseph Stalin. The Military Aviation Museum's I-15bis was delivered to Virginia in March, 2002.



SPECIFICATIONS:

COUNTRY OF MANUFACTURE: Soviet Union

MANUFACTURER: POLIKARPOV

POWERPLANT: Ash-62IR engine

MAX HORSEPOWER: 1,000 hp

MAXIMUM SPEED: 230 mph

MAXIMUM RANGE: 330 miles

WINGSPAN: 32 feet 0 inches

LENGTH: 20 feet 0 inches

HEIGHT: 7 feet 3 inches

WEIGHT EMPTY: 2,880 lbs.

WEIGHT LOADED: 3,120 lbs.

SERVICE CEILING: 23,800 feet

ARMAMENT: 4 X fixed forward-firing 7.62mm PV-1 machine guns OR 2 X fixed forward-firing 12.7mm BS machine guns, Up to 220 lbs. of bombs OR 6 X RS-82 rockets

CREW: One


FIGHTER FACTORY
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 MILITARY AVIATION MUSEUM
 Virginia Beach Airport

Aviation Institute of Maintenance

Two Russian fighters
 from 1938. Doubt
 they lasted long
 against ME109's.



Jerry Yagen's Mosquito in its hangar at the Military Aviation Museum
In Virginia Beach, USA - October 2015

BRCM General Meeting Minutes – Thursday October 22, 2015

The following are the minutes of the meeting of Thursday October 22, 2015.

Meeting Head Count - There were 56 bodies present

Motion to open meeting by C Chomos and seconded by I Wismayer was passed.

NOTE: The minutes of the September General Meeting stated Ryan Harrington as a new member. His name is in fact Brian Harrington.

Motion to accept the corrected minutes of September 24, 2015 meeting as documented and circulated by C Finch and seconded by G McGill was passed.

Guests: none

New Members: Barry Parkinson

Bob Bower

Skywords Deadline: not specified

November Meeting Date: Thursday November 26, 2015

Entertainment: Rubber Band Fly

IMMEDIATE ACTION ITEMS

DATE	RESPONSIBILITY	DETAILS	STATUS
Apr 23	A Armstrong	Report on City Joint Venture Mtg	
Apr 23	W Wepler	Investigating Geotech runway for Bronte	
Apr 23	J Fazzari	Bayview outside charging stations report	
	J Fazzari	New Work Benches	completed
	J Fazzari	Bayview Weather Station	
	J Fazzari	Proposed Youth Group	
Oct /15	J Fazzari	Provide K Gross with copy of club contract with city	

NEW BUSINESS

General Comments from President

Harry Bernard Update: Harry's progress is tracking well. He has been moved to the 6th floor of Joseph Brant Hospital and is receiving physiotherapy. Both he and the therapist are pleased with the results. He is spending his time reading and looking forward to a somewhat late retreat to Florida. Harry is receiving visitors but be aware that he is receiving physiotherapy for 1 hour in the morning and afternoon each day.

Members were asked to review the article on page 15 of the September 2015 issue of Model Aviation Canada. The articles deals with the critical importance of Volunteers to the success of an RC Club.

Continued

Responses to Member's Questions: The following questions with their answers have been raised by members. The board apologizes for the delay in responding to these questions.

Member Question	Consensus Response
Limited terms for board members - 3 yrs ON – 2 yrs OFF	No. Club history indicates that we usually have trouble getting 12 members to sit on the board. This is the first in many years that we actually required a formal election. If this year's level of interest continues the board will re-consider but at this time it is felt that this is not feasible.
Taxi ways made of Geotech	No. The Taxi Ways were removed from the recent upgrades because they would create an obstacle in landing on the grass run way and cutting the grass.
Club Trainer	No. We had club trainers in the past but no one took responsibility to maintain them.
Move flight station fence to new location closer to paved runway	No. There are too many current members who are not comfortable with a narrower grass runway. The feeling is that the current procedures and use of the portable stations is satisfactory

Dave Cummings requested some clarification with regard to the limited terms for board members and the reason for the decision not to proceed with it. Joe Fazzari responded that the club history suggests that the usual situation is that there are not sufficient volunteers to sit on the board and in fact there is sometimes a scramble to get a 12th member to stand resulting in the board members being acclaimed. In fact the election of 2015 was the first time in recent memory that we had so many candidates running for positions (19 members ran for 12 positions in 2015) If we were to limit the length of the term, then blocks of board members would be prevented from standing for positions requiring even more members to volunteer. **(NOTE: This point was re-inforced later in the meeting when no-one would volunteer to coordinate the January 1 Frost Fly).** Joe went on to say that if the situation changes over the next few years and we in fact have an increase in members interested in serving on the board the matter can be re-visited but current data and patterns confirm that it is not practical.

QUESTIONS/INPUT FROM THE FLOOR:

Electric Noise Study re Sunday Flying Hours

Mike Block assumed the responsibility of conducting a noise study with regard to Sunday flying hours at Bayview Park in response to a question from a club member. Mike stated that originally the after 10:00 Sunday flying restriction was for fuel powered vehicles and in fact electrics were exempt. A few years ago the board decided to include electrics as a pro-active measure as a resident of the nearby Skyview Drive community was complaining. The following is a summary of the test and results: The original definition of silent flight was if the aircraft could not be heard while standing on King Road. M Block led a test involving all forms of electric aircraft including helicopters and EDFs flying a complete pattern, including 3D flying by the helicopter.

- For the test, Mike positioned himself at 1150 Skyview Drive which was the source of the complaint a few years ago
- No sound could be heard under any testing scenarios from the stated location on Skyview Drive. The EDF could be seen at high altitudes but not heard

Continued

- As a result a motion to change the flying hours for electricians at Bayview was tabled and passed by the board.

Electricians can now fly at Bayview Field during official park hours.

Karl Gross took exception to this decision stating that it is in conflict with the City of Burlington By-Laws dealing with noise restrictions, and that if we implement this policy we stand a chance of losing our field.

Mike Block countered that it is in agreement with our contract with the city and in reality there is no noise produced for the city to have any concern.

Tom Gwinnett stated that during his tenure as president discussions with the city confirmed that silent flying before 10:00 was allowed.

Joe Fazzari, as secretary, was asked to provide Karl Gross with a copy of the club's contract with the city.

15.10.1 Club Documentation

J Fazzari reported that the board had undertaken the task of documenting club processes and procedures with the possible objective of developing some Standard Operating Procedures. He did not want to take the time to go into detail during the meeting but promised an article in the next issue of Skywords explaining what was happening.

15.10. Member Feedback

J Fazzari indicated that it is important that the Board receive feedback from the General Membership. The example he used was the case of the new work benches that were built this past summer. One was installed at Bronte and one at Bayview. The board has no idea whether these were well received and if more are desired or required by the membership.

At this point in the meeting Tim Bidwell made the excellent point that the reason there is no feedback is because there is not a convenient vehicle to provide feedback. He went on to suggest that if there was a bulletin board type application available through the club web site whereby the members could provide input and dialogue by responding to one another's comments the story would probably be much different.

At this point Mr Fazzari appeared to have an enlightening experience. He thanked Mr Bidwell for his insightful comments and assured him that it would be discussed at the next Board meeting.

15.10.3 January 1 2016 Frost Fly

- A Armstrong asked if anyone was interested in organizing the January 1 Frost Fly
- No one volunteered for this position

It was suggested that Dale Eldridge (not on site) who has done it in the past be approached to see if he is interested in assuming the role again this year.

15.2.4 New Work Benches

COMPLETED AND CLOSED

Continued

15.2.5 Bayview Weather Station

- J Fazzari reported that a decision has to be made on this and that he planned on tabling a motion with regard to proposed weather station at Bayview Field as soon as possible.

J Fazzari alluded to the fact that he has a question with regard to how motions should be handled.

14.4.1 Youth Program

- 3rd meeting with students was held this week.
- 90% of students said they were attracted to the club by the prospect of building a plane and only 10% by flying. This was a surprise as the opposite was expected.
- Students are very enthusiastic

Joe was surprised at the apparent lack of modelling skills but did not have anything on which to base expectations. It does drive home the point of theory versus practical.

14.9.1 Out Door Chrg Stns

Nothing reported

Warbirds Over the Bay

- Ian Brown reported that things are quiet at this time
- He acknowledged that the late Bill Swindells was a key driving force behind the event and that he will be greatly missed.

A framed picture of Bill from the 2014 event which was the last time he filled his familiar role in the announcer's box will be placed in the club house at Bayview Field.

Field Maintenance

Bronte Nothing reported **Bayview** Nothing reported

MAAC ZONE MEETING Report by Neil Marchant

- Roy Rymer will remain as Zone Director for 2016
- Regarding FPV Rules
 - o In the US the FAA is requiring that Drones and Quads beyond a specific size be registered
 - o In Canada the ruling is that Drones and Quads must follow MAAC Safety Guidelines

Continued

SPECIAL ITEM UPDATES

Wings Program

Two new graduates have received their wings: Caleb Brum & Darian DaSilva

Two additional members successfully completed the program:

Marty Field instructed by Karl Gross

Dave Young instructed by Karl Gross

The program has seen 12 graduates this year: 4 of them are less than 13 years of age

- Carl Finch, Wings Program Coordinator, thanked those who had volunteered this year and help make it the success that it was
- Carl indicated that because of personal commitments he will not be able to be as active next year as he has been in the past.
- He asked if there was anyone interested in volunteering to assist.
- No one stepped forward at the time

Wade Wepler has offered to help if necessary

WEB Site

- Static

Need ideas and content

Motion to close meeting by G McGill and seconded by C Chomos was passed.

CRITICAL DATES

Rubber Fly	November 26, 2015
Annual Frost Fly	January 1, 2016