

SKYWORDS

EDITOR: Joe Fazzari

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THE FLYING CIRCUS HOT DOG RALLY

LOOK FOR IN NEXT MONTH'S ISSUE

- > Flying Circus Update
- > Winter RC Down South
- > Letters to the Editor
- > **DON'T MISS NEXT MONTH'S EDITORIAL**
(Hopefully I will think of something)

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The organizers are working on an angle that will be extremely beneficial and it would help to call the competition portion of the flying "The Hot Dog Rally" per a movie from several years ago called "The Gum Ball Rally"

We are, therefore, opening up a competition for the design of the trophy to be awarded to the winner. The total cost of the trophy must come in at under \$15.00 tax included. Items included in the construction of the trophy should be sourced at local stores such as Dollarama. Below is a picture of such a trophy designed and built for the annual Fuzzy Butt Cheeks International Invitational Golf Tournament held in North Bay Ontario in August of each year.



LEFT: The trophy for the Fuzzy Butt Cheeks International Invitational Golf Tournament was the culmination of an international design competition. Fortunately there was only 1 submission which made it easy for the selection committee.

All parts except for 1 came from either Dollarama or the dump. Can you guess the 1 part that did not come from either of these sources?

Can you identify the truly Canadian Content? (**Hint:** Red Green could)



Possible trophy designs that exemplify our objective are shown.

Additional consideration will be given to your design if you can supply a plastic Hot Dog which we can't seem to find anywhere.



The winner of this competition will receive a package of Hot Dogs and Buns and the left over mustard and relish from the event delivered to his front door by the club President.



As a regular monthly feature, Skywords would like to focus on one of BRCMs members.

Let us know if you have a member you would like to know more about or better yet write and submit an article on yourself or some other member of the club.

Ron Marshall

RIGHT: BRCM member Ron Marshall at the February General Meeting sporting a fresh hair cut.



This month, Skywords is honoured to have Ron Marshall as the FOCUS member.

It is our opinion that he is the personification of a club member and is an asset to BRCM. You can find him at the

Harry Barnard Field at Bayview Park on most flying days. He is always quick with a smile, a story, and a hearty laugh. He is not critical of other flyers and obviously enjoys the hobby and the companionship of other members.

Ron is originally from Brantford, although he spent seven (7) years during his youth as a resident of the beautiful island of Bermuda.

He has been flying and a member of the club for so long that he can't remember when it all started but says that it was some time back in the 70's. Although he is too modest to admit it, he is an excellent flyer who also participates in the winter indoor circuit. He took up the hobby because, like most of us, it fascinated him. He limits himself to electrics at this stage in his flying career.

If you don't make a point of getting to know Ron, it is definitely your loss.

SKYWORDS PUBLISHING SCHEDULE

ACTIVITY	DATE	TIME PERIOD
Monthly General Meeting	March 23, 2017	4th Thursday of Month
FOLLOWING MONTH		
Board Meeting Article Submission Deadline	April 4, 2017	1st Tuesday of Month
Publish Skywords	April 11, 2017	2nd Tuesday of Month



FEEDBACK

This is the third issue of Skywords that has been published using the new format and content. Thus far no one has complained about anything and all the comments that we did receive were favorable.

The only negative comment deals with the length of each issue but this is always followed by a laugh. I know that it is hard to believe, but people have commented that sometimes I am a bit “long winded” I don’t know if this is in fact a problem and the length should be reduced or if people are “yanking my chain”. If it is too long, what is the suggested number of pages?

What type of content do you like? What type of content should we have more of?

In this issue we are attempting to introduce video to member projects. (SEE COOK’S CORNER) We admit that it is not that professional, at this time, but we just wanted to get something in this format up and running for evaluation. What do you think of it? Is it worth committing resources to improve the quality and have more content in this format? We can actually do the general meeting SHOWnTELL in this format, or we can do member major projects in this way. We can also do member building hints using this technique.

Bottom line is what do you as members want or want more of? Is Skywords so long that members lose interest in reading it? Is the font too small or too large? Or is it fine as it is?

Please forward comments to brcmskywords@gmail.com with FEEDBACK in the subject line.

“Things turn out best for those who make the best of how things turn out.”

John Wooden

“If you are not willing to risk the unusual, you will have to settle for the ordinary.”

Jim Rohn

Many members have asked:

“Other than hang around the air field and yank the editor of Skywords chain, what does the club president Dwayne Baldwin do?”

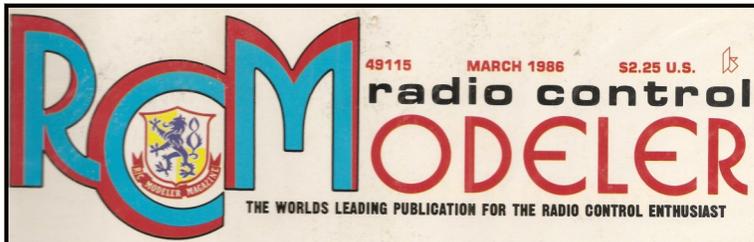
Take a look:

<https://www.facebook.com/viralthread/videos/685120944993925/>

History!

I have found that from time to time, if you are really lucky, you have an encounter with an individual who is truly remarkable. What is really interesting is that most of the time these individuals are very quiet and try to stay in the background. I have had the extremely good fortune of coming into contact with more of these individuals than is statistically probable. Club member Laddie Mikulasko is one of these individuals. A superb designer and builder of RC unique aircraft. This is the story of one of these.

History of the POLARIS/NORTH STAR Models by Laddie Mikulasko



Over the years people asked me when and how I came up with the North Star design. I'm sure many of you fliers are familiar with the North Star/Polaris so I thought I would share with you a bit of the background on how this plane came to be.

This is a model I designed about 35 years ago. Designing and building airplane models was always in my blood. It all began when I was about nine or ten and still living in Czechoslovakia. I started by building free flight gliders, rubber powered models, "U" control scale models and aerobatic models. I would take existing drawings and most of the time I would modify them to my liking.

In 1969, my wife and I immigrated to Canada. I still wanted to continue my model plane hobby so two years later I joined the Hamilton Flying Tigers R/C Club. It was a great club and it gave me an avenue to pursue my flying hobby. In 1980, I completed a design of a unique delta wing model, which had a slot in the middle of the wing to accommodate a pusher propeller.

I named the plane "Force 1". To me, it was an impressive plane and I wanted to share it with other fliers so I submitted the drawings and a few pictures to the RCM magazine. The editor of the magazine was impressed with the plane and thought it would make for an ideal article for his magazine. The article was published in the March 1982 edition of RCM. About a year later, Dick Kidd who was the editor of RCM, called me and told me that he saw someone at a float fly flying the "Force 1" with floats attached. I was surprised to hear that because the plane was never designed to use floats. The water spray coming from the floats would be sucked into the propeller causing the plane to slow down. I knew that there must be a way to avoid the water from making contact with the propeller. During my years of modeling, I had acquired a great deal of experience designing both delta wing planes and seaplanes. My goal was to design and build a very streamlined seaplane. I had files of numerous sketches of delta wing planes that I had drawn. My dilemma was where to place the engine. I considered attaching the .45 glow engine on the pylon high over the

wing but I didn't like it because it would spoil the streamlines of the model. I then realized the ideal location for the engine would be in the middle of the fin with the propeller at least 3 inches in front of the trailing edge of the wing. This would avoid the water from making any contact with the propeller. Finally, after studying all the sketches, I came up with the one I felt was the best. The next step was to draw the plans for a full size model. The plans also included a removable landing gear so the plane could fly off a hard surface as well. Once the drawings were completed, I built the plane and named it "North Star". The maiden flight took place at a float fly held by the Flying Tigers club. I remember it was a windy day but the plane performed beyond my expectations. It flew like on rails. It was a very fast flying plane and yet I could slow it down to almost walking speed when landing.



Having dealt in the past with Dick Kidd the editor of RCM, I decided to send him a few pictures of the "NORTH STAR". He called me back and told me after seeing the pictures he would love to publish the plans. The article appeared in the March 1986 edition. After the article was published, I received a call from Ron Bush, the owner of Balsa USA. He told me that Dick Kidd from RCM had called him and told him they had just published an article of a unique plane that he thought would be an ideal plane for producing as a kit. After reading the article, Ron Bush decided that he would produce the kit. I gave away the copyrights for the plane to Balsa USA. so they could produce the balsa kits, which are still in production to this day.

Over the next few years, the "North Star" was flown as a seaplane or as a land plane worldwide. At one point, Ron Bush from Balsa USA sent me a poster issued by a company in Taiwan advertising the "North Star" as a kit. To avoid any copyright issues, they made a slight change to the original plane by adding a second sub fin to the top of the stabilizer. Ron had some concerns but assured me that he would make sure these kits would not be exported to the USA.

In 2008, Steven Shumate from Seattle contacted me to ask if I would have any objections if he were to produce a small all foam version of the "North Star" and he would name it the "Polaris", which is another name for the North Star. I was very pleased and conveyed to him that I had no objections. Steve uploaded the plans for his "POLARIS" to the RC Group Foamies (Scratchbuilt) website thinking there may be modelers who would be interested in building the plane. Modelers worldwide began building and flying the Polaris. The website had over 3 million hits as proof of the plane's popularity. Shortly after, Scott DeTray, owner of Model Aero located in Toledo Ohio, made arrangements with Steve Shumate to produce the "Polaris" kits. A year or so later after Model Aero began producing the kits, Hobby King started to sell a fully molded ARF of the "Polaris" and renamed it the "Skipper" and later also produced the "Skipper XL". Currently, Model Aero has been producing other versions of the Polaris such as the "Polaris XL" and the "Polaris XXL". Recently, another company started offering a fully molded version called the "Ripple".

And that's my story. Over the years I have derived much satisfaction sharing my "North Star and Steve's Polaris with other modelers. I feel rewarded knowing this design has lasted over three decades and has become even more popular with time. Happy Flying.



Editorial

By Joe Fazzari

NOTE: The views expressed in the editorial are those of the author and may not be the views of the Burlington Radio Control Modelers Board, Club Members, or Skywords Newsletter staff.

Well, I wrote 2 previous editorials with which I was not satisfied so I relegated them to the “re-think” folder. You may see them in a future issue of Skywords.

Reviewing the article submitted by Laddie Mikulasko on page 4 and the final comments by Geoff Norman in the SHOWnTELL section - *“I love building, but haven’t had time since I was a kid 50 years ago. It was a labour of love and a great way to get through winter evenings. Sad that it’s becoming a lost art.”* - got me thinking about an article I read in MacCleans Magazine a number of years ago. The article is printed below with the permission of the author.

I draw your attention to the last paragraph which I have highlighted. Caltech and JPL hold a special place in my heart since childhood which is the material for another editorial. JPL played a feature role in the recent movie The Martian. It is managed by Caltech for NASA. The property initially housed Caltech students who were banished there after blowing up a lab on main campus while experimenting with rocket fuels.

The mechanically challenged generation

Macleans.ca | August 29th, 2011 | 7:42 am

By Cynthia Reynolds

Young people today can’t hold a hammer or screw a screw.

It’s hard not to laugh when Barry Smith starts telling stories about the hapless young workers he has to deal with. Smith, who runs Toronto-area roofing company RoofSmith Canada, tells of one who didn’t come to work because his cat had fleas, and another who jumped off a shed roof, even though he’d just tossed bags of nails into the garbage bin below. But the laughing tapers off when Smith, 46, talks about skills.

“They don’t know how to handle a tool properly,” he says quietly.

“They’re bright kids, but they hold a hammer at the top instead of the bottom, so it takes four swings instead of one to get a nail in. They don’t know how to read the short lines on a tape measure and they’ve never used power tools, which makes you really cautious.” He says they can’t seem to detect the patterns of the work—you rip up part of the roof, that gets thrown down, that goes into the garbage—so they just stand around. “It can get really frustrating.”

There’s much talk about a coming crisis in the trades—that we simply don’t have enough new recruits to replace an aging workforce. By some estimates, Canada could face a shortfall of up to one million skilled tradespeople by 2020. To address this shortage, the government is funding a variety of incentives to attract young talent and it’s beefing up our apprenticeship training programs—registrations are at an all-time high. But a stumbling block has emerged that’s getting harder to ignore: by all accounts, we have the least handy, most mechanically deficient generation of young people. Ever.



It's easy to see why.

Shop classes are all but a memory in most schools—a result of liability fears, budget cuts and an obsession with academics. Still, even in vocational high schools where shop classes endure, a skills decline is evident. One auto shop teacher says he's teaching his Grade 12 students what, 10 years ago, he taught Grade Nines. "We would take apart a transmission, now I teach what it is." Remarkably, most of his Grade 11 students arrive not knowing which way to turn a screwdriver to tighten a screw. If he introduces a nut threaded counterclockwise, they have trouble conceptualizing the need to turn the screwdriver the opposite way. That's because, he says, "They are texting non-stop; they don't care about anything else. It's like they're possessed."

At home, spare time is no longer spent doing things like dismantling gadgets, building model airplanes or taking apart old appliances with dad; there's no tinkering with cars, which are so computerized now you couldn't tinker if you wanted to. A 2009 poll showed one-third of teens spend zero time per week doing anything hands-on at all; the same as their parents. Instead, by one count, entertainment media eats up 53 hours a week for kids aged eight to 18. As for those new apprentices? They're signing up and then they quit. Depending on the province and trade, some 40 to 75 per cent drop out before completing their program.

In Nisku, Alta., John Wright, the technical supervisor at manufacturing company Argus Machines, oversees 12 apprentices in the welding, machinist and millwright trades. Three years ago, he started noticing two tiers of applicants, those with basic mechanical skills and a new crop who, as he says, had no clue what they were doing. He speculated the disparity stemmed from their upbringing.

"The ones from the farm community weren't afraid to get in there and get dirty. They could figure out basic repairs. And when you have to feed the chickens and milk the cows every day, you learn how to show up to work on time." Those who didn't have hands-on experiences couldn't grasp basic nuts-and-bolts mechanics, they couldn't solve simple problems. Worse, they lacked the same work ethic, which made them too difficult to train. The implications reach well beyond the trades.

Occupational therapist Stacy Kramer, clinical director at Toronto's Hand Skills for Children, offers one explanation for what's happening. It begins with babies who don't get put on the ground as much, which means less crawling, less hand development. Then comes the litany of push-button toy gadgets, which don't exercise the whole

hand. That leads to difficulty developing skills that require a more intricate coordination between the hand and brain, like holding a pencil or using scissors, which kindergarten teachers complain more students can't do. "We see 13-year-olds who can't do up buttons or tie laces," she says. "Parents just avoid it by buying Velcro and T-shirts." Items that—not incidentally—chimpanzees could put on.

When the first apes climbed down from the trees to explore life on the ground some three million years ago, it was their hands, no longer used for branch swinging, that helped trigger our evolution. Hand structure changed, enabling us to perform increasingly complex grips. The conversation between hand and brain grew more complex, too. We advanced to the unique ability to visualize an idea, then create that vision with our hands. That's meant everything from developing tools to imagining airplanes to performing open-heart surgery. So what happens if that all-important hand-brain conversation gets shortchanged at a young age? Can it be reintroduced later, or does that aptitude dissipate?

"We don't really know," says neurologist Dr. Frank Wilson, author of *The Hand: How Its Use Shapes the Brain, Language and Human Culture*. "That research wouldn't get through an ethics committee, even though it's happening on a massive scale in our homes every day." We only have these uncomfortable clues, such as young people who can't visualize how to best wield a hammer. Or teens who, despite years of unscrewing bottle tops and jars, can't intuitively apply the righty-tighty, lefty-loosey rule of thumb.

Predictably, this is affecting other industries that depend on a mechanically inclined workforce. After NASA's Jet Propulsion Lab noticed its new engineers couldn't do practical problem solving the way its retirees could, it stopped hiring those who didn't have mechanical hobbies in their youth. When MIT realized its engineering students could no longer estimate solutions to problems on their own, that they needed their computers, it began adding remedial building classes to better prepare these soon-to-be professionals for real-world jobs, like designing airplanes and bridges. Architecture schools are also adding back-to-basics courses. As for the trades? Veterans like Barry Smith have little choice but to attempt to nurse a hands-on ability among new recruits one hammer faux pas at a time, teaching the next generation of trades people just how to hit a nail on the head.



Letter to the Editor

No letter to the Editor this month but take a look at this:
<https://www.youtube.com/watch?v=HXymc-X4Cy4>

WE WANT LETTERS

E-mail: brcmskywords@gmail.com **Subject Line:** Letters to the Editor
LETTERS TO THE EDITOR GUIDELINES

Please keep letters to 250 words. Include your full name.

We reserve the right to edit, condense or reject letters.

CONTACT SKYWORDS

Skywords has a new email address that you can are encouraged to use to contact the editors.
The address is brcmskywords@gmail.com
Please direct all comments, letters to the editor, and articles for publication to this address.
The editors look forward to making this Newsletter a valuable and interesting vehicle.



Show N Tell



EDITORS NOTE: This month's SHOWnTELL highlighted a major weakness in Skywords reporting on this feature of the Monthly General Meeting. Our reporter attending the meeting was a recent hire to our staff from a major public newspaper where he had covered Women's Lingerie. As a result of his lack of familiarity with the concepts reported, the speed at which the data was delivered and the sheer number of members presenting, he was unable to take accurate notes.

This has lead our editorial staff to change the process of reporting at the Monthly General Meetings. In the future the reporter tasked with this responsibility will get the emails of new members, recipients of wings, and SHOWnTELL presenters and then contact them via email to submit relevant facts. This will give the individuals more control and result in more accurate reporting. The individuals can submit the article to be published or facts and data and Sky word's staff will write the article. If Skyword's staff write the article it will be sent to the individual for final review and approval before publishing.

STARTS ON THE NEXT PAGE FOR THIS EDITION



Richard Muller brought in the 1:3.7 scale Tomahawk F86 he is building for a customer. It seems that after the F104 Star Fighter that we saw last year which was built for Ali Machinchy his name is getting known through the global RC community. A distinction well earned and deserved.

This large scale jet has flaps, ailerons, elevators, rudder, speed brakes, sliding remote canopy, functioning pito tube, scale lights, scale cockpit and pilot. It will be completed with Taylor-made paint and graphics and the

surface has all the same details, rivets, vents etc.

This kit is manufactured by Tomahawk Jets and will soon be painted in Canadian Camo colours. The engine thrust will be 55 lbs put out by a JB 220 Turbine. It will be flown on Jeti Tx and Rx electronics.

He has been working on it for 7 – 8 months and said he would definitely do it again.



ABOVE: Take a look at the scale of the landing gear of the F86.

RIGHT: The F86 final paint scheme.



LEFT: The Rich Muller and Ali Machinchy standing beside last years F104 at Wingham Jets 2016

[SEE THE F104 MAIDEN AT WINGHAM JETS 2016](#)



NOW THAT THE DATE OF THE BRCM MAJOR SUMMER EVENT HAS BEEN CHANGED AND NO LONGER CONFLICTS WITH WINGHAM JETS, RICH HAS INVITED ALL TO ATTEND. HE ASSURES US THAT WE WILL NOT BE DISAPPOINTED.

SHOWnTELL continued from page 7

Geoff Norman presented, with justifiable pride, his Tiger Moth, a Unionville Hobby kit. The plane which has had its maiden flight and according to Geoff flies well, has a 50 inch wing span and weighing 4.5 lbs. It is powered by an E-Flite 46 electric motor.

The colour scheme is British Commonwealth Air Training Yellow.

With regard to time spent on the project Geoff simply says *“More than you want to know”*. He goes on to say: *“This is my first build since I was a teenager. The Unionville kit was absolutely awful – in places the die cutting was ¼” off the plan outline. But I had great fun “customizing it.”*

The customization included:

- Replaced ¼” slab rudder / elevator with a built up, carefully designed so ribs go right to LE and TE.

- Replaced strip ailerons with scale outline ailerons . Took a massive redesign of lower wing.

- Replaced rubber hold down wing mounts with bolts. Bolts for upper wing hidden in the “gas tank”

- Replaced awful unscale landing gear with more scale gear, but this took more redesign of the lower wing.

Some hints provided by Geoff: *Unionville promised a missing decal sheet but never delivered it. I replaced it with a sheet from an RTF kit I found on eBay. And in my latest build, a 30 year old Royal Spitfire Vb, I’m getting all sorts of parts – spinner, exhausts, retracts, motor, off a spare parts list for a Flightline Spit IX, about the same size. Only way I could get a realistic spinner. And other parts – motor , retracts -- are far cheaper than the hobby shop.*

In conclusion Geoff says: *“I love building, but haven’t had time since I was a kid 50 years ago. It was a labour of love and a great way to get through winter evenings. Sad that it’s becoming a lost art.”*



EDITOR’S NOTE: Next month’s editorial which was moved to this month will pick up on Geoff’s concluding statement.

Continued on next page



Ian Brown presented his “winter build project” a Taube 40 Balsa USA kit. The wing span is 62" and weighs in at 5lbs.

It is a 3 channel, electric, 4s battery , 40 amp speed control and 500 watts , Ian describes it as a “**perfect Sunday flyer. and it is red, very red.**”



Ottawa Museum Display



Nicholas Jacobs brought in his in progress CL-84 scratch built VTOL project. As there are no plans this project requires Nicholas to “wing it”. The original is apparently on display in a museum in Ottawa. This is the first stage of his plan to do interesting things with this model. 'NOUGH said at this point as Skywords will be doing a feature article on this project in the near future. The project has a blog on RCGroups at <https://www.rcgroups.com/forums/showthread.php?2829016-CL-84-scratch-build-OpenAero-VTOL-Constant-Velocity-Props>



Well, Laddie Mikulasko has done it again. Here he is displaying his scratch built **Mauboussin M.40 Hémiptère** tandem wing** aircraft designed by Pierre Mauboussin. The original was an experimental, single seat, single engine light aircraft with unequal span tandem wings, designed in France in the 1930s. Only one was built. The whole model was built using the Dollar store foam board. Laddie says that *“before using the foam board, I peeled off the paper from the both sides of the foam board sheets. Other materials used are balsa for the main and the hinge spars and plywood for fire wall. After the model was sanded, the whole model was covered with paper. For adhesive, I used the Polyurethane sealer. The maiden flight will happen soon.”*

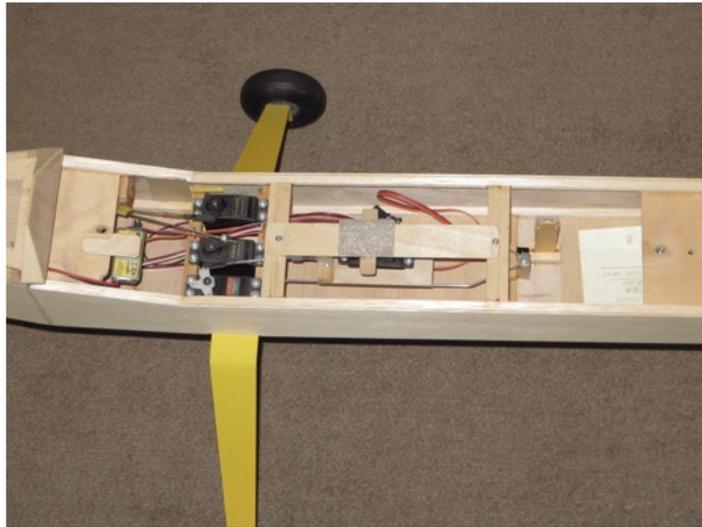
The model is powered by an AXI 2826/10 brushless motor with 5000mA LiPos battery and took 80 man hours to complete.

When asked why he built it, Laddie made his typical response that the plane was “**unusual looking**”.

** **EDITOR’S NOTE:** Tandem Wing Configuration - A tandem wing aircraft presents two independent lift generating wings (thus eliminating the need for a conventional horizontal plane on the aircraft’s tail). Both wings have comparable aspect ratios and are typically set on two different planes separated both vertically and horizontally.

Continued on page 12

SHOWnTELL continued from page



John Cook displayed his personally designed and built Armed. Reconnaissance. Surveillance. Rescue. Aircraft.

The A .R .S .R .A or VIDEO HAWK was originally designed with the Military, Crime Stoppers and Search and Rescue in mind. John says that *“Now it's for me to have fun with”*.

It will take off in about 2 ft., land vertically like a helicopter and fly over 100 mph.

It could be armed with 2 Rockets and 2 Guns and have a Medical Supply Canister between the landing gear. It was going to have two video camera's 1 for Take off, Flying and Landing, and 1 for Recon and Surveillance Work.

It has a Diamond Shape Airfoil - John's Design - which he has been flying since 1967 for Control line and R C Aircraft. High wind does not affect flight performance, and it will also fly with NO Covering on it. The engine is an O S 46. It will weigh around 5 lbs. It has over 1200 square inches of wing area and is a prototype.

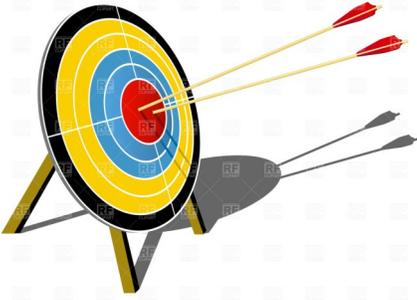
See dreamchasermodels.ca. Click on RUNT video. Bottom of first page.



John also introduced us to an inexpensive, recyclable method of construction long rigid control rods.

It consists of inserting the usual piano wire in a length of fuel tubing which is then inserted in a length of carbon fibre tubing held in place with a little CA.

John claims that this construction does not flex, is indestructible and when the aircraft is written off, the structure can be dis-assembled and all the parts can be re-purposed.



Up Close

Flag Protocol - Storage of the Flag

This past summer I had the great honour of raising the flags prior to the Warbirds Over the Bay Event. There were a few things that I noticed that bothered me and I think should be of concern to all members.

First, the flags had been thrown into an ordinary cardboard box for storage with a number of other tools and items needed for the event.

Second, the club has 3 flags: The Flag of Ontario, The RCAF Ensign, and The Stars and Stripes of the United States, but the club does not, or at least at that time did not have a Canadian Flag.

Third, I had no idea in what order the three flags we did have were to be raised or flown.

To address these issues, I acquired a plastic box in which to store them. I also folded them in what I thought was the correct way, dating back to how they folded the flag on JFK's casket. I now understand that Canadian and US Flags are folded differently. You can view the proper way to fold a Canadian Flag at the following link: <https://www.youtube.com/watch?v=BG3DaPiwrXk>

Rules for Flying the Flag

The National Flag of Canada should be displayed only in a manner befitting the national emblem; it should not be subjected to indignity or displayed in a position inferior to any other flag or ensign. The National Flag always takes precedence over all other national flags when flown in Canada. The only flags to which precedence is given over the Canadian flag are the personal standards of members of the Royal Family and of Her Majesty's representatives in Canada. The National Flag should always be flown aloft and free.

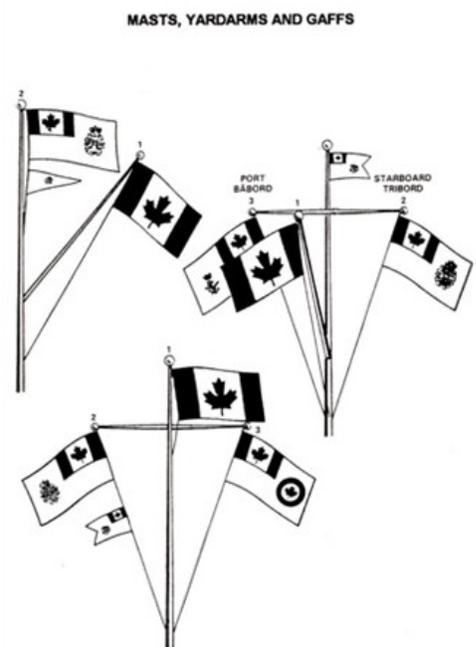
When the National Flag of Canada is raised or lowered, or when it is carried past in a parade or review, all present should face the flag, men should remove their hats, and all should remain silent. Those in uniform should salute.

The National Flag should be raised first and lowered last, unless the number of flags permits them being raised and lowered simultaneously.

Sharing the same base

When only three flags are displayed, as is the case on a flag pole such as that at Bayview Field, which is a flag pole with a yard arm, the National Flag should be at the centre. For those facing the display, the flag of the country being honoured or given prominence is placed to the left of centre, and the other to the right.

A common combination of flags is the National Flag of Canada with a provincial or territorial flag, and a municipal flag or an organization's banner. In this case, the National Flag should be in the centre with the provincial/territorial flag to the left and the municipal flag/organization's banner to the right (to an observer facing the display).



Wing Mate of the Month

Wing Mate of the Month



Supermarine Seafire



Role	Carrier-based fighter
Manufacturer	<u>Supermarine</u>
First flight	7 January 1942
Primary users	Royal Navy French Navy Irish Air Corps Royal Canadian Navy
Number built	2,334
Developed from	<u>Supermarine Spitfire</u>

The Admiralty first showed an interest in the idea of a carrier-borne Spitfire in May 1938. The idea met with a negative response and the matter was dropped. As a result, the Fleet Air Arm (FAA), at that point still part of the Royal Air Force, was forced to order Blackburn Rocs and Gloster Sea Gladiators, both of which proved to be woefully inadequate. Upon the outbreak of the Second World War, many of the aircraft operated by the FAA were considered to be obsolete in comparison to Germany's land-based fighters; thus the need for more capable aircraft was readily apparent. As the Hawker Hurricane had quickly proven to be adaptable to carrier-based operations, there was considerable interest in navalising the Spitfire as well.

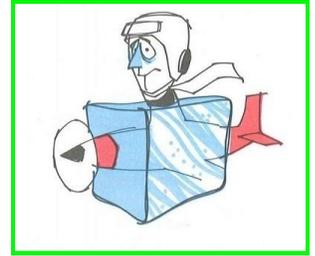
The matter of a seaborne Spitfire was raised again in November 1939. Supermarine submitted a drawing of a Spitfire with folding wings and an arrestor hook.

At a time of need for land Spitfires, the diversion of resources to the construction of a naval variant would reduce Spitfire production. To partially cover the gap until the replacement – which would be the Fairey Firefly – was able to enter service, Grumman Wildcats were ordered from the US for the FAA. These would enter service towards the end of 1940 as the Martlet.

RC Winter Down



South



WINTER FLYING IN FLORIDA

By Ted Prilove

I have been very fortunate to winter in Naples, Florida, for the past 18 years and have always taken at least two R/C models with me.

Naples has 3 R/C flying fields. The north Naples field is located on the County Fairgrounds and is similar in size as our Bayview Field. The electric only field is located in south Naples and is similar in size as our Bronte Field. The BIG R/C field (glow/gas/turbine) is located 20 KM south of the city near Hwy 41 to Miami.

The club dues this year are \$175.00 US.

I fly at the electric field and about half of the pilots are Snowbirds, with myself and Gary from Ottawa being the only Canadians. Flying usually starts around 8:00 A.M. with at least one guy bringing some tasty refreshments. It seems there is a low key competition with some wives to make the best tarts, cakes, cookies or candies. Of course we rave, for example, about Linda's butter tarts or Helen's banana cake and really get excited about Mable's brownies laced with something -----we think!

We talk about politics (mainly Trump-pros and cons) and health issues ---sound familiar?

The big difference is guns! Lots of talk about guns and gun shows, arranging to go shooting after flying and occasionally showing your latest purchases.

The models tend to be trainers types and may be one or two of the 12 to 15 guys have the skill of our Peter Foto or Tim Bidwell or Eric Klepsch. Flying seems to be secondary as everyone wants to get their one to three flites completed then sit under the chickey and chat for the remainder of the morning. There are no charging stations and very few use their car battery for charging.

The atmosphere is extremely casual; there are no enforced flying rules. Everyone does their own thing. No flite line. Take off and landings are any direction you choose and hardly anyone calls their intention. It's hilarious chaos sometimes with crashes (most days) being a source for joking and lively comments.

No one gets upset, BUT, the guys are extremely generous and helpful when needed. They are just a bunch of "good old boys" enjoying each other's company!!!

Isn't that what our hobby is all about?

Cheers----Ted Prilove

And the ideas just keep coming

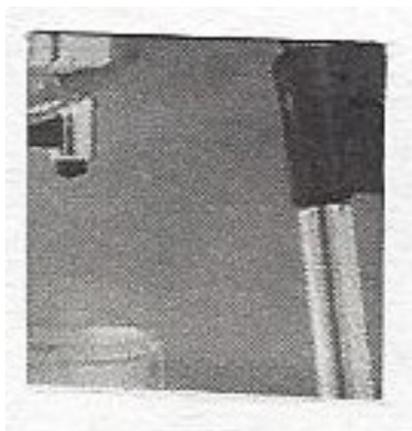
Every time we think about this summers flying circus we come up with new ideas. This is the latest one.

In the past Bill Barnes and his lovely wife have managed what can only be called the BRCM Booth. We are hopeful that they will considered doing it again this year. The booth typically houses prizes and sells tickets as well as providing information for the spectators.

This year we would like to add a working RC model with a member manning the Tx to demonstrate the workings of the various control surfaces.

As a direct result of this we can set up some type of photo with airplane parts partially hidden. The objective would be to identify each part.

You try it. The following pictures are from a recent Canadian Tire Flyer inserted in the Burlington Post. Can you identify the objects.???



ANSWERS ON PAGE 27



We are in the process of designing a “PASSPORT” that will be given to each spectator. It will contain a schedule for the day’s activities as well as other information. It will be designed to encourage spectators to visit the Carnival Booths and participate in the activity at each booth.

There will be more on this in a future issue of Skywords.

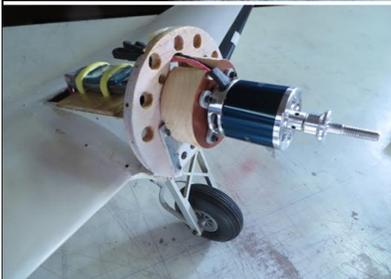


Cook's Corner



A few years ago Luis Lopez purchased the skeleton of a nitro powered DC 3 at a General Meeting Swap Show. He recently contracted club member John Cook to make modifications so that the battery could be accessed without removing the wings.

Having seen the finished product I can attest to the fact that John did an absolutely outstanding job on this aircraft. Because of the intricacies of making the battery compartment easily accessible while maintaining the structural integrity of the fuselage, we thought it would be a great construction/project article for our Skywords readers.



TOP LEFT TO RIGHT: The original fuselage before customization. The fuselage with the battery access visible. The cover for the battery access hatch made from the re-enforced cut out section of the fuselage.

LEFT: The nacelle with the electric motor and modifications to provide better air flow for cooling.

In addition, this is our first attempt to integrate the written copy of Skywords with an online video demonstration. The links to various aspects of this project are below.

We have the technology to use this same technique for SHOWnTELL as well as member projects. Let us know what you think of the concept.

EDITOR'S NOTE: *Contrary to what the introduction states, the conversion from nitro to electric was part of a different project.*

INTRODUCTION: <https://www.youtube.com/watch?v=xZx8Hw7UWts>

NACELLES MODIFICATIONS: <https://www.youtube.com/watch?v=qBf9hWBwh78>

FUSELAGE MODIFICATIONS: <https://www.youtube.com/watch?v=W2lOCSDZNIo>

BATTERY TRAY: <https://www.youtube.com/watch?v=-WY1A51I5Ec>

AN OPPORTUNITY FOR PAID ADVERTIZING

HEALTH ISSUES

- Do you have feelings of inadequacy?
- Do you suffer from shyness?
- Do you sometimes wish you were more assertive?

If you answered yes to any of these questions, ask your doctor or pharmacist about Cabernet Sauvignon.

Cabernet Sauvignon is the safe, natural way to feel better and more confident about yourself and your actions. It can help ease you out of your shyness and let you tell the world that you're ready and willing to do just about anything.

You will notice the benefits of Cabernet Sauvignon almost immediately and, with a regimen of regular doses, you can overcome any obstacles that prevent you from living the life you want to live.

Shyness and awkwardness will be a thing of the past and you will discover many talents you never knew you had. Stop hiding and start living.

Cabernet Sauvignon may not be right for everyone. Women who are pregnant or nursing should not use it. However, women who wouldn't mind nursing or becoming pregnant are encouraged to try it.

Side effects

Side effects may include:

Dizziness, nausea, vomiting, incarceration, loss of motor control, loss of clothing, loss of money, loss of virginity, delusions of grandeur, table dancing, headache, dehydration, dry mouth, and a desire to sing Karaoke and play all-night rounds of Strip Poker, Truth Or Dare, and Naked Twister.

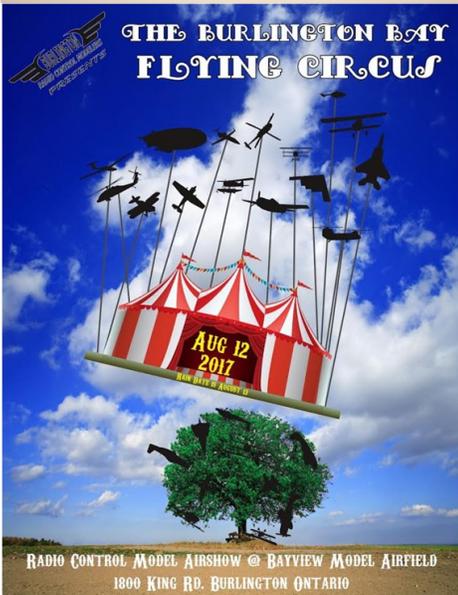
Warnings:

- The consumption of Cabernet Sauvignon may make you think you are whispering when you are not.
- The consumption of Cabernet Sauvignon may cause you to tell your friends over and over again that you love them.
- The consumption of Cabernet Sauvignon may cause you to think you can sing.
- The consumption of Cabernet Sauvignon may create the illusion that you are tougher, smarter, faster and better looking than most people.



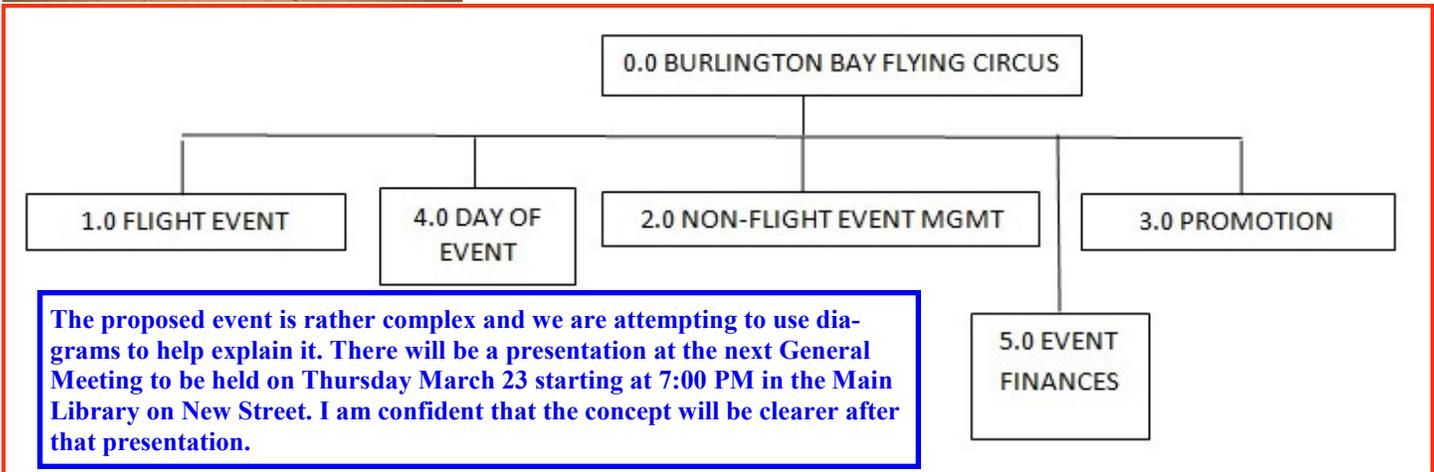


The Burlington Bay Flying Circus



As was announced in previous editions of Skywords, the club's summer event is titled The Burlington Bay Flying Circus and will focus equally on providing a venue for both RC Pilots and Spectators.

Following is a series of diagrams that focus on different aspects of the days activities as we currently envision the event. It is hoped that the diagrams will provide a clearer understanding of the components that have to be covered to make the day a success.

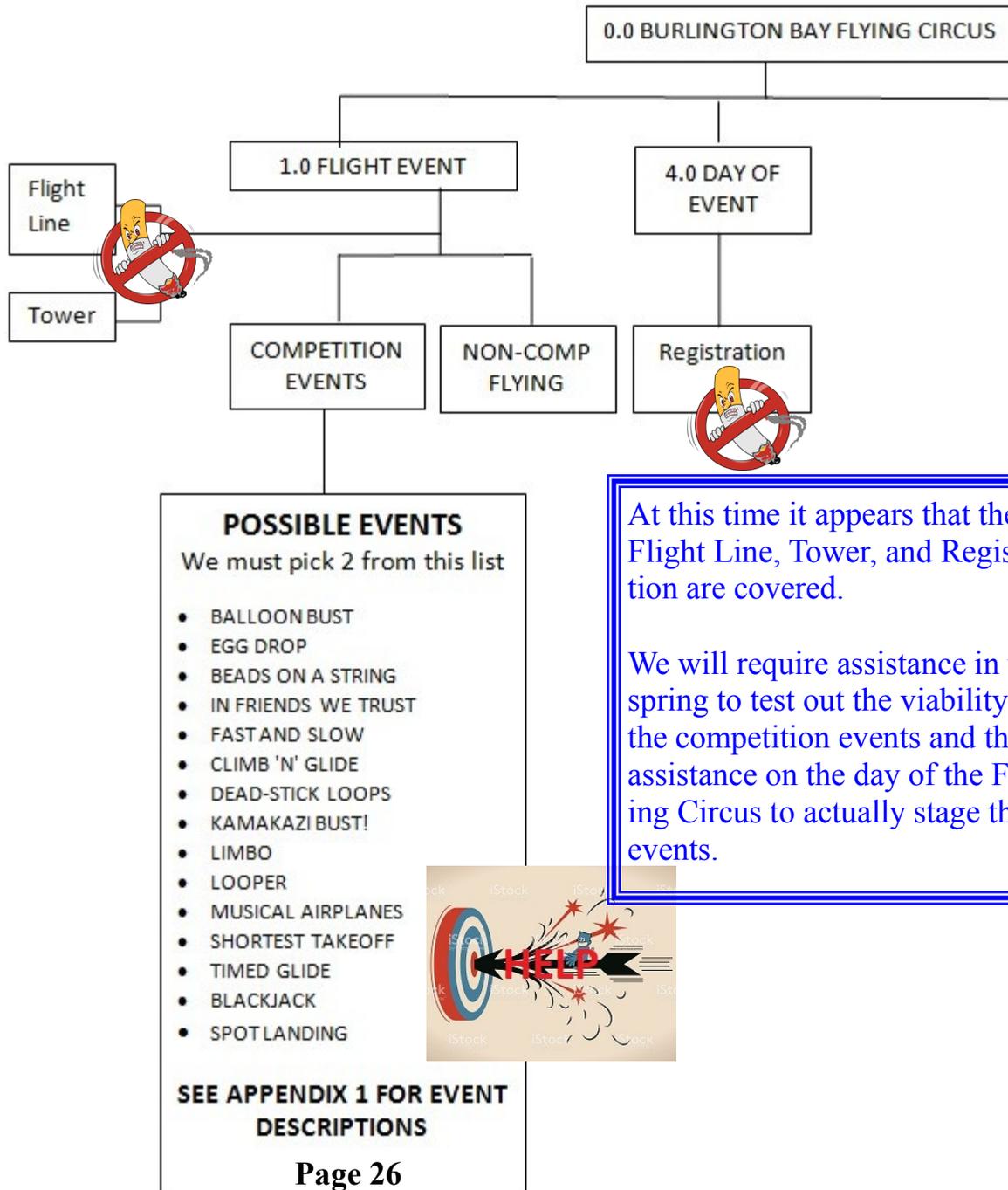


This first section of the event decomposition diagram is a high level depiction of the major aspects that have to be addressed and managed.

The following diagrams will provide more detail regarding each of these major areas.

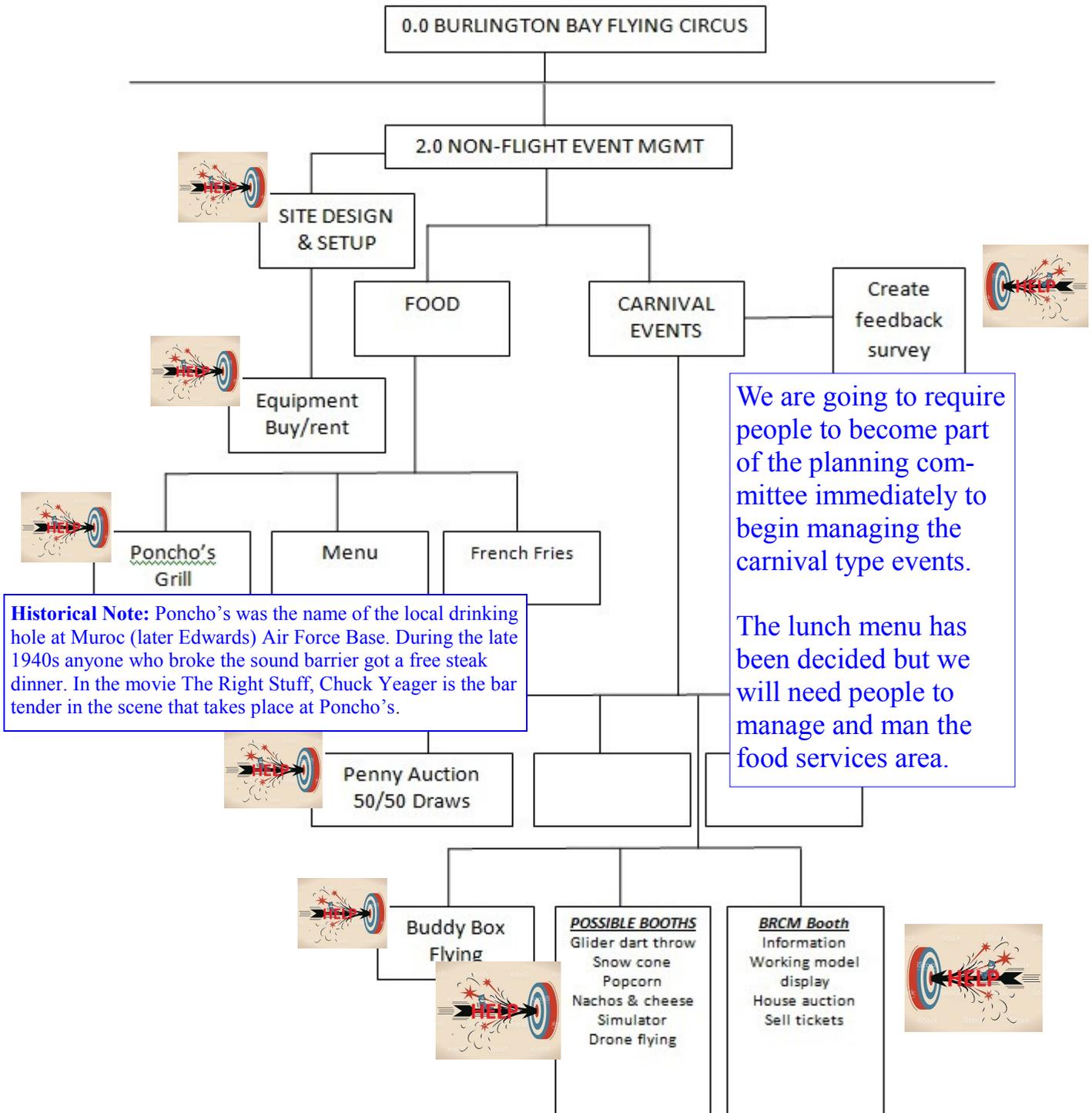
The following diagrams will also indicate where we are in need of volunteers to manage the components involved. We would hope that we have sufficient volunteers to assist the managers in actually executing the individual tasks.

A failure to obtain sufficient numbers of volunteers will put the non-flying component in jeopardy.



The diagram above deals with the flying component, which consists of a Non-Competitive Fun Fly open to all and an optional competitive component - The Hot Dog Rally—with the winner receiving an appropriate trophy. (see Hot Dog Rally Trophy Design Competition on page 1 of this edition). This spring, we will need the help of several members in narrowing the list of fifteen (15) possible events to the two (2) that time will permit for the actual competition. This will consist of trying them out to see which are practical under the given circumstances. These possible events are briefly described in Appendix 1, on the page 26 of this edition.

This will be a one day event held on Saturday August 12, 2017, with Sunday August 13, 2017 as a rain/wind day. This change in date will allow our club turbine pilots to participate as we are avoiding the usual conflict with Wingham Jets. At this time all indications are that a number of pilots are interested in participating so it is not an area of concern.



Historical Note: Poncho's was the name of the local drinking hole at Muroc (later Edwards) Air Force Base. During the late 1940s anyone who broke the sound barrier got a free steak dinner. In the movie *The Right Stuff*, Chuck Yeager is the bartender in the scene that takes place at Poncho's.

We are going to require people to become part of the planning committee immediately to begin managing the carnival type events.

The lunch menu has been decided but we will need people to manage and man the food services area.

The non-flying element of the proposed event depicted in the diagram above represent the carnival part of the Flying Circus. This is a new but possibly very rewarding component of the event. In order to implement this part we need volunteers willing to manage a "booth" to step forward by the end of March as we are going to have to identify and budget for the physical resources required to implement the attractions.

We are open to suggestions for other possible "booths" that can be added to the above list for consideration as no final decisions have been made at this time.

We are also going to require a volunteer to manage the food preparation as our former "chief cook" Joe Faz-zari will be required to float this year as he is one of the two event coordinators along with Trevor Brum. We are planning on simplifying the menu.

We are going to eliminate “Pilot Prizes” and introduce “Spectator Prizes” won by means of a “Penny Auction” which will be a new and unique feature to such events. Although we already have a few prizes for this, we are in need of more. If you are in a position to provide or have any contacts that might be able to provide prizes we would appreciate it very much. Remember these prizes are not for participating pilots but rather for the spectators who will be a cross section of your neighbours.

In addition, we will continue to have 1 or 2 50/50 draws throughout the day.

At this time we expect the recipient of a donation from the club to continue to be the Carpenter Hospice.

We are also looking at the possibility of a joint venture with a local organization and ongoing sponsorship and will provide more information as these plans materialize.

The concept we have developed and need your help to implement is designed to make the public more aware of our existence and to provide an opportunity for the club to improve our public relations image with that public and the City of Burlington.

We are also of the opinion that this is just a start and that there is a tremendous opportunity for down range enhancements that will continually improve the event.

But, as usual, nothing will happen unless we get the necessary help from our members. During March’s GM we will pass around the Volunteer Sign Up forms. For those at that meeting and for those reading this who may not attend the meeting, please contribute where you can.

Any comments or input would be appreciated. Please submit them to brcmskywords@gmail.com.

Thank you.

SUMMARY OF AREAS WHERE HELP IS REQUIRED

Testing Hot Dog Rally Events to select best 2	Spring 2017
Manage Carnival Part of Site Design	Part of planning committee
Manage Carnival Booths	Part of planning committee
Purchase and transport of food supplies	Week of August 7, 2017
Set up of Bayview Park	Friday August 11, 2017
Assist with Registration	Day of Event
Staff Poncho’s Grill (3 people needed)	Day of Event
Staff Carnival Booths (at least 4 booths)	Day of Event
Staff BRCM Booth	Day of Event

Manage Event Promotion: This year we will focus on promoting the event within the community. Rather than advertize the event in the MAAC Magazine - Model Aviation Canada, we plan to use the money to advertize in community based vehicles such as Coffee News. We have other ideas but require a volunteer to follow up and generate additional vehicles for promotion. This individual will be part of the planning committee.



Although we have some good ideas to promote the event we need someone to step up and manage the finalization and execution of the event promotion.

The following is the **FIRST DRAFT** of a **POSSIBLE** schedule for the day. Comments are invited and more details will be available in next month's edition of Skywords, so make sure that you look at your copy early.

TIME	EVENT	EVENT	EVENT
8:00	Set Up and Registration		
8:30		Pilot Briefing	
9:00	Event Flying Begins		
9:30			
10:00		Hot Dog Rally Event 1	
10:30			Poncho's Grill Opens
11:00			
11:30			
12:00	Demonstrations		
12:30			
1:00	Event Flying Resumes		
1:30		Hot Dog Rally Event 2	
2:00			Poncho's Grill Closes
2:30			
3:00			
3:30	Awards		
4:00	Open Flying Begins		
4:30			
5:00	Clean Up		
5:30			
6:00			



SAFETY CORNER

I recently received an email from one of our members asking me to pass along some information regarding range checks and 2.4 GHz radio systems. I myself have heard some pilots discussing this very issue last season. So the question, is it necessary to do a range checks when using 2.4 GHz transmitters. Well the answer is absolutely yes! MAAC guidelines require it and if you look into your own radio manual I'm sure there's a section there on how to do checks with it. If you are unsure how to do these important checks ask a fellow pilot or just look on the web, there's tons of useful information for all us RC pilots. Remember we are all responsible for maintaining our aircraft, radio systems and the safety of ourselves and the people around us. I hope all of us at BRCM will do our part and make safety a priority.

Cheers
John Ham

Yes and for ignition and turbines it should be done with the engine/turbine running as well. You also need to walk fully around the model. - 360 degrees.

I noted a lot of dropouts in my 104 from the rear and had to relocate one receiver and antennas.

Cheers
Doug

SAFETY FIRST

followed by

COURTESY, RESPECT AND PROPER ETTIQUEST OF

FELLOW MEMBERS FLYING



BRCM CLUB PATCHES Are Still Available

THESE ARE EMBROIDERED CLOTH PATCHES

COST = \$10.00

Contact Joe Fazzari at brmskywords@gmail.com
Or
Speak to him at a Monthly General Meeting



2017 CLUB EVENT DATES

April 7, 8, 9	Toledo
June 10-11	Christie Float Fly
June 17	Bayview Scale Rally
June 24	Bronte Vertigo
Aug 12, 2017	Flying Circus
Aug 13, 2107	Flying Circus RAIN DAY



RE: CLUB ANNOUNCEMENTS

To make the current format of Skywords viable on a long term basis it will be necessary to delegate responsibilities. It will, therefore, be the responsibility of club members responsible for club events or items to send articles, reminders, announcements, dates, etc to brmskywords@gmail.com for publication. Such items that are on the club web site will be added initially to get started.

APPENDIX 1 – FLYING CIRCUS EVENT DESCRIPTIONS

BALLOON BUST Use three helium-filled balloons tied to Crepe Paper at 50 feet, at 25 feet and at 5/10 feet. Everyone gets 3 high speed passes at each balloon (i.e. they have to be full throttle parallel to flight line passes). Points awarded depend on balloon busted.

EGG DROP Everyone gets a popsicle stick and some rubber bands to mount a Dixie cup on their plane. Three (3) big circles are drawn on the field with lime, or powder of some sort. 5 points for outer circle, 10 points for next circle in, 15 points for smallest circle, and 25 points if you can hit the pie plate in the centre.

IN FRIENDS WE TRUST Pilot taxis around obstacle course while blindfolded, obeying commands from caller. Low time wins.

FAST AND SLOW Plane flies a straight course twice. First pass is for all out speed. (Diving plane is allowed.) Second pass is flown slowly as possible, maintaining reasonable altitude and course. Largest difference in the two times wins.

CLIMB 'N' GLIDE Pilot is given 30 seconds after takeoff to climb high as possible. At 30 seconds, the engine is stopped. Throttle is advanced to prove dead engine. Landing must be on runway. High time wins.

DEAD-STICK LOOPS Climb 35 sec. from take off, kill engine, advance throttle after 5 sec. to prove engine off and make maximum number of loops before landing. Fall-offs count for 1/2 a loop. Score one additional loop for stopping within a 20' x 20' area on the runway.

KAMAKAZI BUST! Pilot takes off and calls for helium balloon to be released from runway center, and also starting stopwatch. Break the balloon before it reaches the stratosphere.... Low time wins.

LIMBO Use a thirty foot crepe paper ribbon strung between two bamboo fishing poles...you know the rest. Double points for doing it inverted

LOOPER Most oops in one minute timed from takeoff.

OR

Fly straight and level and then when the stop watch is started, do as many loops as you can in one minute. The most loops win. (This is great for beginners as it is started and finished in flight so no rushing to take-off.)

MUSICAL AIRPLANES Fill the sky with old airplanes. A horn is blown, and all aircraft must land, Last plane down is eliminated. Continue till all but one plane is eliminated.

SHORTEST TAKEOFF Pilot tries to takeoff in the shortest possible distance.

TIMED GLIDE Similar to the above event, with the exception that the engine is set to idle after a certain amount of time and then it is glided for as long as possible until the throttle is applied again which stops the timer

BLACKJACK Lay out (12) 20' squares on the runway in a 2 X 6 matrix lengthwise. Number the squares on the right side 0, 2, 4, 6, 8, & 10; the ones on the left 1, 3, 5, 7, 9, & 0. In a series of landings, the pilot attempts to come as close to 21 as possible, based on the wheel strike point of each landing. Pilot may elect to stop with a score of LESS than 21, but going over 21 disqualifies him.

SPOT LANDING Paint a line across the centerline of the runway and then paint two more parallel lines, (one on either side of the target line,) about 10 or 15 feet apart. Each pilot gets three attempts to land (touchdown,) as close to the middle line as possible. After the three tries, and the plane stops (with propeller spinning), the score is counted. Touching on the middle line is worth 50 points, touching down with on the two outer lines is worth 25 points and just touching down outside of the target lines is worth 5 points. Highest score wins. (Ties are broken by shortest time.)

OR

Land in the circle,

APPENDIX 2 WHAT IS IT ANSWERS

The answers to the quiz on page can be found in the following Canadian Tire Flyer front page.

FRESHEN THINGS UP!
FRIDAY, FEBRUARY 24 TO THURSDAY, MARCH 2, 2017

Cuisinart
SAVE \$50
 Sale 179.99 Reg 229.99 Espresso Maker. Features 15 bars of pressure and 53oz removable reservoir. 43-0599-4.
 Save up to \$30 Sale 59.99-99.99 Reg 79.99-129.99 Selected Cuisinart Countertop Appliances. 43-0435X.

YARDWORKS
TESTED FOR LIFE IN CANADA
SAVE \$250
 Sale 249.99 20.84/month** Reg 499.99 4-Ton Electric Log Splitter. 60-3823-0.

Mastercraft
TESTED FOR LIFE IN CANADA
SAVE \$180
 Sale 169.99 Reg 349.99 21' Multi-Task Ladder. Type 1A. Up to 300-lb capacity. Converts to up to 19 configurations. 61-1056-6.

Mastercraft
SAVE \$250
 Sale 99.99 Reg 349.99 71-Pc Air Tool Kit. 58-9369-4.

HERITAGE ROCK
TESTED FOR LIFE IN CANADA
SAVE 70%
 Sale 179.99 Reg 599.99 10-Pc Non-Stick Cookset. Lifetime warranty against warping. Dishwasher safe. 142-7071-0.
 Sale 39.99 Reg 139.99 3-Pc Knife Set. 142-9089-8.

James
TESTED FOR LIFE IN CANADA
SAVE \$80
 Sale 89.99 Reg 169.99 James 8" Work Boots. CSA Grade 1 steel toe/plate with ESR. Selected men's sizes. 87-5177X.

ELIMINATOR
TESTED FOR LIFE IN CANADA
SAVE 35%
 Sale 99.99 Reg 159.99 Booster Pack. 1000 peak amps. Built-in air compressor. 11-1912-8.
 Sale 129.99 Reg 199.99 Power Pack. 1200 peak amps. Provides AC, DC and USB power anywhere. 11-2016-6.

NO FEE NO INTEREST FINANCING* **12 EQUAL MONTHLY PAYMENTS**
 When you spend \$200 or more storewide

*Based on the sale price financed at a 10% APR. NO UPFRONT FEES. NO INTEREST CHARGES.

**See inside back page for details.

ANSWERS: COFFEE MACHING AND SAFETY BOOT.



General Meeting Minutes

BRCM General Meeting - Feb 23, 2017

of members present: 39

Motion to open: John Ham Seconded: Joe Fazzari

Welcome:

New Members: Dan P.

Guests: Al Moraliss, Gus Syvestore

Review and Accept Minutes: from January 26, 2017. Passed.

Message from the President:

Articles of Incorporation from 1974, using Modelers with 1 "I"

Objectives from incorporation 43 years ago remain in effect today.

Bayview address has been changed from 1800 King Rd to 1548 King Road

A special shout out to Lawrence Cragg for his tireless work.

2017 Budget:

142 members have renewed their membership

59 are not yet renewed

Bronte Update:

Field is mucky and wet

Proposal to add a lock to the outhouse

Bayview Update:

Grass has improved and Doug proposes we carry on with the program of aeration, seeding, and top dressing, and rolling. The suggestion was made we purchase a roller.

A motion is made to support this program by John Ham and seconded by Ian Brown. Passes unanimously.

Events and issues:**Outstanding business:**

Bylaw #2 and Code of Conduct – failure to ratify at AGM – board will revise and will need to ratify.

The board will reduce, revise, and reapprove, then ratify at the next General Meeting

Motion made for a coffee machine in the clubhouse but was deemed a safety issue.

Corporate documents will be online

Web cam has some kinks to work out but Dwayne is on it.

Ashley, Bill and Dwayne will be meeting with the city.

Nick Moskal proposed purchasing a new club house with greater size and reasonable price. His suggestion was well received by members. A motion to investigate this topic was made by Nick and seconded by Joe Fazzari.

Time does not allow for a proposal to go to the city in regard to an upgrade where the city will match a \$5000 investment. The deadline for submissions is March 15 and there is not enough time for this year. Plan for 2018.

Show And Tell:

We had a wide variety of planes for show and tell.

Rich Muller with his huge jet (F86)

John Cook with an interesting open aerofoil wing.

Geoff Norman, a Tiger Moth.

Nicholas Jacobs with another innovative plane with wing pitch variability.

Laddie with an interesting design

Ian Brown

Burlington Bay Flying Circus – Aug 12th

Going to date the event so it doesn't coincide with the Wingham event – are looking at August 12th as possible date.

There will be demonstrations and flying competitions

A greater focus on the spectators and their enjoyment, events for the spectators as well as watching the flying

Question as to whether the pilots will make a small payment or fly for free

Proceeds will support the local hospice.

Volunteers are needed for the event to run smoothly.

Unclear whether the event will be one or two days.

Date of Next General Meeting: March 23, 2017

Motion to close: Mike Block

Seconded: Derek Howe