



# SKYWORDS

EDITOR: Joe Fazzari

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## LOOK FOR IN NEXT MONTH'S ISSUE

- > Flying Circus Update
- > Editorial
- > Member Focus
- > Aviation History

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## SKYWORDS SURVEY

As mentioned in a previous issue of Skywords, we are interested in getting a better understanding of what the members would like to see in Skywords.

We have experimented with a number of formats and article types to give you exposure to as many combinations and permutations of articles as possible.

If we can determine the likes and dislikes of the majority of members we may be able to expand on the areas of preference and make the process of publishing the monthly news letter more efficient.

To this end, we have developed a survey to be delivered by Survey Monkey. For security reasons we have decided not to provide Survey Monkey with your emails. This means that the survey cannot be sent to you but that you will have to log on to the following site to complete it.

[PLEASE CLICK HERE TO COMPLETE THE SURVEY](#)

You recently received such a survey from Trevor Brum dealing with the Bay-view Field Vision Project. I am in competition with Trevor to see who gets the most responses. The loser has to buy the winner a coffee. PLEASE DON'T LET ME DOWN. Complete this survey and make me a winner. Trevor is better looking than me and flies better than me so this may be my only chance to beat him at something.



*The difference between involvement and commitment is like ham and eggs. The chicken is involved; the pig is committed.*



**FIRE SAFETY**



classroomclipart.com  
http://classroomclipart.com

# SAFETY CORNER



**Marker Pole east end  
of Harry Barnard  
Field**

I am willing to bet that many people currently residing in the grave yard were right. Further, I would say that their reward for being right was their plot in the cemetery.

It must be noted that the dog walking area beside the Harry Barnard Field has been expanded. Some of the individuals who walk their dogs in this park are under the mis-conception that we are flying too close to their defined space.

In most cases this is not correct but it is their perception and they sometimes lodge a complaint based on this mis conception with the city.

Our own members who utilize this dog walking park in addition to their calling to be RC Aviators admit that depending on the size and attitude of the plane on approach it can be intimidating.

For the sake of global peace on earth and to avoid the soft dollar cost of investigating complaints from the dog park users. Please make you turns before the white and red marker pole at the extreme west end of the field.

The pole is currently lined up with the inside edge of the paved runway as depicted in the accompanying diagram. This may not be the ideal location and we will entertain suggestions to relocate it, however this is where it currently resides so recognize this when you are planning your approach to either the asphalt or grass runways.

For you cooperation, "My mother thanks you, my father thanks you, my sister thanks you. And as for me that goes without saying."

Al Jolson

Per John Ham



## Mini fire extinguishers inside lithium batteries may stop blazes

By Alice Klein

One strategy is to add a flame retardant chemical to the battery liquid, known as the electrolyte. But this decreases the conductivity of the electrolyte and hinders performance.

To solve this problem, Yi Cui at Stanford University in California and his team enclosed the flame retardant in a thin polymer capsule that separates it from the electrolyte. The idea is that the flame retardant will only be released into the electrolyte if the battery overheats and melts the polymer shell – like a fire extinguisher that automatically goes off when it gets too hot.

### Fighting fire

When the capsules were tested in burning battery liquid, they rapidly melted and released the fire retardant, extinguishing the blaze in less than half a second. Moreover, there was no reduction in regular battery performance when the polymer capsules were tested in commercial-type lithium batteries.

If the capsules are shown to prevent battery fires in real-world settings, they could make lithium batteries more viable for use in electric vehicles and aircraft, says Cui.

The durability of the capsules will be a deciding factor, says Neeraj Sharma at the University of New South Wales, Australia. “If they’re going to be used in electric vehicles, you’d want a lifetime of 10 or 20 years,” he says.

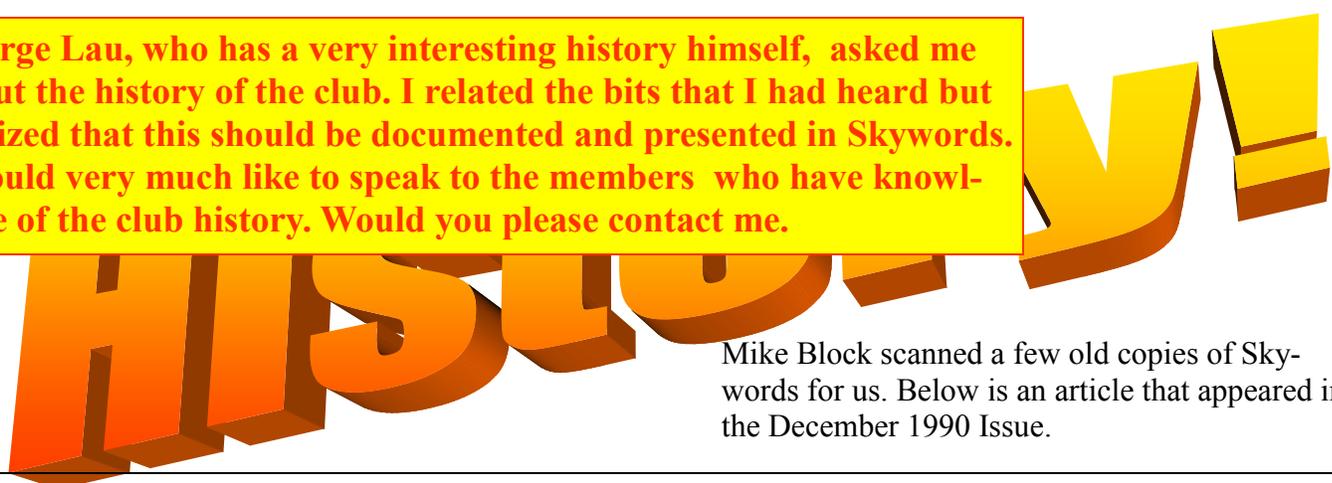
Cui and his team found that small amounts of the flame retardant diffused through the polymer capsule into the electrolyte when the lithium battery was charged and discharged 360 times. Over longer time periods, this gradual leakage may eventually impair the conductivity of the electrolyte. “Further tests will be needed,” Cui says.

**Journal reference:** *Science Advances*, DOI: 10.1126/sciadv.1601978

### [NOVA: The Search for the Perfect Battery](#)



George Lau, who has a very interesting history himself, asked me about the history of the club. I related the bits that I had heard but realized that this should be documented and presented in Skywords. I would very much like to speak to the members who have knowledge of the club history. Would you please contact me.



Mike Block scanned a few old copies of Skywords for us. Below is an article that appeared in the December 1990 Issue.

## FROSTY FLY

### Planned again for January 1/91

Wayne Bransfield promises that a heated shelter will be available for this event and hot refreshments will warm the participants. This has been a well-attended event since its beginning, and the organizers have been able to arrange good weather. For recommended clothing, see photo #1. →

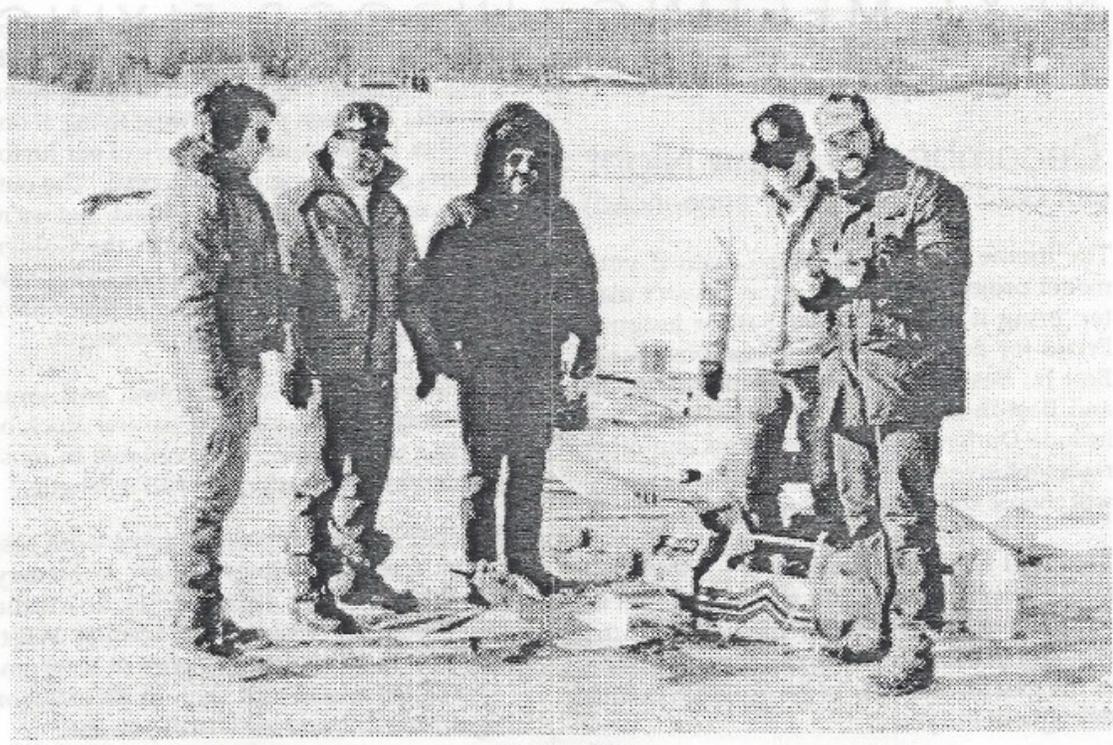


Photo #1

The ultimate in cool fashion as shown by our ever popular R. Barr et all!

## PREVIOUS MEETING

NOVEMBER 22/90

An important announcement - Recommendations of the board were adopted by the club:

1) An initiation fee of \$30.00 per member (\$40.00 for family membership) will be effective January 1/91.

2) Renewal cut-off date for 1991, will be February 28 (meeting night). If you haven't paid your 1991 dues by that meeting, your membership will be void, and you will have to wait for an opening in the roster to get back in, and pay the initiation fee.

The membership cap has been raised to 180 members, but we still anticipate a waiting list in the coming year.



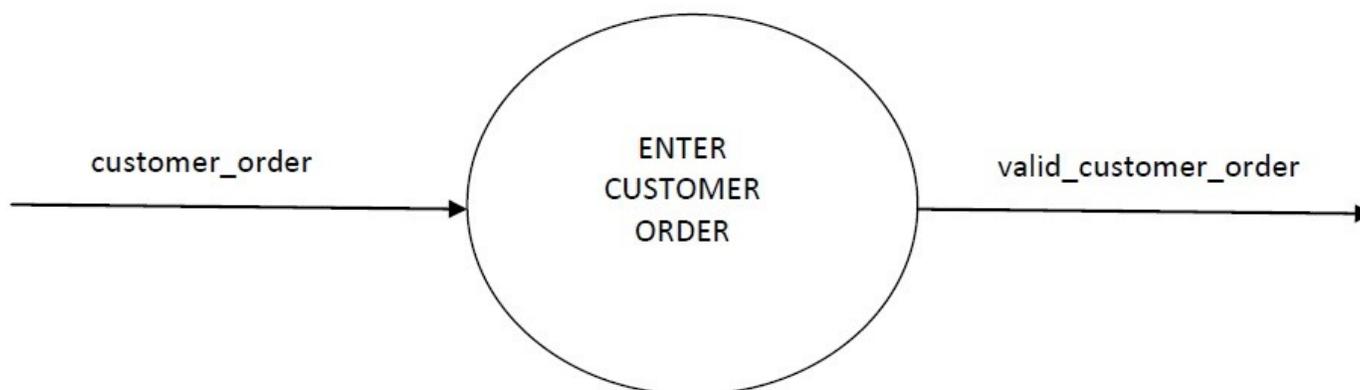
# Editorial

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.

I believe by now the general membership is aware that the club's Board of Directors has faced a unique challenge over the past four years. Much time and effort was expended dealing with and responding to this challenge; it was an expensive endeavour in terms of soft dollars. It is imperative that club resources not be wasted on such issues. This has been a very valuable lesson in the opinion of this author.

When I was involved with systems design I made extensive use of what were called Data Flow Diagrams. In these diagrams, data flows into a process which **MUST** change the data in some way. If the data is not changed by the process, then what was the purpose of the process?



Likewise, the events of the past four years must change the club. The current board is attempting to do this by introducing a Code of Conduct based on what was learned. To do this, By-Law #2 (included on page #6/7) must first be passed requiring a quorum at the monthly board meeting. At April's GM we did not have a quorum so By-Law #2 could not be voted on.

New Ontario legislation regarding the management of Non-Profit Corporations, which BRCM is, will force the adoption of such items if one is not in place. We should be pleased that our board of directors has the foresight to implement documents tailored to our specific needs and experiences before one is forced upon us.

For this reason I encourage all members to attend the May General Meeting which will be held on Thursday May 25 and vote in favour of By-Law #2. We must show our support for a board that is doing such an excellent job supporting us.

By-Law #2 appears on the following pages for your review.

## BY-LAW NO. 2

A by-law respecting matters supplemental to those as set out in Bylaw 1, the terms of which remain in full force and effect and are not intended to be replaced by this Bylaw 2.

### **BURLINGTON RADIO CONTROL MODELERS CLUB** (herein called the "Corporation")

BE IT ENACTED as a by-law of the Corporation as follows:

#### **Code of Conduct**

1. The Board of Directors (herein call the "directors") of the Corporation may, from time to time, and without the authorization of the members adopt a Code of Conduct respecting the duties and obligations of the members, not inconsistent with the *Corporations Act, R.S.O. c C.38, as amended* (the "**Act**"), the Letters Patent or the by-laws, which Code of Conduct shall be complied with and enforced by the directors in the same manner as the by-laws. Any such Code of Conduct, or amendments thereto, shall be effective thirty (30) days after notice thereof has been given to each member, unless the directors are in receipt of a requisition in writing signed by at least 10% of the members requiring a meeting of members to consider the Code of Conduct, or amendments thereto.

#### **Renewing Memberships**

2. A member seeking to renew his or her membership must make application and be readmitted as a member by the directors.

#### **Disciplinary Actions or Termination of Membership for Cause**

3. The directors shall be permitted to take disciplinary action or terminate the membership of any member who fails to comply with the provisions of the Code of Conduct, the Letters Patent or the by-laws, using the following procedure:

- (a) Upon 15 days' written notice to a member, the directors may pass a resolution authorizing disciplinary action or the termination of membership for violating any provision of the Code of Conduct, the Letters Patent and/or by-

Continued next page

By Law #2 continued from previous page

laws; and

- (b) The notice referred to above shall set out the reasons for the disciplinary action or termination of membership. The member receiving the notice shall be entitled to give the directors a written submission opposing the disciplinary action or termination not less than 5 days before the end of the 15-day period. The directors shall consider the written submission of the member before making a final decision regarding disciplinary action or termination of the membership.

ENACTED by the directors and sealed with the Corporation's seal the \_\_\_\_\_ day of October \_\_\_\_\_, 2016.

\_\_\_\_\_  
President (CS)

\_\_\_\_\_  
Secretary (CS)

Resolved that the foregoing by-law is hereby enacted by the directors of the Corporation, pursuant to the *Corporations Act* as evidenced by the respective signatures hereto of all the directors.

DATED the \_\_\_\_\_ day of October, 2016.

### SKYWORDS PUBLISHING SCHEDULE

ACTIVITY	DATE	TIME PERIOD
Monthly General Meeting	May 25, 2017	4th Thursday of Month
<b>FOLLOWING MONTH</b>		
Board Meeting Article Submission Deadline	June 6, 2017	1st Tuesday of Month
Publish Skywords	June 13, 2017	2nd Tuesday of Month

### CONTACT SKYWORDS

**S**kywords has a new email address that you can are encouraged to use to contact the editors. The address is [brcmskywords@gmail.com](mailto:brcmskywords@gmail.com)

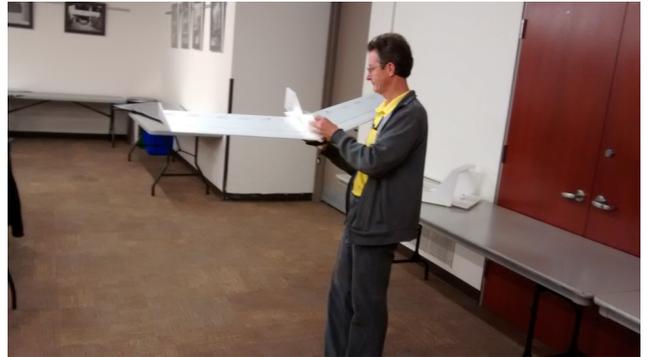


# Show N Tell

John Cook shared two very interesting personal designs with the group.

The first—the flying wing—is a prototype and an experiment to test stability and performance of the design.

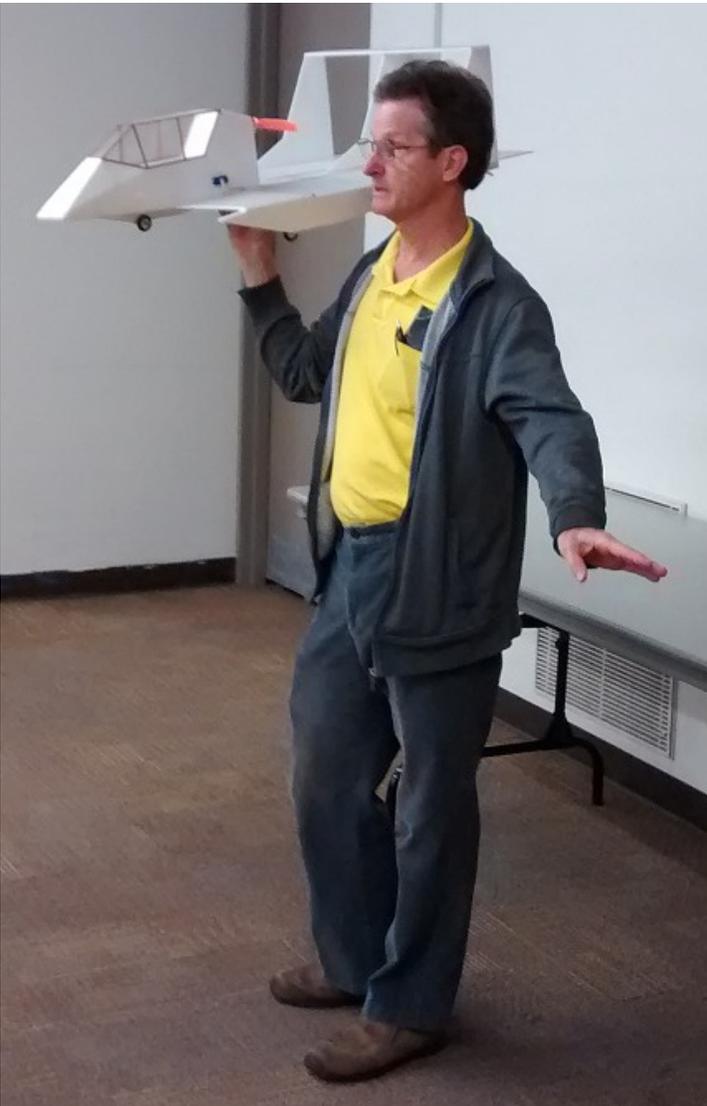
The second one—the flying boat—is the first prototype of the real one that he wants to build. It will be rated as a



ground effects vehicle or an ultra light air craft. It will have a 30 HP engine and carry two people. It will have wheels so it can be driven from the ground into the water to be used as a boat or throttle up and fly. So far all test flights have been better then he thought they would be. The craft is smooth and very stable in flight.

The next model will be 1/4 scale, made of wood and be powered by an OS 32 engine. He will move the elevons up out of the water to protect them from possible damage.

We look forward to following the ongoing development of this very interesting project.



## EDITORS NOTE:

**The reason I enjoy being a member of this club is that I am excited by the innovative nature and the ideas of many of the members.**

**A few years ago, I had a dream of building a flying hovercraft, but realized that I do not have the necessary skills. You might enjoy the following U-Tube video.**

### [FLYING HOVERCRAFT VIDEO](#)

**“Those who can do. Those who can’t dream”**



Earlier this year Rich Muller brought in the F86 Sabre that he was building for a customer. At that time he was preparing to put on the finishing touches, and promised to bring it back when completed.

Well, true to his word, the completed model was on display at the April General Meeting. The attention to the weathering was remarkable. When Rich speaks he makes is sound so routine but believe me it was an OMG! moment for most members. Rich being the casual guy that he is, insisted that there was no need to genuflect in front of the motel.

This year we changed the date of the club major summer event so that it no longer interferes with Wingham Jets and I know that a number of members are planning on attending this exciting event. Hopefully we will see the F86 in action.

The owner was apparently picking it up on the following weekend.



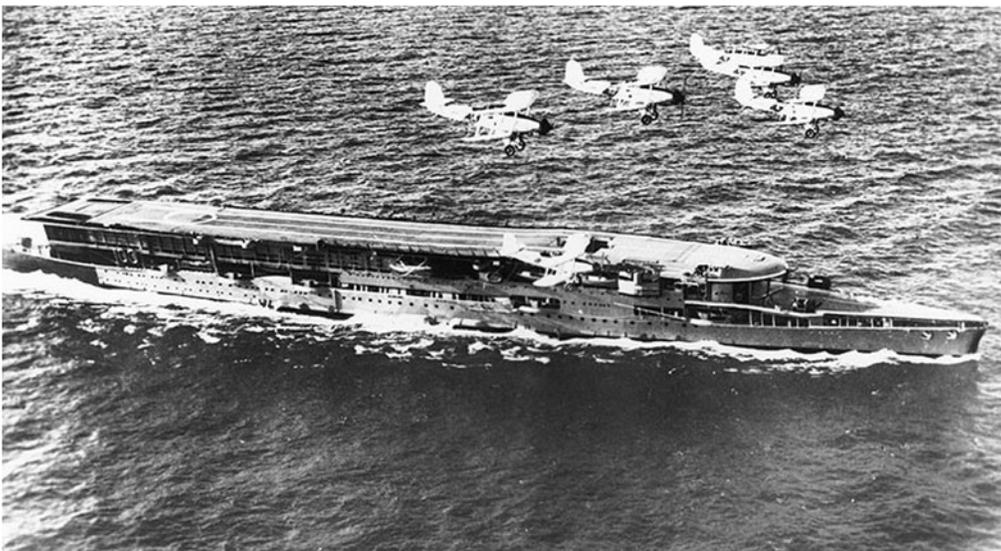
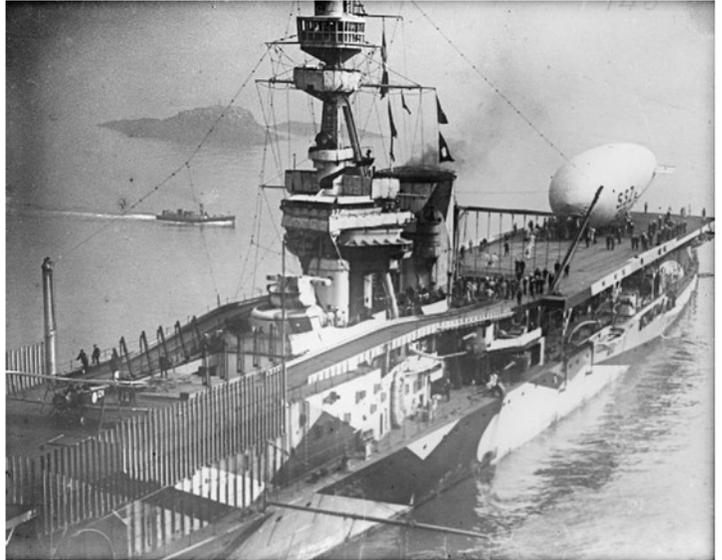
# May 26 General Meeting

The May GM will also be the last general meeting before the summer break, as there are no meetings in June, July, and August. At this meeting, we strive to have a huge SHOWnTELL celebrating the planes that will be flown during the summer months. You are encouraged to bring a model to display.

In addition, Ian Brown would like to highlight Naval Aircraft with a special display as this year is the 100<sup>th</sup> anniversary of the commissioning of the first Aircraft Carrier – the HMS *Furious*.

**HMS *Furious*** was a modified *Courageous*-class battle cruiser built for the Royal Navy during the First World War (1916). The ship was very lightly armoured and designed to be armed with only two heavy guns (18-inch), one forward and one aft, plus a number of lesser guns. *Furious* was modified and became an aircraft carrier while under construction (1917). Her forward turret was removed and a flight deck was added in its place, such that aircraft had to manoeuvre around the superstructure to land. Later in the war, the ship had her rear turret removed and a second flight deck installed aft of the superstructure, but this was less than satisfactory due to air turbulence. Her aircraft were involved with the attack on the Zeppelin sheds at Tondern in 1918. *Furious* was briefly laid up after the war before she was reconstructed with a full-length flight deck in the early 1920s.

After her conversion, *Furious* was used extensively for trials of naval aircraft and later as a training carrier once the new armoured carriers like *Ark Royal* entered service in the late 1930s. During the early months of the Second World War the carrier spent her time hunting for German raiders in the North Atlantic and escorting convoys. This changed dramatically during the Norwegian Campaign in early 1940 when her aircraft provided air support to British troops ashore in addition to attacking German shipping. The first of what would be a large number of aircraft ferry missions was made by the carrier during the campaign. After the withdrawal of British troops in May, *Furious* made several anti-shipping strikes in Norway with little result before beginning a steady routine of ferrying aircraft for the Royal Air Force.



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# Wing Mate of the Month

## Wing Mate of the Month



The **Grumman F-14 Tomcat** is an American supersonic, twin-engine, two-seat, variable-sweep wing fighter aircraft. The Tomcat was developed for the United States Navy's Naval Fighter Experimental (VFX) program after the collapse of the F-111B project. The F-14 was the first of the American teen-series fighters, which were designed incorporating air combat experience against MiG fighters during the Vietnam War.

The F-14 first flew in December 1970 and made its first deployment in 1974 with the U.S. Navy aboard USS *Enterprise* (CVN-65), replacing the McDonnell Douglas F-4 Phantom II. The F-14 served as the U.S. Navy's primary maritime air superiority fighter, fleet defense interceptor, and tactical aerial reconnaissance platform into the 1990s. The Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pod system were added in the 1990s and the Tomcat began performing precision ground-attack missions.<sup>[1]</sup>

In the 1980s F-14s were used as land-based interceptors by the Islamic Republic of Iran Air Force during the Iran–Iraq War, where they saw combat against Iraqi warplanes. Iranian F-14s reportedly shot down at least 160 Iraqi aircraft during the war, while only 12 to 16 Tomcats were lost; at least half of these losses were due to accidents.

The Tomcat was retired from the U.S. Navy's active fleet on

<b>Role</b>	Interceptor, air superiority and multirole combat aircraft
<b>National origin</b>	United States
<b>Manufacturer</b>	Grumman Aerospace Corporation
<b>First flight</b>	21 December 1970
<b>Introduction</b>	22 September 1974
<b>Retired</b>	22 September 2006 (United States Navy)
<b>Status</b>	In service with the Islamic Republic of Iran Air Force
<b>Primary users</b>	United States Navy (historical) Imperial Iranian Air Force (historical) Islamic Republic of Iran Air Force
<b>Produced</b>	1969–1991
<b>Number built</b>	712
<b>Unit cost</b>	US\$38 million (1998)

22 September 2006, having been supplanted by the Boeing F/A-18E/F Super Hornet. The F-14 remains in service with the Iran Air Force of the Islamic Republic, having been exported to Iran in 1976.

**APPROXIMATELY 50% OF THE NASA ASTRONAUT WERE NAVAL AVIATORS. OF THE 12 MEN TO WALK ON THE MOON, 7 WERE NAVY AVIATORS, INCLUDING THE FIRST AND LAST.**





The following note was received from Lawrence Cragg, the club treasurer and multi-function utility go to person. I personally find it an emotional experience to post it, even though Lawrence and I have had healthy disagreements on many club issues. I post it here to comply with Lawrence's request.

I'm past my "best before" date, I'm as deaf as a post, I have fulfilled various roles for the club for some 18 years and it is time for me to retire. That leaves four jobs open:

Membership, Money, Mail and the Web Site. There are some other bits such as getting mail from our mail box. A full job description is available, just ask.

While I believe Membership and Money go together, it is not necessarily so. As noted, I have a detailed job description available to anyone who might be interested in the membership and treasurer roles.

Maintenance of the mailing list is clearly closely related to the membership role but that could be handled separately without too much difficulty. I currently use the Mail Chimp service and you would have to maintain the list(s) as the membership evolves.

The Web site is currently built using Freeway which runs on a Mac' and is built entirely locally as distinct from something like Wordpress that relies on an external database server. The new webmaster would, of course, be free to use whatever technology he/she prefers.

There are some other bits such as submitting tax returns and maintaining the files on our web server.

If you are interested in taking any or all of these roles let me or any board member know. I'm not abandoning any of these roles but I would like to hand over in an orderly fashion sometime this year.

Cheers, Lawrence.

([Binker@sympatico.ca](mailto:Binker@sympatico.ca))

# May General Meeting

## Thursday May 25

Last GM Before Summer Break - Celebrating

# 100 YEARS PF NAVAL AVIATION



The May GM will also be the last general meeting before the summer break, as there are no meetings in June, July, and August. At this meeting, we strive to have a huge SHOWNTELL celebrating the planes that will be flown during the summer months. You are encouraged to bring a model to display.

**In addition, Ian Brown would like to highlight Naval Aircraft with a special display as this year is the 100<sup>th</sup> anniversary of the commissioning of the first Aircraft Carrier – the HMS Furious. Ian's 60 size Hellcat is pictured at left.**



# Teacher's Corner

philipmartin.info

**M**anure... An interesting fact.

**M**anure: In the 16th and 17th centuries, everything had to be transported by ship and it was also before commercial fertilizer's invention, so large shipments of manure were common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen.

Methane began to build up below decks and the first time someone came below at night with a lantern, KABOOOOM !!



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Dreamstime.com

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Kokand1 Dreamstime.com

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the term 'Ship High In Transit' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term 'Shit' (Ship High In Transport) which has come down through the centuries and is in use to this very day.

You probably didn't know the true history of this word. I didn't. I always thought that it was an RC term for a rough landing.

## WE WANT LETTERS

**E-mail:** [brcmskywords@gmail.com](mailto: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.**

## LONG TERM PLAN/VISION PROJECT

A team has been established to develop a long term vision and corresponding plan to implement this vision for the Bayview Harry Barnard Flying Field. There will be more information related to this in future issues of Skywords. Below are pictures of the former Mississauga Land Fill Site that has now been converted to a golf course.



# Fostering a More Active Flying Club in the Modern Era—Part 1

## A Case-and-effect Approach to Understanding Thriving and Declining Club Trends

By Dave Scott. Owner/Instructor, 1st U.S. R/C Flight School

The following article was sent to Skywords by John Moschini , a club member and Wings Instructor.

### **Introduction**

Starting approximately 15 years ago, many model airplane clubs started seeing a decline in membership, fewer new people joining, and interested visitors to the flying field often not returning. This trend continues to this day. Whenever this subject is brought up, the usual justifications related to the economy and peoples' changing interests are given as to why this is a sign of the times, as if nothing can be done about it.

I visit a lot of clubs throughout the Midwest and elsewhere on behalf of my flight school, and despite all the standard reasons people give to justify their club's decline, I know of several clubs that are currently thriving, and most importantly have a large percentage of members that actively fly. Whether large or small, near cities or rural, the successful clubs that I visit all display very similar (easily copied) characteristics that the struggling clubs I visit do not, if not the opposite. The aim of this 2-part article is therefore to highlight the tendencies on display at clubs that do well at acquiring and retaining members, and conversely, why others are in a state of decline. By doing so, I hope to present several easily adopted solutions to help stem the decline and promote club growth.

Of course, those who feel that the membership has no role in their club's decline will probably take offense to some of the club behaviors that I will shine a light on, whereas I'm certain that those who are members of thriving clubs will think this article merely states the obvious.

Before anyone decides that what works for other clubs won't matter because your club members are older and you can't get new members, for the sake of discussion, let's say that your club sponsor's a model display at a mall or hardware store. As a result, 5 enthusiastic new people show up at your flying field the following weekend expressing interest in joining the club and flying. Is your club prepared to accommodate them and thereby retain them as members? Or, is your club stuck in a pattern of telling newcomers that they'll first have to learn how to set up an airplane, then, depending of the availability of the instructor(s), they can expect some crashes and to make any number of trips to the flying field before they'll be able to fly on their own. Of course, to the veteran members of the club that all sounds perfectly normal. However, as many clubs are finding out, that no longer works in today's instant gratification society where so many other activities are vying for peoples' discretionary time and promising to deliver immediate fun.

**1.** Thus, the first significant trait on display at successful clubs in the modern era is that their leadership is constantly promoting flying! For example, when a potential new member visits the flying field, the club leaders do everything they can to get that person in the air as soon as possible, or at least ask him or her to accompany them while they fly. The point is, an interest in airplanes and flying is what primarily draws people to the sport, and it is what R/C aviation offers that they can't get anywhere else (especially since the training requirements and cost of full-scale aviation have become prohibitive for most people).

The typical busy person today enters the sport to have fun, as well as for the freedom that flying represents and as an escape from the stress of real life. The reason for joining a club is mainly to have access to a well kept dedicated flying site and access to more experienced modelers for help. The camaraderie and everything else that goes with being a club member is always secondary to flying at the beginning. Furthermore, to the consternation of many veteran modelers, the typical R/C pilot today looks at the process of setting up an airplane as mainly a means to fly, and would prefer to not spend a lot of time working on their airplanes.

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Failing clubs, on the other hand, tend to jump right into bringing up dues, prohibitive rules, duties, costs, etc., whenever an interested visitor/potential member shows up at the field, and then wonder why the person never came back.

**2.** It has to be said that if the reason for the club's existence (a dedicated environment to fly model planes) becomes no longer the main focal point, the primary reason to join or remain part of the club no longer exists. In these cases, the non-flying majority wing of the club will invariably steer the focus and resources of the club to activities not related to flying, such as club politics and alike, causing people who were originally drawn to the sport to have fun flying to have little reason to come back. Of course, there will always be conflicting interests and politics in any organization, but they are far less noticeable when there's a lot of flying taking place in the club.

Herein is the rub; For a variety of reasons, such as seldom having a plan before flying and the de-emphasizing of fundamentals in favor of the latest technology and design, the flying skills of the average club flyer typically plateau within 3-5 years. As a result, those who don't become discouraged or lose interest often turn to constant tinkering and acquiring new equipment to get their kicks. That would be fine, except when constant tinkering is presented to the average newcomer as standard operating procedure, what they mainly see are an endless series of obstacles that get in the way of flying and fun. As these perceived obstacles chip away at their enthusiasm, or as the result of a negative experience like a club member disassembling their airplane rather than helping get it in the air, reasonable people will start thinking about other activities that don't involve so many hurdles. The conundrum that many clubs are therefore facing today is that while the veteran membership acts as though it would literally take the fun out of the hobby if everything worked and nothing needed to be changed, that would be an answer to prayer as far as newcomers and those trying to improve their flying skills are concerned.

Of course, if a newcomer is himself inclined toward tinkering, he won't find a better outlet than R/C aviation. However, all too often veteran flyers forget how intimidating it is to be newbie and how much more there is to learn than anyone expects. Thus, the temptation early on to impress your newbie audience by sharing the setup expertise you developed over many years can prove highly daunting for the newcomer who entered the sport hoping to start flying right away.

Therefore, effective club leaders, motivated by wanting each member to have a positive experience and thereby raise the likelihood of them remaining active in the club, make every reasonable effort to keep things simple and remove obstacles that would get in the way of people enjoying flying at the club field. Consequently, anytime a member brings a new airplane to the flying field, the leadership refrains from pointing out all the things they don't like or would do differently, and instead performs the essential checks to ensure that the plane is airworthy (e.g., CG, correct travels, batteries), and then does their best to get it into the air as soon as possible.

Don't misunderstand me. If you're familiar with 1<sup>st</sup> U.S. R/C Flight School or my training and setup manuals and articles, you know that I'm a big proponent of doing everything possible to improve performance and therefore speed of learning. Even so, the reality is that many of the improvements that I make to the planes used in the school would barely be detectable by the average club flyer. So the point is, whether it's a recreational club environment or commercial R/C flight school, the main thing is to get the basics correct, knowing that refinements only help to fine tune airplanes that are fundamentally sound to start with. Hence, effective leaders know that it is not wise to bring up all the minute ways to "make things better" until a person first has a good handle on the fundamentals. I.e., what good is a slightly more capable radio or gadget going to be if the majority of club members haven't yet mastered the basic setup and operation of the equipment they already have!

**3.** Another factor contributing to declining club membership is the tendency of the people that everyone looks to for advice to recommend the latest-greatest equipment and setups that line up more with their own interests and ways of doing things, rather than what best lines up with the skills and interests of the members asking for advice. The problem is it won't matter how valid your advice is if it's beyond the abilities of the most of the membership and causes them to become discouraged or give up on flying before realizing any benefit from your advice. On the other hand, effective leaders try to make practical recommendations that they feel will give each member the greatest likelihood of success (sometimes for the simple reason that they're busy and wish to focus on their own stuff rather than having to continually correct peoples' mistakes).

Consider the E-flite Apprentice basic trainer; Veteran modelers typically advise any newbie buying an Apprentice to forgo the basic radio offered with the plane, and instead buy a radio with more features. However, the radio offered with the Apprentice is pre-set by the factory, so all the newcomer has to do is charge the batteries and fly. Those who "upgrade" to a more capable radio now have to overcome the challenge of learning a lot of confusing terminology and how to program it, rather than experiencing the immediate gratification of flying. We all know that learning to program radios has taken over as one of the greatest challenges in the sport, and it is often counterproductive to thrust that daunting task on any newcomer whose motivation for getting into the sport was to have fun (and already has so much else to learn). Of course, at some point they'll have to learn to set up a plane and radio, and possibly even enjoy it, but setting the precedent of expecting to face a complicated process of programming before flying is very intimidating for any newbie, and often erodes their enthusiasm before even getting to fly.

Furthermore, despite many clubs struggling to get and keep new members, many older members continue to frown upon airplanes like the Apprentice that utilize modern 3-axis stabilization technology aimed at making learning to fly much easier and less likely to involve significant repairs. Because some of these planes require unconventional control techniques compared to the way the newbie will eventually fly, veteran modelers will often frame stabilization technology as a crutch and subsequently convince the newbie to turn it off. However, what good does it do to point out that those who learn with the stabilization turned on will have to learn different control techniques in the future, if before they get to that point they become discouraged and quit the sport!

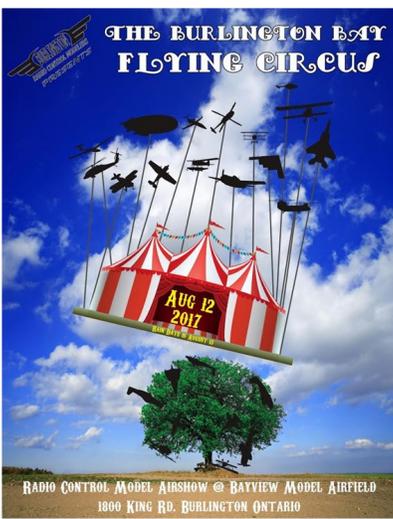
Conversely, active clubs today with a high retention rate never discourage, but rather encourage the use of anything that helps new members get to the point of being able to safely fly on their own whenever they wish. Plus, those systems aimed at speeding up success in the air can usually be diminished or turned off as the pilot's confidence increases and they're no longer needed. Furthermore, since Safe technology often enables new pilots to solo the first day, it solves the biggest challenge facing clubs for the past 40+ years of finding committed instructors who are available to train on a regular basis.

This concludes Part I. Next time we'll continue highlighting the tendencies on display at clubs that continue to thrive in the modern era, and conclude with a summary list of actionable strategies aimed at stemming declining club membership and promoting growth.



Dave Scott is a champion full-scale aerobatic competitor, airshow pilot, and founder of 1<sup>st</sup> U.S. R/C Flight School. His articles and books feature the training techniques he developed during the professional instruction of over 1700 R/C pilots of all skill levels. More information about his books and flight school can be found at





# The Burlington Bay Flying Circus

## Skywords Exclusive



For those of you who were only thinking of entering the competitive portion of this summer's Burlington Bay Flying Circus, we are sure that this first view of the trophy to be awarded to the winner will change your mind.

This trophy was the culmination of an international design competition sponsored by Skywords. Fortunately, there was only 1 entry which made the decision by our distinguished panel of judges easy. The winner who turns out to be a very shy and modest artistic genius has chosen to remain anonymous and has turned down the prize, for health reasons, of a package of hot dogs and buns and all the left over condiments from the event.

The trophy itself was designed on several allegorical levels, the meanings of which, like our love of flying, transcend our mortal worldly bounds and are more relevant to the benign and indifferent metaphysical universe.

The colour combination of fluorescent orange and yellow represent the need of society and most of us for rescue as they are the colours of the Canadian Air Rescue Units. They were also the gaudiest colours in the shop when we built the trophy. The

paint can had a unique nozzle designed for marking lines on the ground to identify buried utilities, but the price was right. In addition, to give it that perfect finish the paint was applied outside on a beautiful, warm, sunny, very windy day. To top it all off there was a 20 second flash shower half way through the application of the first coat. Coincidence? I think not.

The jet represents society and our members streaking for the unlimited heights of the sky.

The decrepit prop represents the current state of society and most of us members.

The man on the prop represents the quest of the club to move forward, celebrating the fact that in a mere 6 years we were able to obtain and install the weather station.

The design artist has even included a slimy creature to represent the annual closing of King Road to protect the endangered Jefferson salamander's trek across the road.

And lastly, and I might add, most significantly, the duck tape is a salute and tribute to that great Canadian legend and hero to all of us, the ultimate practitioner of MacGyvering, Red Green.

On behalf of the club, I would like to thank all those that made the existence of this unique and meaningful trophy possible. I am confident that the winner will accept it with humility and display his or her name on it with pride.



## PROPOSED EVENT SCHEDULE

8:30A.M.	Pilot's Meeting
9:00 A.M.	Open flying for all Pilots
10:30- 11:00 A.M.	Hot Dog Challenge Event # 1
11:00 A.M.—Noon	Open Flying for all Pilot
Noon—1:00 P.M.	NOON TIME SHOW
1: P.M.—3:00 P.M.	Open Flying for all Pilot
3:00 P.M.—3:30 P.M.	Hot Dog Challenge Event # 2
3:30 P.M.—4: P.M.	Prizes/Closing
4:00 P.M. onwards	Open Flying for all Pilot



## I NEED SOME HELP

As many of you know I started an RC Youth Program at a local school to assess the viability of introducing a credited program at the secondary school level which would be engaging to male students who were losing interest in academics and also integrate the curriculum with a practical and applied use of said curriculum.

I need someone willing to build two or three slow flyers from Dollarama foam board that utilize a ??? motor which is what we have in stock, capable of fling in the school gymnasium.

If you have the talent and the time please contact me at [bremskywords@gmail.com](mailto:bremskywords@gmail.com)



Our Fearless Bayview Field Manager, Doug Edwards, is looking to complement the Field Care Maintenance Engineering Crew (AKA Bayview Field Lawn Cutting Teams)

If you want a well maintained flying field please pitch in.

The group currently maintaining the field are not Young Chickens and to ask them to spend as much time on the field on hot summer days is not morally acceptable.



k17869699 www.fotosearch.com

If you don't volunteer and get official credit you will probably contribute to the lawn cutting with your Prop. Anyway. So make it official by submitting your name to Doug at: [I WOULD LIKE TO VOLUNTEER](#)

## MORE CLASSES THAT MAY BE OF INTEREST TO YOU

### Class 3

How To Fill Up The Ice Cube Trays --- Step by Step, with Slide Presentation.

**Meets 4 weeks, Monday and Wednesday for 2 hours beginning at 7:00 PM**

### Class 4

Fundamental Differences Between The Laundry Hamper and The Floor ---

Pictures and Explanatory Graphics.

**Meets Saturdays at 2:00 PM for 3 weeks.**

### Class 5

After Dinner Dishes --- Can They Levitate and Fly Into The Kitchen Sink?

Examples on Video.

**Meets 4 weeks, Tuesday and Thursday for 2 hours beginning at 7:00 PM**



# General Meeting Minutes

## April General Meeting

April 27, 2017

# of members present: 38 (41 required for quorum)

### Lawrence's report:

Lawrence informed the club we have 162 paid members, 49 not yet renewed.

### BRCM Discussions:

- \* Lawrence has submitted his resignation and great attention must be made to finding people to fill his shoes. (Emphasis on people plural.)

There are: membership, finances, mail, and the BRCM website. It may take two, or even three people to fill his shoes and the club needs to address the succession plans.

- \* Dwayne reveals that the MAAC listing of current BRCM members does not line up with our current listing of members. He has undertaken the task of solving this with MAAC.
- \* New pilots (including drones) must undergo ground school if they want to use our fields. It is noted that membership is a privilege not a right.

Trevor reported his committee has begun the long-term vision of mapping out what we want the club to be in the next five and ten years - where we want the club to be.

It is noted that only a handful of people (31 people) have responded to a survey emailed to club members. Unfortunately not everyone has received the email and this will have to be remedied.

Bayview is city property managed by Halton Region. We need important information like: how much soil was placed overtop the dump? We need information like this to know what we can and should do to remedy the runway issues.

The long-term planning committee includes: Trevor Brum, Joe Fazzari, Peter Howe, and Doug Mathews.

### Show And Tell:

Rich Muller brought in his F86 – a seven month journey building and detailing. This is a massive 60-pound plane with a fantastic paint finish. Quite an achievement.

**Bronte Update:**

Bronte field is still overly wet in areas but is looking good. Attention needs to be made to the outhouse as it is overflowing.

**Bayview Update:**

The ground is still soft but the lock is off the gate.

**Next meeting: May 25, 2017**