



SKYWORDS

BURLINGTON RADIO CONTROL MODELERS

MAY 2020

It's Your Turn, Speak Up

Preflighting by Geoff Norman

In my slow progress toward flying competence, I have had the good fortune to receive help from a number of wonderful fliers in the club – Mike Penney, my first instructor, Dwayne Baldwin, my official instructor, Tim Bidwell, Don Larkin, Nicholas Jacob, Trevor Brum. While I've learned a lot about flying from them, one thing I learned even more about was the importance of a thorough preflight.

Like many guys, I would, turn on the transmitter, install the battery, listen for the familiar dah dah dah deeeeh, wiggle the control surfaces to make sure they're all going in the right direction, then taxi out. But when I sought help from these advanced guys, I was amazed to see how carefully each flier went from nose to tail wiggling everything, and invariably coming up with something that required some tweaking before flying.

Two very recent examples:

One plane I've flown a lot is a Valiant foamy. Very pretty, quite stable, but quite fast. Well, a couple of flights ago, I managed to nose it over when I was taxiing back in. It tipped up, and I shut the motor down and retrieved it. Next time out, as soon as I got airborne, the plane was making a lot of noise and vibration. When I got it back on the ground, I noticed what I had missed on preflight – one prop blade had a bit of the tip knocked off. The motor was loose, and Nicholas had noticed that the tailwheel was loose, limiting ground maneuvers, so I called it a day.

I went home and confirmed that not only were all the motor screws loose, even the spinner screw was loose. Tightened them all up and off we went.

Next time out on preflight, I noticed that the elevator did not center, but showed up elevator. I adjusted it, but same thing happened. Tim then wiggled the elevator, and discovered it was loose. Off with the wing, and I found out that the vibration had loosened the elevator and rudder servo. So that was that for the day. But Nicholas also noticed that the tail section was wobbly and suggested some struts. However when I got home I found another effect of the vibration. Two screws held the tailplane on, and they too were loose.

So a few moments of flight with a vibrating motor led to 3 or 4 potentially fatal faults.

My other standby is a balsa and ply high wing called an Aerostar, kitted by Midwest up to about 1975. It has endured a couple of crashes, which meant long rebuilds. Well, it finally made it out to the field.. It survived Tim's rigorous precheck, but I asked him to stay close by as it likely needed trimming. I took it off, and it immediately went squirrely. Then I levelled it out and handed it to Tim. Even for him it was a handful, but he got it on the ground in one piece. He looked it over and discovered the problem – the stabilizer was not lined up horizontal, which he said could cause these erratic flight patterns, particularly in crosswinds as we had that day.

Continued on Page 2

Preflighting - continued

But somehow that didn't ring true. A small amount of misalignment leading to a huge instability. I sawed the stab off in preparation to reattach it straight. And when I did, I noticed the rudder appeared loose. I peeled back the monokote over the fin – fuselage joint and discovered that the joint between the top and side plywood fuselage pieces was cracked for about six inches., right where fin and stab attach. So presumably, every time you tried to change attitude you ended up twisting the rear fuselage and causing all sorts of erratic behaviour.

This was one the preflight missed. But it still underlines the importance of a very careful inspection before you taxi out.



SAFETY CONCERN:

Once we get back to flying this year, the first flight on each and every aircraft will be our maiden flight for that aircraft.

Make sure that you check all aspects of the aircraft but in particular:

- All control surfaces
- Fail Safe settings and operational status

FROM CLUB TO MEMBERS



What's Happenin' at BRCM

It appears that due to the current lock down and social distancing protocols all plans including WarBirds and the planned regularly scheduled field BBQ are on hold. All members will be notified by personal email when the status of anything, including field park openings and flying, changes. Until then it doesn't seem reasonable to post anything here. Apparently some members are not receiving the emails that have been sent out. If you are not receiving emails from Mike Block I suggest you contact membership.

FROM CLUB TO MEMBERS



Please send your comments, pictures and articles to: skywords@brcm.org

In the interest of personal privacy I have been asking people if I can use their name attached to items they have submitted. This is becoming a nuisance so in the future if you submit an item for publication I will assume that I can use your name **unless you specify otherwise**. Letters and opinion pieces must always have a name and the member who appears in the focus section will always have the option of approving the article before it is published.

To make it easier for members to submit information regarding The Focus and Show N' Tell Project section forms have been created. These forms will be modified per your requests as we all get more experience in using them. There are currently 2 forms and each should allow you to upload pictures:

- Member Information Request Form
- Project Information Request Form

These forms can be found at the website:

<https://form.jotform.com/201305678922052>

I am attempting to give this site a more acceptable name and perhaps allow access from the club website. You will be advised when this is done.

NOTE: THE FORMS ARE WORKING VERY WELL AS DESIGNED AND TESTED BUT THE SITE HAS LOCKED THE ACCOUNT BECAUSE THE FORMS REQUEST PERSONAL INFORMATION LIKE NAME AND EMAIL. I AM WORKING ON SOLVING THIS AND WILL ADVISE LATER.

CLUB ELECTRONIC SITES

Club Website: www.brcm.org

Facebook Page (note: I am not all that familiar with FaceBook) To access the club page I do the following. If there is a more efficient means please let me know.

1. GO TO: www.facebook.ca
2. LOGIN IF NECESSARY
3. Select GROUPS on side bar
4. Search for: BRCM Club

Call Signs

Call Signs were originally used in broadcasting and radio communications as a unique designation for a transmitter station. An aviator call sign or aviator callsign is a call sign given to a military pilot, flight officer, and even some enlisted aviators. The call sign is a specialized form of nickname that is used as a substitute for the aviator's given name. USAF fighter call signs are given at naming ceremonies or "namings". They are usually based on how badly you've screwed something up, a play on your name, your personality or just the whims of the drunken mob of pilots. Usually once a pilot flies with a call sign in combat they get to keep it for their career.

Naval Aviators aren't allowed to have cool call signs. If it sounds cool, it's a secondary effect. There are some really cool ways to earn them, though. The main way is usually via your name and if there's a way to make it sexually suggestive, it usually happens (up until about 10 years ago). You can also get it for how you look (large ears can get "Boards", tall can get "Cloud", etc.) The better ones are when you bone up something:

- Accidentally drop something off your airplane into the water (like a drop tank): "Splash"
- Fall down while intoxicated: "Thud" or "Timber"
- Forget to release the parking brake prior to being catapulted off the carrier: "Pops" or "Bam Bam"
- Hold the brakes so long and hard on landing you wear down the tires and start working on the hubs: "Grinder"
- Trip over a knee knocker on the carrier and smash your nose: "Face"
- Snort so your laugh sounds like a horse: "Trigger"
- Hair turns white in your early 20's: "Ghost" (now *that's* cool)
- MAD boom in your S-3 doesn't come back with you to the carrier: "Nomad" (another seemingly cool one)
- Eject on deck and find your chute has tangled in the ship's antennas: "Swinger"
- We had a nugget who was just magical in the airplane; he could bomb, fight, and land like a dream: "Onion" (because he was eye-watering; even then, no cool call sign)
- Show up mid-cruise, a couple days after combat ops ceased, having lost all of your bags enroute: "DLDS" (day late, dollar short; one of my personal favorites, having dubbed him, and yes, you pronounce it "Dildis")
- Date the older ladies: "Morc" (master of retired chicks)
- Your air-refueling hose doesn't retract and you have to land with it out: "Hozer"

In the case of the A-10 community: on a Friday after the new pilot (or FNG) has been in the squadron for a couple months they have a Roll Call. Roll Calls consist of pilots getting together to call the roll, tell stories, recall some history and drink.

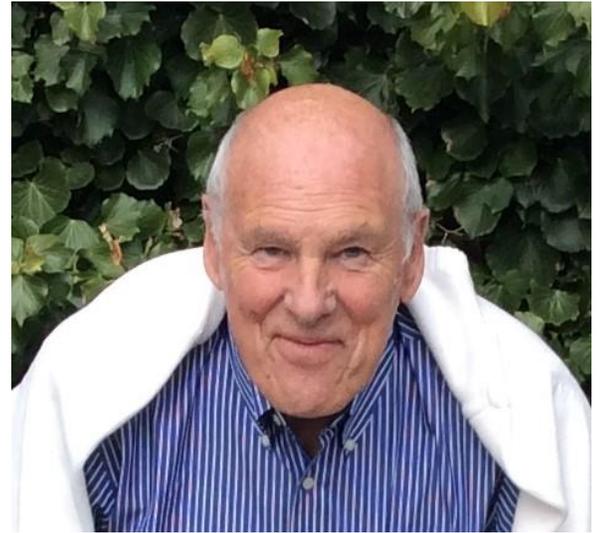
After everyone is good and ready they kick the FNG out of the room and proceed to tell stories about how he screwed up, did something unprecedented, or how his last name deserves a callsign that fits, i.e. Smith gets "Smitty", or some other appropriate match that makes sense. There was a trend of callsigns becoming acronyms, (DICE='Dropped It Close Enough), MEAT='Missed Excessively At Twelve' are a couple that come to mind) but that trend is fading and more traditional names have been used lately (Chip, Satan, Brewha, Hummer, Splash, Nightmare, etc).

There are very few rules for what a name can be, as long as it passes the "Nellis Bar Test"--the name can be screamed across the Nellis Bar without making people wince--and the commander approves.

FOCUS



After a number of years
flying RC planes.



Carl Finch is one of our more experienced flyers and members having joined the club a number of years ago. The picture on the left was taken when he was about 18 and the one on the right is more recent.

He was born in Lancashire England, North West England and came to Canada in April 1961. He started to fly in 1952 at the age of 14 with free flight and control line diesel powered aircraft.

To our benefit, he began flying RC in 1970 with a Cox 2 channel in Bird Bee powered by a Cox .049 , and joined BRCM about 25 years ago. His next set up was a David Boddington designed "Pronto" build from a plan in David's book "Radio Control Primer published in 1974 and using an OS 25 and a 4 Channel Futaba. He is now on his seventh Hangar 9 Twist 40, which is his favorite aircraft to fly.

In the 1950s he performed one solo flight in a glider and had six lessons in the Auster and Chipmunk.

Personally I have found Carl to be an extremely interesting and engaging person who is well travelled internationally. He is one of the members who contributes to all aspects of the club. It is individuals like Carl who will see out club through tough times. I encourage all members to make themselves known to Carl.



The box that Carl's first RC plane came in. (And my wife makes comments on me saving stuff)

AVIATION History

FORMERLY

Wing Mate of the Month

EDITOR'S NOTE: Ian Brown is both interested and knowledgeable about aviation history. He knows that I share his interest, so has often shared that knowledge with me. His work in England was for aviation related companies where he had the opportunity to work with and hear stories from many WWII veterans.

Nickname(s)	"Buzz" "Screwball" "Joe"
Born	6 December 1921 Verdun, Quebec, Canada
Died	20 May 1948 (aged 26) Rome, Italy
Allegiance	United Kingdom Canada Israel
Service/branch	Royal Air Force (1940–43) Royal Canadian Air Force (1943–44) Israeli Air Force (1948)
Years of service	1940–1944 1948
Rank	Flight Lieutenant
Service number	128707
Battles/wars	Second World War
Awards	Distinguished Service Order Distinguished Flying Cross Distinguished Flying Medal & Bar



George Frederick "Buzz" Beurling

George Frederick "Buzz" Beurling, DSO, DFC, DFM & Bar (6 December 1921 – 20 May 1948) was the most successful Canadian fighter pilot of the Second World War.

Beurling was recognised as "Canada's most famous hero of Second World War", as "The Falcon of Malta" and the "Knight of Malta",^[1] having been credited with shooting down 27 Axis aircraft in just 14 days over the besieged Mediterranean island. Before the war ended his official total climbed to 31 $\frac{1}{3}$. Beurling's wartime service was terminated prior to war's end. In an attempt to continue combat flying in the postwar era he joined the newly formed Israeli Airforce, Beurling lost his life in a crash while attempting to deliver an aircraft to [Israel](#). There are rumors that the aircraft was sabotaged, possibly by the British.

In its attempt to form an air force, Israel purchased used, ME109s with the propeller and engine out of a Heinkel bomber from Czechoslovakia, A WWII US Marine pilot who had served in the Pacific Theatre described the plane as "the worst piece of crap I have ever flown. It was not even an airplane".



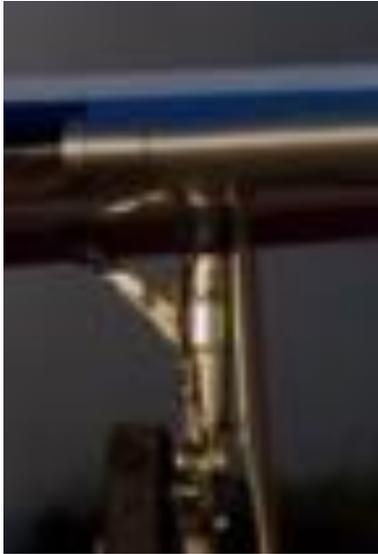
Show N Tell



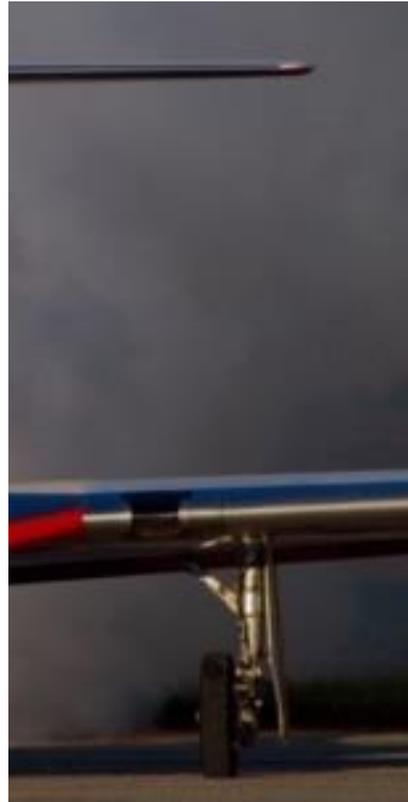
Our new member, Al Lien, introduced in the April 2020 Issue seems to be making himself at home, although he may not be practicing “social distancing”. But then his blood is green so he may be immune to Covid-19

A MEMBER HAS SUBMITTED APROJECT USING THE NEW FORMS BUT BECAUSE THE SITE IS BLOCKED I CAN NOT GET AT THE DATA.

Name That Plane



CLUE #1



CLUE #2

CAN YOU NAME THIS PLANE?

SUBMIT YOUR GUESS TO:

skywords@brcm.org

It's like deja vue all over again

Yogi Berra

Gord (Magoo) McGill suggested that we include some items from old issues of Skywords. They are available on the club website starting in 2005 and contain some interesting and beneficial articles that still apply today. This seemed like a great idea so here is the first of many to come.

The following is taken from the **January 2005** Issue of Skywords. The contributors of the articles all appear to have only indicated their first names. It also appears that the Editor at the time was Lawrence. I don't know if it was Lawrence Cragg or some other Lawrence.

Bolingbroke

*Art Titmarsh sent this fascinating bit of history. Art writes:
I researched on Google and found the following info on the
origin of the name "Bolingbroke" as in Bristol Bolingbroke!*

"Bolingbroke" was name given to a privately designed civilian twin engined six seat British aircraft designed by Bristol at the request of a Lord Rothermere – a wealthy English newspaper magnate. It was named after Viscount Bolingbroke (1678 - 1751) whose name was Henry St. John. The airplane was so good that when war broke out in 1939 the design was acquired by the R.A.F and the name changed to Bristol Blenheim. Then, when Fairchild was asked to build some in North America, they re-used the name Bolingbroke and the aircraft were eventually used by the commonwealth air training program in Canada

Sometimes I wonder how the English would ever have developed some of their more useful stuff had it not been for some of those wealthy blighters who put their own fortune on the line. The Mosquito is a case in point. So is Rolls Royce. Now who was the lady who financed the Spitfire?

In his book "Slide Rule" Neville Shute recognized the contribution of the independently wealthy who were not afraid to make decisions for fear of losing their job. He postulated that, when the government has sucked all the money out of the wealthy, we will be left with civil servants who will be afraid to make controversial decisions for fear of losing their sole source of income.

Take away the likes of George Soros and you're left with George Bush. Now there's a thought! Ed.



Swap Shop/Flea Market

Input from members along with length of advertisement/notification suggests that this topic would be better served as a part of the web page where it currently exits under the MEMBERS tab. Other members think that FOR TRATE/SALE items should be in as many places as possible meaning both club web site and Skywords. WHAT DO YOU THINK? LET US KNOW AT:

skywords@brcm.org

The Club Website also appears to have a section for members projects. As mentioned in the April Issue any and all material should only appear in one site. As the Website is dynamic and older projects will at some point be replaced by new projects it might be better to have projects in this newsletter so that they may be saved for future generations. Take a look at the “Deja Vue” section which we have decided to add and let Peter Krautter, who is responsible for the website, and me know what you think.

FROM THE BOARD



There have been several questions with regard to the opening of the fields and the cutting of the grass. As the current situation is very dynamic we will not be posting anything in Skywords as that is static and may very well be obsolete by the time it is read. For this reason anything related to these topics will be handled via email to all club members or those involved in grass cutting.