



The News Letter of the Burlington Radio Control Modelers Club

Box 85174 Brant Plaza, Burlington, Ontario, L7R 4K4

Editorial

From your president and editor

Late again. I am still trying to catch up on stuff that accumulated while I was away in the UK for the best part of one month. It was a great trip about which more later.

Once again, I thank my tireless contributor **Bill Swindells** for his contributions to this, your newsletter. Whoever said no news is good news obviously never tried to publish a club newsletter. That's a quote from Frank Summer, editor of the West Pasco Model Pilots Assn. via **Harold Jones**.

Last month, I wrote of our need for volunteers for a number of essential jobs within your club. **Natalie Dallaire** has kindly volunteered to take over the job of membership secretary - a non-trivial task if ever there was one. In my role as president and behalf of all of us, thank you Natalie.

We still need more volunteers to fill upcoming vacancies and I present a note from Bill Swindells about this. If you can serve on the 2006 executive, please contact me or your VP: Ivan Wismayer.

Contributions to Skywords

An editor's job is to edit contributions submitted by others and I am very grateful to the reliable few who take the time to contribute. Once again, it's your club and your newsletter. If you wish the newsletter to continue, write dammit.

Cheers. Lawrence (Binker@Sympatico.ca).

IMPORTANT NOTICE

Since we will be meeting in the Lounge, do not bring models and other stuff to the October meeting, we won't have space to spare.

Thursday, October 27th.
MEETING MOVED
to the lounge in the senior's centre.
Program tba

So What Is It?

Bill Swindells sent these pictures to me. Anyone recognize this aircraft?



BRCM BOARD

It is that time of year again when the membership should be considering the next year's potential candidates for the running of **your** club.

On many occasions we have been fortunate to have members who are concerned enough to take an interest in contributing to the club's direction and workings. They are concerned not only in making sure we remain financially solvent, but also insure that the physical workings of the club are met, such as the maintenance of our two flying fields and the associated inventory of machinery that comes with these fields. This entails making sure that there is actual physical contribution as well as financial. By this, I mean that we have been fortunate in the past to have members who were really willing to get off their butts, and physically contribute their time and energy to the making of the club what it actually is today!

As we approach our coming Annual General Meeting in January, we need to nominate members to the Board who are going to unselfishly contribute their time and actually do contribution work on the Board, not just take up space for the sake of being on the Board. We need people who are responsible, and who are willing to provide ideas, input and shoulder some of the working load that it takes to run this club. We are running a business here. We deal with thousands of dollars, and need foresight as to the direction that the club needs to maintain. What are we contributing to the city and region, and are we responsible citizens hosting a worthwhile hobby that contributes to the benefit of Burlington??? We need your input to help us.

We have many long standing members who in the past have contributed significantly to our club, and we have newer members who are not in a position at this time to provide their services because of home commitments. We are looking for those who are willing to take on some responsibility to share with us their knowledge and efforts. With an actual 'working Board', the individual time from one member does not become a significant load.

Ask around the next time you see other members of the club and see if there are people who want to contribute, how about yourself???? There are two meetings a month, the Board meeting on the first Tuesday of the month and the general meeting held the fourth Thursday of the month. If you want to help lead the club and provide interesting meetings for the membership, why not offer some suggestions and a little bit of your time to make our club a better club.

I welcome your comments and ideas, and I know that our Editor, Lawrence would certainly appreciate input from the membership for the newsletter.

Bill Swindells

Annual Middle Zone Meeting

The Annual Middle Zone meeting was held October 1st at the beautiful Brantford Information Center at the corner of Wayne Gretsky Parkway and the 403 Highway. In attendance from Burlington were Charlie Chomos, Dick Fahey, Kevin McLeod (MAAC rep), Laddie Mikulasko, Bill Swindells (MAAC rep) and Art Titmarsh. Thanks to those that took the time to attend.

Our MAAC President, Carl Layden was present for a special purpose and that was to make a Hall of Fame presentation to our very own Laddie Mikulasko for his innovative design and continued contribution to the world of aircraft modeling. As Carl pointed out, almost everyone in the world who builds and flies model aircraft know the name of Laddie Mikulasko. This was an award well deserved and very timely. Keep up the great work Laddie and congratulations from all who attended the meeting.



The remainder of the meeting followed the printed agenda and Mike Taziar was again nominated and acclaimed our Middle Zone Director. He reported on his activities from the last year, with his emphasis being on the visitation of as many flying clubs in the Middle Zone as possible, making his presence known and following up on the latest MAAC requirements for safe flying sites. A large portion of his time is devoted to the acquisition and keeping of flying fields and advising Middle Zone clubs of the necessities to keep their sites.

A big THANK YOU to Mike and his wife Ruth, for the time that they spend visiting the local clubs and events.

Attached is a picture of Mike, Laddie and Carl with the Hall of Fame plaque, well done Laddie.

Bill Swindells
47841

G.L.M.A.A.E.

The item below is from Bill Swindells and is somewhat critical of BRCM members. However, in the opinion of your editor/president, Bill is quite right. Unfortunately, I am one of those who, despite reminding others, forgot all about it.

Does anyone in our club know what this stands for???

There was a happening earlier this year that that involved this organization, with a very small representation from our club. BRCM is the largest club in the Middle Zone, and in all there were **three** actual registered pilots, and a total of **5** spectator pilots. That makes a total of **8** out of approximately **135** club members. Getting the message???? Pretty poor representation since this happening was probably about 20 kilometers away from our Bayview Park Flying Field

Granted one day was not a particularly great day, as there was rain, but only for a part of the day. Day two was wonderful with bright sunshine and a breeze right down the runway.

Does anyone remember where it was held??? This was a great venue with lots of opportunity to expand and grow.

Does anyone remember why it was held??? To provide an opportunity for fellowship and for the pilots who came, an invitation to get to know others in our immediate area, win prizes generously donated by FlightCraft from Kitchener and SKYCRAFT from Burlington, as well as other vendors.

I attended a meeting on Tuesday Oct. 12th in Grimsby about the 2006 G.L.M.A.A.E. For the Burlington club to become a part of this we need two things: 1. an entry fee of \$350 for us to be recognized as a contributing, sponsoring member, and to have our BRCM logo posted publicly, and 2. assistance from our membership. That means that somebody has to actually come out and physically do something to assist. I wonder if BRCM has any members like that, other than the so called "Fifteen Few"?

For each of the clubs that were involved originally, and who made their contribution, profits from the event were returned to the club. It was unanimously agreed that those profits would be turned over to a youth charity program in their local area. Each club was able to gain community recognition by contributing \$100.00 to their local associations. Each of the clubs involved was also recognized on a morning TV program as well.

Perhaps BRCM can help next year, with your approval and contribution, not only in money, but also personal time contributions!!!! The next meeting of the representatives is to be held Monday, Nov. 14, and hopefully BRCM will be present at this.

A noted above, Bill swindells attended a meeting on October 12th and wrote about plans for 2006 as follows:

FOR 2006

Camping site for approx 40 campers

Suggestion made that each club be responsible for a different segment of the event, although it was pointed out that some members might prefer to work on area of their own interest instead, otherwise we run the risk of not having vol-

unteers.

Deposit of \$350 required from Burlington if we are to become involved and have our logo on the literature that is distributed

Beakdown of profits: 50% goes to charity, the remaining 50% remains in the GLMAAE account for the following year seed money. If this continues to grow, eventually the original money from the club will be returned, at least that is the intent.

2006 need additional people for the gate and gate receipts

Use the hand held FRS radios for communications amongst members

Need additional Friday night assistance to set up the flight area

Need promotional material to start advertising in surrounding clubs before they set their dates for events

Next meeting at the Police Station on King St. west of Centennial at 7:30, Nov. 14th.

2006 meeting dates and location still to be determined

Orrright, GLMAAE stands for the Great Lakes Model Aeronautic Exposition. Honest, I kid you not. Ed.

Subject: Management...

A man in a hot air balloon realized he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted, "Excuse me, can you help? I promised a friend I would meet him an hour ago, but I don't know where I am."

The woman below replied, "You are in a hot air balloon hovering approximately 30 feet above the ground. You are between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude."

"You must be an engineer," said the balloonist. "I am," replied the woman, "How did you know?" "Well," answered the balloonist, "everything you told me is, technically correct but I have no idea what to make of your information, and the fact is I am still lost. Frankly, you've not been much help so far."

The woman below responded, "You must be in Management." "I am," replied the balloonist, "but how did you know?" "Well," said the woman, "you don't know where you are or where you are going. You have risen to where you are, due to a large quantity of hot air. You made a promise which you have no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my fault."

A Quotation:

I once had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalogue: "No good in a bed, but fine up against a wall".

~Eleanor Roosevelt

Signs you have become a “Real RC Pilot.”

This from Harold Jones which he got from the West Pasco Model Pilots Assn.

You have the ability to pinpoint the location of a crash a half mile away, within 10 Feet, 5 feet if you actually saw the crash.

Your wife (or significant other) no longer wants you to take them shopping at the mall or shopping center where the hobby shop is located.

You successfully convince your wife (or significant other), that \$20 was way too much to spend on “that pair of shoes” while holding an FS-120 in your hand.

You cut (or bum) your hand, the first thing you do is make sure your thumb works.

You trade your truck or a minivan because it is easier to take planes to the field.

You ask the dealer if the minivan’s seats and carpet are “fuel proof”

You store your lawn tools outside under a tarp, making more storage room for your airplanes.

From the Southern R/C Flyer.

And you think you have problems?

Plane Flies Two Hours Missing Five Feet Of Wing.

You would think maybe the pilot would have wondered about his cruise speed? Or maybe why it took so much right rudder trim?

Homebuilders rejoice -- your mistakes probably aren’t that bad. British officials are wondering how the pilot and passengers (including two aircraft mechanics) on board a Cessna 210 could fly the plane for two hours without realizing -- or expressing particular care -- that a five-foot section, of one wing was missing.

The unnamed pilot, from a community called Dozy (we couldn’t make that up), apparently hit a tree on takeoff from an airport in Ireland on his way to deliver the mechanics to a broken Boeing 767 in Portugal. The collision took off more than a third of the wing, including a fuel tank.

It wasn’t until the plane ran low on fuel over the English Channel that the pilot realized something was wrong and made an emergency landing at Jersey International Airport.

He recalled the takeoff collision but said he thought the plane had been “struck by a little bird.”

Paletta Mansion

This from your editor:

I have received a note of thanks from Eileen Knuff, volunteer coordinator, Paletta Lakefront Park, for our participation in their open house event on August 15th. The event was noted in the August 24th edition of the Burlington Post and in this newsletter last month.

AVIATION TERMS..

A & P rating - enables you to fly grocery supplies.

Airfoil - what pilots put their sandwiches in.

Air Mass - Impromptu religious service in the air when confronted with problems.

Airstrip - Inflight performance by exotic female flight attendant.

Angle of Attack - Pick - up lines that pilots use,

Arresting Gear - Police equipment used for keeping order at airport parties.

Aspect ration: 36 - 24 - 36.

Captain - Any airline pilot wearing four stripes often found strolling down Lovers Lane holding his own hand.

Carburetor Ice - Usually vanilla.

Certified Aircraft - One that has all hazardous features camouflaged.

Dead Reckoning - You reckon correctly, or you are.

Dive - Pilots lounge or airport cafe.

Exceptional Flying Ability - Has equal number of takeoffs and landings.

Final Approach - Last pass a pilot makes at the opposite sex before giving up.

Grass Strip - Often performed by exotic female flight attendants while reroute to Hawaii.

Jet assisted Takeoff - takeoff by pilot who ordered enchiladas for lunch at the airport coffee shop.

Log - A small rectangular notebook used by pilots to record lies.

Navigation - The process by which a pilot finds his way from point A to point B while trying to get to point C.

Pilot - A misguided soul who talks about women when he’s flying and flying when he’s with a woman.

Safety Belt - Drink taken by instructor before flying with difficult student.

Stewardess - a pretty girl who asks you what you want, then straps you in so you can’t get it.

Suitable Landing Site - an attractive member of the opposite sex.

Tail Dragger - An old pilot after a long flight.

Tailwind - Results from eating beans in the airport

Ten Impossible Things to Wish for:

More filler material from Harold.

#10 - Glow plugs that last a year.

#9 - Engines that start on the first flip every time.

#8 - A gas engine that weighs less than a lawn mower.

#7 - Clear glow fuel.

#6 - Five knots blowing right down the runway and no rain in sight.

#5 - Straight work benches

#4 - Enough money for that next big project.

#3 - The flying field all to yourself on a Sunday afternoon.

#2 - A 1.13 scale Twin Beech craft.

#1 - A Playboy centerfold model showing up at the flying field with a 1/3 scale TwinBeech craft who needs someone to take it up for her.