

Skywords

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

April 2010



In Toledo at the Spaghetti House. LtoR Helmut Schmitter, Ivan Wismayer, Tony Pittari, Paul Gentile, Glen Wilson, Bill Swindells, Charlie Chomos, Lawrence Cragg, Tom Gwinnett, Carl Small, Hector Wismayer (Ivans 's brother)

April Meeting Show and Tell

(Bring and Brag)

7:30 Thursday 22nd

Make sure you attend. There will be Important information on moving our meetings.

Wanted

Who has the club's

Horses Ass Trophy?

Please notify a board members as there are a number of worthy new applicants for this award.

President's letter.

Well here we are right into flying season and its only mid April. We have been blessed with some almost perfect flying weather for the past month and our flying fields are in pristine shape. There have already been a couple of work parties at Bayview to prepare for the new Container which by the time you read this should be in place. Big Nick has once again excelled in getting Bayview field into prime condition for the year. It's volunteers like Nick and Peter and Nick at Bronte that make this Hobby such a joy for the rest of us.

Toledo has come and gone for another year, once again there were as many guys from BRCM there as you see at the field any day. Lots of new stuff, mostly Electrics, dominated by electric ducted fans. If you want a jet without the fuss this is the way to go.

A reminder, to keep our fields, it's the responsibility of all to enforce the rules on safety; remember to check new faces for memberships if they are flying and re-acquaint yourselves with the field rules.

Happy and Safe flying.
Paul Chitty

Coming Up

June 19th Father's Day Scale Rally

July 24th and 25th

Warbirds Over The Bay

We want to get our best turnout for both of these events. The bigger the Turnout the better the fun



Canadair Guardian. Who will be first to scale model this puppy?



I know things are tough in the USA with the deficit an all, but aw shucks you'd a thought they could'a bought a new wing for this Lockheed Martin Desert Hawk

Gord Watson is recovering in Hamilton General (perhaps back in Brant by the time this is published) after suffering a heart attack and consequent bypass surgery. Gord is a long-time club member, and one of those that has "done it all" in this hobby. Good luck Gord, hope to see you back at Bronte soon.

I'm sorry to have to tell you that Dave Smith, who joined the club only last year, died in hospital last week after a short illness.

Canadair Guardian

Canadair's involvement with the US Navy started in 1988. Several demonstrations of the CL-227 were conducted to show the feasibility of launching and recovering a VTOL air vehicle from the deck of a small combatant ship. In a planned build up, land-based flight tests were conducted at the contractor's site in Montreal Canada on a tether due to air space restrictions. Flights at Ft. Huachuca, AZ demonstrated the capability of a 20 km data link range. Flights were completed at Medicine Hat, Canada from a wooden deck to simulate the transition across the flight deck of a ship. A flight was accomplished aboard the Jan Tide (an oil rig replenishment ship) to a distance of 6 km from the ship. Although this was a manual flight and recovery, it continued the build up. The next at sea demo was conducted aboard the USS DOYLE (FFG-39) during a STANAVFORLANT cruise. Extensive flight testing both at the Canadair facility in Montreal and also at Patuxent River, MD preceded the cruise to demonstrate the safety of the system. Contractor personnel operated the system from a shelter inside the starboard hangar of the FFG. The final at sea demo was conducted aboard the USS VANDERGRIFT (FFG-48) and included automatic approaches to the deck using a UCARS system supplied by the Sierra Nevada Corp.

The CL-327 is an improved version of the CL-227 Sentinel VTOL UAV. The CL-327 is one of the most advanced vertical takeoff and landing (VTOL) surveillance system designed for intelligence gathering today. The system's turboshaft-powered unmanned aerial vehicle (UAV) operates either from land or ship and can carry a wide variety of sensors for different mission requirements. The CL-327 is designed to satisfy numerous emerging market requirements for a dependable and versatile vertical take-off and landing (VTOL) UAV.

The Guardian offers 6.25 hours of endurance, a 105kg payload capacity, and a 200 km range. The system includes a Williams International heavy fuel engine, a digital data-link, compatibility with the CARS automatic recovery system, and the US sponsored Tactical Control Station. Missions: Surveillance Reconnaissance Communications relay Environmental inspection Border patrol Drug enforcement operations Target acquisition / designation Battle damage assessment EW platform

Engine 1 Williams International WTS-125 turboshaft 125 shp flat rated at 100 shp

Specifications

Height 6 ft 0 in 1.84 m

Rotor diameter 13 ft 1 in 4.00 m

Gross takeoff mass 770 lbs. 350 kg

Empty weight (no payload, no fuel) 330 lbs. 150 kg

Payload carrying capacity 220 lbs. 100 kg

Maximum endurance 6.25 hours

Time on station at 100 km 4.75 hours

Maximum speed 157 km/h / 85 kts

Climb rate 7.6 m/sec / 1,500 ft/min

Ceiling 5,500 m / 18,000 ft



The Focke-Wolf TA-154 (Moskito) was inspired by the D-H Mosquito. To save on strategic materials it was made primarily from wood. First suggested in September 1942, the prototype flew in July 1943 (these days we couldn't design and build a toilet seat in that time even with computers), it had two Jumo 211F engines rated at 1480HP.

The second pre-production model came apart at speed and it was decided that the glue was at fault. It would have taken too long to solve the glue problem so the project was cancelled. Some of the airframes were converted to *Mistel* ("flying bombs") that had FW 190 guide them to a target. The TA-154 was to have been designated as a night fighter and armed with 2X20mm and 2X30mm canons.

The Mistel series of composite aircraft are without a doubt one of the strangest concepts to achieve operational status with the Luftwaffe. The original concept was proposed to the RLM in 1941 by Siegfried Holzbauer, A Junkers test pilot. His idea was to make use of "tired" Ju 88 airframes by packing them with explosives, fly them near a target and crash them into the target after the fighter had released itself. The fighter pilot would control the "missile" after release by remote control.

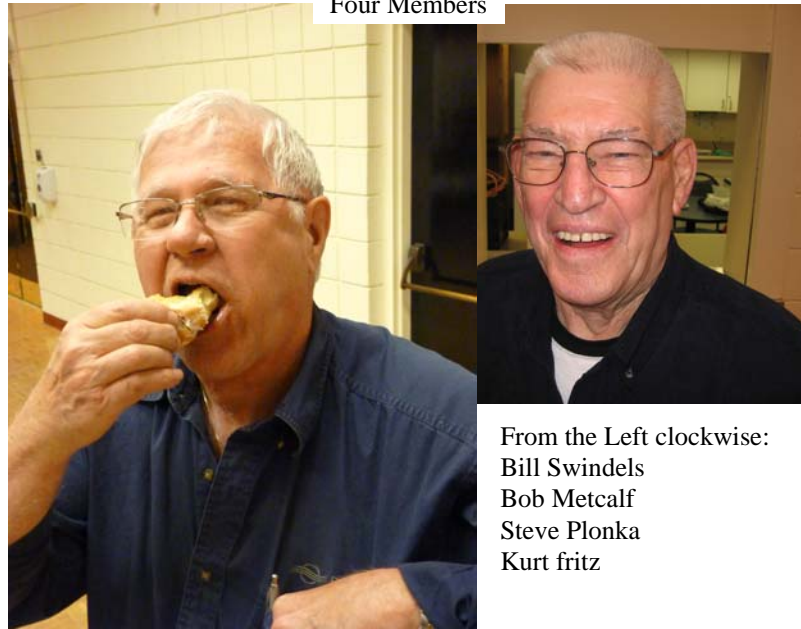
The first conversion flew in July 1943 and proved successful enough for the RLM to approved a further 15 conversions, with the code name Beethoven. Tests with Ju 88 fuselage sized hollow charge warheads against the French battleship *Oran* proved to be successful and an eventual thickness of 60 feet of reinforced concrete was breached in further tests. Over 250 Mistels of various combinations were built, but like all the Third Reich's super weapons, they proved too little too late.

(I can find no mention of a French battleship named "Oran" so I assume they mean "a French battleship in Oran, Algeria" :Ed)

"Oran



Mistel 3A - Ju 88A-4 and Fw 190A-



From the Left clockwise:
 Bill Swindels
 Bob Metcalf
 Steve Plonka
 Kurt fritz



Peter Gerrard has his father's RC stuff to sell. He may be contacted at 905-730-4569 after 6 pm Monday to Friday.

**SC .61 Engine with two Mufflers - one stock and one a Pitts 'In Cowl' variety and fuel tank - \$60.00

**Goldberg Ultra 10-300 kit - 54 Inch span for .60 two stroke or 1.20 four stroke - 90% complete with box - no plans yet found. No engine mounted. \$75.00

**Stinson Reliant Aircraft - 72" span with .91 engine installed - never flown - almost ready to fly. \$100.00

**Futaba Conquest 4 channel radio - channel 18 - 4 servos and charger. Needs new batteries \$40.00

**2 - 72 mhz receivers - \$25 each.

**Flight Box with Power Panel, starter motor, hand fuel pump and 6 volt battery - \$40.00

**Floats - approx 30 " long - with water rudders - good for .40 size trainer - \$20.00

In addition he has misc. hardware too much to list - he

From Norm Harris

You might be interested, in this. I recently emailed solarfilm UK, to tell them I am still using rolls of film I purchased in 1975. It is still in A1 condition as shown on the blue and silver model and the high visibility Lanzo Bomber. Also that I am still flying a 1976 model (the orange biplane) which I have threatened to recover but as the original Solarfilm is still acceptable, never have. They were very impressed and are going to show the models on their new website

Regards

Norman Harris

I'm happy to get a model through a season let alone a couple of decades or three! (Ed)



A very cool site.

After connecting to this site, click on any of the listed planes & and it will show you the cockpit!

www.codeonemagazine.com/test/archives/2007/articles/jan_07/cockpits/cockpits.html

From Carl Finch

It's worth the effort of putting in that long address! (Ed)

Who are these photos of?





Clockwise from the left. Harrier and Mig in the Arizona Desert. Dave Cummings' Suck and Blow Cessna after its first flight in April 2010. A Messerschmitt 262 and a Jenny at Toledo. (I call this type of scale modeling Model Porn; highly desirable but unattainable) Work crews at Bayview getting ready for the new storage shed.