



Spring has sprung,- the grass is riz - and where do you think Nick Charmont is?? I'll tell you where he is - he's flying around in the smallest twin engine aircraft in the world!! -- Noted French pilot Nicolas Charmont went and installed two AMT Olympus turbines in his tiny "CRI-CRI" airplane. AMT is a company in the Netherlands that makes the engines as well as the on-board

automatic start-up units and the EDT's (Engine Data Terminals).

The "CRI-CRI" weighs only 170 kg (375 lbs.) Wingspan is 4.9 meters (16 ft). And has excellent performance with about 36 kg (80 pounds) of available thrust. Top speed is 240 km/h (150 mph) - and with only one engine flies at 160 km/h (100 mph).

The "CRI-CRI" is a French ultra-light homebuilt kit-plane which is the brainchild of a talented French designer Michael Colombar and has been around since the seventies -- usually powered by small motor cycle or lawnmower or model aircraft engines giving the propeller-driven version a speed of about 115 mph. There are about 100 of these highly aerobatic airplanes flying worldwide, including about 30 in North America.

The Heydenshore Sale - 11 March 2007

Heydenshore was a great success again this year - thanks in no small measure to the efforts of Marlene Coulby and her two sons. Ted Curl- our perennial bon-vivant and raconteur served as our master of ceremonies with his usual elan which gave the event a professional feel. John Tribou was our master chef again and imparted his culinary skills to the preparation of the hot dogs and sausages. He was assisted by Scott Sutton, my wife and myself.

There were 33 tables sold this year - one table did not sell and we had a vendor not show up due to the March break.

Ron Brott of Pinnacle Hobbies was there big-time with a huge display of engines, radios - including the new Spectrum 7, all kinds of hardware and lots of electric

supplies. In addition to selling stuff Ron spent a lot of time handing out advice to anybody who asked.

Kelly Curl of "Flying Stuff Hobbies" in Ajax was there with his electric model kits, motors and supplies. Kelly specializes exclusively in electrics and can help you straighten out any problems you might run into. Richard Staron (the guy who made the foam-cutting demonstration at our club meeting last fall) was selling a very impressive line of foam-winged lazer-cut kits for .15-size combat ships. The several different kits offered were very attractive little airplanes and all featured a cut foam wing with balsa fuselages.

Don and Jim Moss, - our biggest contributor, had five tables festooned with a large supply of balsa wood, some mufflers and hardware plus a whole lineup of Seamasters, Kavaliers, a trainer, a large delta, several smaller finished airplanes, plus Jim's beautiful Grumman Duck. All these airplanes were beautifully built and were being sold at bargain prices for completely finished airframes. Ross Gammage was selling his Seamasters (read Rossmasters) at his table - including the 120 size he's become famous for and which are available in varying stages of completion. at great prices. Ross was also selling some ships he's outgrown including his "Pepsi Flyer" on floats.

Mike Shareck, famous for his building skills, was selling some of his stuff including a Swizzle Stick and a Seamaster - both were immaculate - (as we've come to expect). They sold fast! Ted Curl had a table loaded with what he described as a "clutch" of smaller electric models and other bits and pieces. Ted came into the concession booth about half-way through and announced he'd "sold out"! Ted can rely on his natural charm to sell his stuff - however I do believe the guy who bought his last airplane made the decision to do so when he was flat on his back with Ted's hands around his neck!!

For the large scale modeler there was an interesting display of Chinese-built "CRRC" gasoline engines of varying sizes. These engines have evidently only recently been introduced into Canada and the workmanship appears to be first class.

Just inside the door were a couple of terrific framed up GeeBee racers as well as a completely built scale concours-standard "60 size" P-40 Warhawk - a beautiful ship.

Around 1:30 p.m. Ted stepped up to the microphone and raffled off the Extra 300 electric airplane. It was won by Keith Tate of Newcastle - who will certainly enjoy the beautiful model which is virtually ready to fly.

That pretty much finished up the event as the crowd began to dissipate and the hall was empty by 2:00 p.m

A big thanks Marlene Coulby again and special thanks to all of the vendors - who go to a lot of trouble and personal expense to come and make the event so enjoyable - It's a chance for some vendors to sell their stuff, and also a chance to pick up a model or some useful items at bargain prices but mostly it's a chance to have a

chin-wag with a great bunch of guys - many of whom we only get a chance to see at Heydenshore. The guys who rent the tables make it all possible so hats off to our vendors!

Club Meeting / 18 March 2007 -- Meeting Fallout

The meeting at Durham College started at about 7:15 p.m. with Don Mitchell welcoming the 23 members in attendance. There was the usual auction of the "Trash & Treasures" - which included some magazine bundles, tools, a portable spotlight and a fuel tank.

Treasurer's Report

Treasurer Jeanne Mitchell outlined the details of the financial affairs of the club - which included revenue from about 8 members joining. There were some expenses in building the pylon racers - which was more than made up for by sales of the racers. All 63 pylon racers have been sold.

However the big financial news of the month was the Heydenshore sale. The profit margin was down about a hundred bucks from last year as door attendance was down about thirty people. Jeanne felt that the prime factors contributing to this were the March break; - it was a beautiful day, and the change to daylight savings time - all conspired to lower attendance. Don Mitchell added that the Heydenshore ad was sent to MAAC in plenty of time but was not published for unknown reasons. Don observed that, by not publishing the ad, the club saved the \$200 fee and asked for comment about whether publishing the ad was worth the cost. Comments from the membership suggested that it would likely be just as well to post ads in the local hobby shops and on the club website. Don suggested that we should give the matter additional thought and deferred a decision on the matter.

Port Perry Seniors Residence Demonstration

Jeanne & Don Mitchell have been approached by a senior's residence in Port Perry to put on a demonstration or presentation at their facility in June. Our attendance would be part of a day featuring presentations on "trains, planes and cars" theme. Don suggested that perhaps we could send up a couple guys flying indoor electric or park flyers and said that he and Jeanne would be going up to Port Perry to look at the scenario before deciding what kind of display to stage.

Gerry Scheenaard asked if there was a problem with MAAC insurance. Don Mitchell said that MAAC was vague but he understood that we were covered as long as we were reasonably careful. Further discussion at the next (April) meeting is likely.

Bulk Purchase of Supplies from a British Firm

Don Mitchell tabled a list of modeling supplies available for bulk purchase of various hobby supplies such as glues, control horns, rocket blasters etc. Don said that he'd

keep the list available for review by the membership at the break - (there did not appear to be any interest).

On the subject of glues, Barry Fletcher said that the dollar stores were selling packages of four containers of "super glue" (cyano) for a buck which was excellent glue at a great price.

New Locks for the Field Entrance & Impound Box

President Don Mitchell said that the new locks would be in use starting April 4th. Don again reminded the membership to use proper procedures when using the locks so they didn't get stolen and so that CLOACA could gain access to the field. We remind you all once again guys – Never leave the locks hanging open after you open the gate - latch them onto the chain and roll the tumbler to lock them so they won't get stolen — also - when you lock the gate on departure, lock the gate lock-to-lock (NOT lock to chain) so CLOACA can enter in our absence by unlocking their lock without cutting the chain. Anybody caught not following these procedures will be shot!

Pylon Racing

Construction of the pylon racers is now finished – Not only are all 63 of them built but they're all sold!! The interest in this fun event has spread beyond the confines of our club so it has been decided to invite members of neighboring clubs to join us on race day. The response has been fantastic!! We have guys coming in from the clubs in Ajax, Lindsay, Long Sault and Oshawa with almost as many outsiders racing as our own members. About 1/3rd of our own membership have purchased racers and expressed their intention to race.

The pylon racing schedule was not yet finalized but the number of races will be about the same as last year so the impact on the non-racing members will be about the same.

Some conflicts of frequencies have occurred so some of the racing guys will be asked to change their racing frequencies to solve this problem. Watch for future announcements -- there are current plans to have a warm-up session so our safety guys can be sure racers are good enough flyers to race -- should not be a problem but it's something we need to check out.

Oshawa Aviation Show - June 22, 23, 24

President Don Mitchell reminded the members that the event should be planned for and that all volunteers should inform him of the times and dates that they would be available for to man the MAAC booth at the show.

Spring Fun Fly -- Open House Later??

Howard Smith advised the floor that the Fun Fly event was being planned for early spring – the date to be announced later, and that it would be an attempt to get everybody out after the winter and back into the air.

Howard also said that he was also considering staging an Open House at the field later in the year where we would invite the public to come - all in an effort to make the public more aware of the club and our activities and hopefully attract new members.

Scale Rally

Don Mitchell suggested that perhaps the club should also hold a scale rally later in the year -- he further noted that Lindsay was not having theirs this year which could present a good opportunity for us to do so. Don observed that there was a scale event at the Ajax in June which was always worth attending. Howard Smith volunteered to ensure that such a rally would not conflict with the activities of other clubs. Howard also wondered if the scale rally would be open to park flyers? The matter was left for the members to think over.

Field Maintenance:

Gerry Scheenaard asked if we were planning to roll the field this spring? Don Mitchell said that we were planning to do so and asked Don Moss when would be the best time. Don Moss said that the second or 3rd week of May was about right. Jim Moss added that it was a good idea and made a noticeable difference.

Training Times

Howard Smith noted that other clubs commonly conducted pilot training sessions for new pilots on specific days such as every Wednesday evening and Saturday morning. He further said that this gives regular fliers assurance that they would be able to avoid dealing with trainees by not flying at those times - which is better for regular fliers and leaves the field open to trainees. Don Mitchell said that the suggestion would be considered for adoption.

Visitor Ken Rollins

President Don Mitchell introduced visitor Ken Rollins – Ken introduced himself to the floor as being a former member several years ago and wanting to get back into modeling. Ken has his wings and is pretty much ready to go.

Coffee Break!! Once again coffee and munchies were provided courtesy of the never- ending generosity of Don & Jeanne Mitchell – Gerry Scheenaard once again made the coffee

Show & Tell Session

1. Wayne Challis described his new Whitby Racer

Wayne showed his racer, partly assembled with the fins, servos mounted - also he had mounted his engine in place using his own aluminum engine mount fastened to the airframe using four 1/4" diameter nylon bolts. . He used HS - 81 servos for the elevens - mounted further out on the wings than shown on the instructions. He had a new racing wheel installed and inquired if anyone knew where one could buy a flat fuel tank to obviate the need for a tank fairing. Wayne had not yet finished the leading edge - Don Mitchell suggested that "PL Premium" construction adhesive "gunned on" and left to dry worked well for him if it was left to dry with the leading edge facing upright to avoid "running". The glue dried to a consistency which could be razor-planed to a rounded smooth leading edge. Don Mitchell said that he had also used "Poly-Filla Lite" which he did not really recommend.

Don Mitchell said that the LA-15 engines should be used with moderate nitre level fuel and with a 8" dia 4" pitch propellor which had emerged as the overall best performer after considerable experimentation. Don said that the composite backplates leaked and that this was to be avoided by removing the backplate and re-installing it using a light application of silicone gasket paste -- the backplate should be rotated into position to uniformly distribute the silicone sealant. Don Mitchell has machined a number of aluminum backplate which solves the leaking problem. These backplates can save you a lot of trouble and can be bought from Don for \$13.00

2. Barry Fletcher Showed his Protector for the Fragile Spectrum Transmitter Antenna

The new 2.4 Spectrum radios are the latest thing in radio equipment these days and solve all the problems of conflict of frequencies at the flying field. They also are evidently immune from interference - which is particularly evident in electric airplanes. Barry said that momentary "glitches" or interference on a standard FM radio in an electric model will average about 50 times per flight!

Also, because of the nature of Spectrum radios, the receiver will not work if you have selected the wrong model - something I'm sure we've all done from time to time. Barry displayed the Spectrum 7 transmitter which is the "improved"/updated version for general model aircraft use as opposed to the earlier Spectrum 6 model which was advertised as being for park flyers. Barry explained that he could not really see the difference that made the "6" a radio for park flyers and the "7" for general use.

Aside from Barry's recommendation that Spectrum radios are "the way to go", they do have one drawback, the short articulated transmitter antenna is very fragile at the hinged joint and can be very easily snapped off in use. To obviate such an inconvenience Barry has developed a reinforcing tube made from black ABS plastic which fits over the antenna and protects it from side impact. The tube has a lengthwise slot along the upper half of the tube so that the antenna can be hinged upward in position for flight. A great little gizmo which can be purchased from Barry for \$15 – a real bargain to prevent a real headache.

3. Chris Bridel Demonstrates his Lost Airplane Locator Buzzer

Chris noted that the weeds were very deep around the flying site, and only a little beyond that are the woods, cornfields and grain fields where a lost model can be almost impossible to find even if you're standing right next to it. We've all been there. To solve the problem Chris found a small battery powered wireless doorbell in the dollar store for only a buck. The buzzer part of the unit is quite small - about the size of a cigarette lighter and contains two sub-C size dry cells and a buzzer which puts out a surprisingly loud sound. Chris mounted a tiny HS-81 servo on the side of the case such that the rotating servo disc switched on (or off) the buzzer at its extreme positions. The servo is activated by a spare channel on your transmitter – so when you need to locate your lost ship - you walk out to about where you think it is, switch on the buzzer - and you could find your airplane even in the dark!! Very ingenious Chris – seems like it would be a great addition to any trainer because beginners often get pretty far out.

4. John Tribou Demonstrates Son Mike's Aircraft Self-Guidance System.

John Tribou came forward with his son Mike's Kadet Senior which is the end product of his 4th year engineering school project at university. The aim of the project is to fit a flying model aircraft with the capability to navigate a pre-set cross-country course automatically without any outside guidance. To accomplish this Mike and his two fellow students fitted his Kadet Senior with a small on-board computer (the heart of the system), a small GPS set, and an inertial compass. The computer is first programmed with up to six sets of global coordinates. After take-off under normal radio control, the automatic guidance system is switched on by the pilot, and if the system is ready (functioning properly)- it will direct the aircraft toward the first waypoint set of global coordinates. On the way, if the model should drift off course, the deviation will be sensed by the gyrocompass and the computer will input the needed control inputs to put the ship back on course. Altitude is maintained by reference to the GPS unit which can locate the height of the aircraft by the triangulation of the signals from the 13 or so satellites visible to the receiver. When the model reaches the first waypoint, the computer moves to the next set of coordinates and inputs the correct control movements to set a course toward them. And so it goes from waypoint to waypoint until it reaches the last one - which is presumably near the starting point so the pilot can switch the system off and land the model.

Mike and John have ground tested the system by carrying the model around the preset course in John's truck -- and it worked perfectly! The flight test is coming up soon and all the guys at the meeting expressed a desire to be at the field for the event.

5. Don Mitchell's 61 cc Home-Built Model Aircraft Engine

Don Displayed his latest creation which is an absolutely immaculately built 61cc four-stroke model airplane engine which Don said would, in due course, power a World War I model airplane of suitable size. Don started off last fall with the idea that he would like to use the design of a vintage 1956/7 "Aero 35" 2-stroke engine, which was unique in that it had the cylinder running parallel to the crankshaft. This configuration offers the advantage of greatly reduced the frontal area. However when Don drew up some working plans for the project, it turned out that, for a four-stroke engine, the overall length was getting to be impractically long, so he decided to opt for a more conventional four stroke "flat-head" engine to keep the engine height to a minimum. Fuel/air induction is unique. Air is inducted into the carburetor mounted upright on the crankcase in front of the cylinder, through a hole in the crankshaft as a normal 2-stroke, - into the crankcase - out the back of the crankcase into the valve drive gear box - up a tube into the intake manifold and finally into the cylinder when the intake valve is open. This induction system is somewhat like that used on YS four stroke engines. Don made every component himself except that the valves are from a Saito 2.2 (they were bent and needed to be straightened) and the carburetor was from a "90-size" ducted fan engine which has had the intake throat narrowed by a brass venturi sleeve pressed in place. To reduce the drag of the lifters on the camshaft, Don machined roller cam followers and pinned them to bottom of the lifters. Valve timing is conservative in order to maintain low fuel consumption which is a problem on some 4-stroke model engines and Don hopes to be able to attain reasonable duration with a 16 to 20 oz fuel tank. The engine has a compression ratio of 8.5 to 1 and runs on a glow plug. It weighs only 6 1/4 lbs and is expected to develop around 4 1/2 horsepower. The first running of the engine will be on the first nice day.

Barry Fletcher was highly impressed with the engine and is encouraging Don to enter this unique achievement in the Model Engine Builders Magazine published stateside. So we have a celebrity in our midst - which doesn't come as any surprise to anybody who knows Don Mitchell.

The meeting ended at 9:15 pm

Next Meeting - 15th April 2007 - Don't miss this one guys- it's the last one til next October - besides - we're in the process of trying to arrange a speaker from the Oshawa airport management team to come and talk to us about how the airport works etc. - watch for confirmation in Howard Smith's meeting announcement - and be sure to be there.

Final Thoughts:

In France there's been a serious fire completely destroying the factory that makes white flags - it's crippled France's entire military strategy.

AN AMAZING STORY OF VALOR

The following inspiring story was suggested by Don Mitchell - I copied it from a website



In World War II, a Boeing B-17 bomber named Ye Olde Pub became perhaps the most heavily damaged bomber ever to return from combat - it survived because of an enemy's act of chivalry.

Dec. 20, 1943, was a typically cold, overcast winter day in Britain as 2d Lt. Charles L. Brown's B-17F lined up for takeoff. It was 21-year-old Charlie Brown's first combat mission as an aircraft commander with the 379th Bomb Group, the target an FW-190 factory at Bremen, Germany. He and his crew of Ye Olde Pub were to become participants in an event probably unique at that time in the air war over Europe--a mission that would remain shrouded in mystery for many years.

The bombers began their 10-minute bomb run at 27,300 feet, the temperature: negative 60 degrees. Flak was heavy and accurate. Before "bombs away," Brown's B-17 took hits that shattered the Plexiglas nose, knocked out the number two engine, damaged number four--which frequently had to be throttled back to prevent overspeeding--and caused undetermined damage to the controls. Coming off target, Lieutenant Brown was unable to stay with the formation and became a straggler.

Almost immediately, the lone and limping B-17 came under a series of attacks from 12 to 15 Bf-109s and FW-190s that lasted for more than 10 minutes. The number three engine was hit and would produce only half power. Oxygen, hydraulic, and electrical systems were damaged, and the controls were only partially responsive. The bomber's 11 defensive guns were reduced by the extreme cold to only the two top turret guns and one forward-firing nose gun. The tailgunner was killed and all but one of the crew in the rear incapacitated by wounds or exposure to the frigid air. Lieutenant Brown took a bullet fragment in his right shoulder. Charlie Brown figured the only chance of surviving this pitifully unequal battle was to go on the offensive. Each time a wave of attackers approached, he turned into them, trying to disrupt their aim with his remaining firepower. The last thing oxygen-starved Brown remembers was reversing a steep turn, becoming inverted, and looking "up" at the ground. When he regained full consciousness, the B-17 was miraculously level at less than 1,000 feet.

Still partially dazed, Lieutenant Brown began a slow climb with only one engine at full power. With three seriously injured aboard, he rejected bailing out or a crash landing. The alternative was a thin chance of reaching the UK. While nursing the battered bomber toward England, Brown looked out the right window and saw a Bf-109 flying on his wing. The pilot waved, then flew across the B-17's nose and motioned Brown to land in Germany, which Brown refused to do. After escorting them for several miles out over the North Sea, the Luftwaffe pilot saluted, rolled over, and disappeared. Why had he not shot them down? The answer did not emerge for many years.

The B-17 did make it across 250 miles of storm-tossed North Sea and landed at Seething near the English coast, home of the 448th Bomb Group, which had not yet flown its first mission. The crew was debriefed on their mission, including the strange encounter with the Bf-109. For unknown reasons, the debriefing was classified "secret" and remained so for many years. Lieutenant Brown went on to complete a combat tour, finish college, accept a regular commission, and serve in the Office of Special Investigations, with the Joint Chiefs of Staff, and in other Air Force and State Department assignments until his retirement. He now lives in Miami, Fla., where he is founder and president of an energy and environmental research center.

The image of his strange encounter with the Bf-109 remained firmly embedded in Charlie Brown's memory. In 1986, he began a search for the anonymous pilot. Finally, in 1990, former Oberleutnant Franz Stigler, now living in Canada, responded to a notice published in a newsletter for German fighter pilots. By comparing time, place, and aircraft markings, it was determined that Stigler was the chivalrous pilot who had allowed Brown's crew to live. Not surprisingly, Brown and Stigler have become close friends.

On that December day in 1943, there had been two persuasive reasons why Stigler should have shot down the B-17. First, earlier in the day, he had downed two four-engine bombers and needed only one more that day to earn a Knight's Cross. Second, his decision to not finish off the aircraft was a court-martial offense in Nazi

Germany and if revealed could have led to his execution. He considered these alternatives while flying formation with the B-17, "the most heavily damaged aircraft I ever saw that was still flying." He could see the wounded aboard and thought, "I cannot kill these half-dead people. It would be like shooting at a parachute."

Franz Stigler's act of chivalry has been justly, though belatedly, honored by several military organizations here and abroad. On the other hand, Charles Brown was not decorated for his heroism over Germany, which never was reported by the 448th Bomb Group at Seething to his commanders. Such are the fortunes of war and its aftermath.

You can find interview with him and his other war stories on the following link:

<http://www.virtualpilots.fi/hist/WW2...y-Stigler.html>

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