



Get a load of the design under development at Worldwide Aeros Corporation in Los Angeles headed by a brilliant Russian engineer Igor Pasternak who fled the Soviet Union to escape anti-Semitism after the breakup of the Soviet Union. Unlike its dirigible ancestors, the Aeroscraft is not lighter than air. It's 14 million cubic feet of helium hoist only two-thirds of the craft's weight. The rigid and surprisingly aerodynamic body, driven by huge aft-facing propellers, powered by quiet electric motors, generates enough additional lift to keep the giant 400-ton ship aloft while cruising (unpressurized) at about 8000 ft - giving the passengers a great view of the landscape - they can stroll around the one acre cabin or visit the restaurant or the casino - or rest in their stateroom. while cruising - rather civilized wouldn't you say! It would take about 18 hours to travel across the continent.

The ship needs no runway - takes off & lands vertically - six turbo-fan jet engines push it up or ease its descent. It can land almost anywhere on the ground as well as on water or snow. The first ship is scheduled for completion in 3 years. I understand Lockheed is developing a similar machine at their "Skunk Works" - also in California. Check out the website for more on these interesting vehicles. Exciting things are always happening in the world of aviation!!

#### Aeroscraft Specifications

Purpose: Long -range travel for passengers who are more concerned with the journey than the destination.

Dimensions (feet): 165 h x 244 w x 647 l

Max Speed: 174 mph

Range: 6,000 miles

Capacity: 250 passengers

So what's happening in the club!-

### **Pylon Racing**

The regularly scheduled race on Sunday, 8 July saw eight guys turn out on a letter perfect day - just enough of a breeze to make it comfortable. Quite a few spectators came out to watch. Bill Davies had a radio failure (no elevator control) during his practice run so he was out for the day. After the racing got under way Kevin Ward hit the east pylon right in the foam noodle which took him out of that race but his aircraft was not damaged at all -- not even a broken prop!! -- so he was able to continue racing. Otherwise the races went off without a hitch.

10 guys came out the evening of 17 July on a perfect night for racing including Bill Thorne from Ajax, and Bill Davies & Don McCrumb from Long Sault. Competition is getting very tight among the four top racers - Don Mitchell, Zane Mitchell, Kevin Ward and Wayne Challis. It's worth noting that Wayne Challis is finding his in-flight mixture control setup is helping him a lot. Noteworthy also was the performance put in by Chris Bridel who also has in-flight mixture control and who, on only his second racing session won all four of his races making him the top scorer of the evening - his ship is beautifully finished. There was a mid-air between Zane Mitchell and Don Haslam during the 2-minute countdown to an early race - but fortunately there was no damage (except a broken prop) to either ship as they both spun down lightly. It was a great session!!

Sunday, 29<sup>th</sup> July was a perfect afternoon for racing and saw 12 guys show up with their ships as well as a lot of folks who came to watch. The racing event went off smoothly except for a mid-air collision between Don Mitchell & Wayne Challis -- fortunately the only damage to either ship was a broken prop and both Wayne and Don were able to race in succeeding heats. Don Haslam is really emerging as a serious competitor- winning three of his four races - Same with Chris Bridel who is serious competition to the best of them - some guys just have it! -- and then there's the rest of us.

The delta racers are proving to be very tough machines which can stand up to a lot of punishment - and which are capable of amazing performance with an LA15. Be sure and check the Club website for the individual standings.

## **Jim Moss' Boeing B-17**

About a month or so ago - a few of us at the field were in for a real treat when Jim Moss turned up at the field and flew his amazing scratch-built model of the WWII Boeing B-17 four-engine bomber. An article on this awesome model appeared in the July 2006 Newsletter but it's worth repeating the picture here because it's such a spectacular accomplishment.



The model weighs 45 lbs, spans 125" and is powered by four Saito 91 four-stroke engines. When Jim started the engines - it sounded for all the world like a real B-17. He taxied out & lined up on the west end of the field advanced the throttles and took off to the east -he retracted the (Robart) landing gear and made several circuits of the field. When airborne it looked just like the real thing. Then Jim made a fairly low level pass and dropped the bomb load right in the middle of the field – very impressive! He then flew around a bit more before lowering the gear and coming in for a realistic landing on the mains before allowing the tail to settle – Mission accomplished!

Jim is a noteworthy example of a guy who puts so much effort into this great hobby of ours as exemplified by the B-17. He has been active in IMAC competition in past years and is often found at the field with his large and spectacular scale competition model aircraft. He said that he's put his competition flying on hold for awhile due to pressures of fatherhood - very commendable.. While on the subject, - what is also commendable is that on any particular day at the field, the chances are good that you'll see three generations of the Moss family out there flying together - Don Moss (grandfather), Jim Moss (father) and young Cody, the son - all sharing a common interest in something really worthwhile - enjoying the good times together and creating memories that will last a lifetime. I see Cody is becoming a highly proficient flier - must be in the genes!

## **Club Membership Count:-**

Current records indicate that, to date, the club has 69 members – 61 adults & 8 Juniors. This is the same number (69) as we wound up with last year - except that last year we had 57 adults and 12 juniors. It's interesting to observe that we lost 14 of last year's members and gained 14 new ones. It appears evident that the field itself is a huge attraction - being one of the premiere flying fields in the region and also much credit is doubtless due to the pamphlets and other efforts to publicize our club.

## **Items For Sale**

These items are listed on the club website in more detail , including pictures and expanded descriptions and websites offering detailed info on the items etc. -- they are repeated here for your info -- they all seem to offer exceptional value.

1. Doug Crawford has the following for sale:

Tsunami 40-size sport pattern ship----- \$150.00

Thunder-Tiger Pro 46 engine , brand new--\$100.00

Futaba 4-chan radio w/ 2 receivers, 3 servos, wall charger/switch --\$125.00

Airtronics 6 chan. radio with 8-chan recv'r/4 servos /switch / wall charger-- \$125.00

everything in excellent condition – open to offers

Contact Doug at (905) 655-3897 [dcrawford@hotmail.com](mailto:dcrawford@hotmail.com)

2. Wayne Challis has the following for sale:-

-Ikarus Yak 54 Shock Flyer foamy all linkages installed great flyer!---- \$30.00

-Honey Bee Helicopter - an upgrade from the "King" so it has a longer chassis & landing gear, longer tail boom & blades; – for sale complete w/ servos/brushless motor/speed control/ a heading-hold gyro– just needs a receiver & battery & you're in business---- \$235.00

-Great Planes Slow Poke 25 built from the kit with a longer nose to control the CG, - also has a removable fuselage top from the cockpit forward for battery access – also has less dihedral and flaperons added. Comes complete with 15-size brushless motor & gearbox/ 30 amp speed control with bec/ Trexler inflatable wheels. Flies like a dream and is aerobatic on 3 LiPo cells — all this for only \$185.00.

Contact Wayne at (416)896-9892 or [waynechallis@rogers.com](mailto:waynechallis@rogers.com)

3. Estate Sale of Rich Howe (Note the changes from last month)

Airplanes:-

- (One) Scamp, ready to fly, can be purchased with OS 15 engine and, airborne radio gear -- Extra 300, 58 inch span, never flown, airborne radio gear & and Super Tigre engine.

- Eindecker 80 inch span, new never flown -with/without radio gear & OS 91 4- stroke.

- SlowPoke 50 inch span, with OS 30 engine, with or without radio gear.

- Ace Seamaster, with OS 60 engines & airborne radio gear installed if desired

- Sig Fazer with OS 40 engine - with or without radio gear.

- Bridi Kaos, 61 OS engine - with or without radio gear

- Great Planes Astro Hog, OS 91 4-stroke, with or without radio gear

Kits:-

Prentice Float kit .45 to .60 size; GB Float Kit (new in box), Pica Spitfire

Radios:-

Hitec airborne sets; Four 425BB deluxe servos, RCD 3800 receiver/switch/700mah batt. Assorted individual servos (3) HS-325BB (1) HS-81 micro; Battery packs/ Futaba leads.

Tools:- Great Planes electric hinge slotter; Assorted Xacto knives & saws; Heat gun;

Hobbico Field Charger (dual delta peak sensing); Ace servo cycler

Engines:-6

-(2) OS Max-H .40 (used) plus parts; Mac 10 - .60 size

Miscellaneous Parts/Supplies:-

Three complete field boxes- each including starter & accessories; Great Planes electric hinge slotter; X-Acto knives: Heat Gun: Hobbico field charger (dual delta peak sensing); Ace servo cycler; Wheels; Spinners; propellers; Glues (cyano thin/medium & thick); 5 min epoxy; Pica Gluit wood glue. Bottle of corrosion-block; Balsa bundles/ TE stock; 1/8"doorskin plywood; Aircraft plywood:- 2 sheets liteply 12"x 48" \$5.00 each/2 sheets 1/16 ply 12x24 \$4.00 ea.;2 sheets 1/64 ply 12x24 \$4.00 ea; 3 sheets 3/32 ply 12x24 \$4.00 ea.; 1 sheet 1/32 ply 12x48 \$10.00; 1 partial sheet 1/8 ply \$5.00; 1 partial sheet 1/4 ply \$3.00.

Call Ron Brownell @ (905)723-0766 or rbrownel@durham.net

4. Philip Anjo has the following for sale:-

-Great Planes Super Skybolt—99% built. Top wing covered. Nicely built.- needs a cowl & outer wing struts to complete kit. Will even throw in some covering. Engine mount predrilled for Saito 91. Asking \$125.00.

- Thunder Tiger Extra ARF.- great shape- fun flyer. asking \$50.00

-Lite Machines held w/ 3 micro servos- Gas engine needs new piston sleeve. Asking \$125.00

- Some vintage radio equipment, gas tanks, wheels, lots of stuff. Building the basement in the fall and need the room for the big planes.

Call Philip Anjou at 905-438-0378. leave name and number and will call back.

5. Travis Best – (not a member)- has the following for sale:

-40-size Hanger-9 "Twist"with 61 Thunder Tigre engine/Sky writer smoke system/ receiver & servos installed - 8 months old - has snow skis ----- \$350.00

-"Showtime 90" ARE 4D aerobatic aircraft complete with side-force generators and fitted with an OS1.0 engine and flight pack installed — open to offers

Call Travis at (905) 862-2988

## Final Thoughts

It's a little known fact that this past month, in 1850, California became a State. The State had no electricity; The State had no Money; Almost everybody spoke Spanish; There were gunfights in the streets-----

When it comes right down to it - it was just like California today;

Except the Women had real breasts...

...and the men didn't hold hands!

## CANADIAN AVIATION HISTORY -- The Curtis HS-2L Flying Boat



Wingspan 74 ft  
Length 39 ft.  
Weight (Max Gross) 6432 lb  
Cruise Speed 65 mph  
Climb Rate 180 ft/min  
Service ceiling 9200 ft  
Range 520 miles  
Engine One Packard Liberty V-12 – 360 hp

If you had been out at our Heber Down flying site on September 10th 1920 and if you were very quiet you might just have heard the sound of a Liberty engine in the distance - and if you had looked eastward over the town of Brooklin, you might just have been able to see a speck in the sky flying southward - it was a Curtiss HS-2L flying boat being flown by Russell McRae - and on board was none other than the world-famous Canadian air ace William Barker who was serving that day as the engineer. In those days just the sound of an aircraft engine was enough to bring everyone outside to look up at the miracle in the sky that was an aircraft.

On this particular day they heard the Liberty engine start to cough and bang and then fail completely. Barker, himself an excellent mechanic, immediately climbed up to try to work on the engine in an effort to get it restarted – but it was no use - the aircraft was going in - so Barker dropped back into his seat just before the ship crashed into the tree tops of Bickle's Wood.

As a matter of some interest - Bickle's Wood was located about half way between Brooklin and what is now Columbus - which puts it close to the eastern boundary of what is now the Winchester Golf course - or perhaps more accurately along Thornton just north of Winchester road. Bickle's Wood surrounded the sawmill owned and operated at the time by Henry Bickle - powered no doubt by the same creek that runs through the Winchester Golf Club (and which has an affinity for golf balls). The sawmill burned to the ground in 1886 but Bickle's Wood survived to cushion the fall of Barker's Curtiss HS-2L.

The HS-2L aircraft was named "The Gin Rickey" and was, at the time, the only flying boat operated by the two famous Canadian war aces - Billy Bishop and William Barker the owners of the airline "Bishop Barker Aeroplanes Limited" (BBAL). The airline, if it can be referred to as such, operated between Toronto Harbor and the Royal Muskoka Hotel located 130 miles north on Lake Rousseau - in the heart of the Muskoka lakes. ( I note in passing that "The Gin Rickey" bore registration No. G-CADB- so the picture above is inaccurate to that extent).

At the time of the crash the Gin Rickey\*\* - named after the favorite libation of Will Barker and Billy Bishop - who occasionally were not above drinking such while they were flying, -- was carrying two passengers - William Thompson who suffered a broken rib and Leonard Cairn who had cuts and bruises from the tree branches. Barker suffered a broken wrist and a couple of broken teeth while McRae suffered unspecified injuries. All four of them wound up in the Oshawa hospital where they were treated and released except for McRae who was kept in the hospital for several days. In an effort to prevent a public relations crisis Billy Bishop arranged for passengers Thompson & Cairns to spend that Friday night in his posh residence at 50 Plains Road in Toronto. This honor seemed to mollify Thompson & Cairns - but one cannot help but compare the situation with today's litigious society where two passengers so injured would have been on the phone to their lawyers as soon as they were out of hospital – but those were gentler times.

Actually the Curtiss HS-2L was a very significant aircraft in the history of Canadian aviation - being a flying boat it was used extensively by the Canadian Air Force and the Canadian Provincial and Federal governments for aerial survey and photographic mapping duties of Northern Canada in much the same capacity as the Vickers Vedette described in the May 2006 newsletter so I won't go into all that again - but suffice it to say that the HS-2L was Canada's first bush plane and as such made an enormous contribution in the development of the Canadian north - ferrying supplies and people into the wilderness in a matter of hours instead of weeks..

About 1000 HS-2L flying boats were produced in the US by the Curtiss Aeroplane and Motor Company in Hammondsport and Buffalo, New York or at College Point on Long Island. The aircraft were built for the US Navy and were used during the first World War for maritime (anti-submarine) patrol. Twelve such US machines were stationed in Halifax and these aircraft were donated by Uncle Sam to the Canadian Government after the war.

Powered by 360 HP Liberty engine, the 6500 lb HS-2L managed a cruising speed of 65 mph and could not make it to 10,000 ft if fully loaded - the rate of climb was 150 - 180 ft per minute and was state of the art in 1918. The US Navy sold many machines off as war surplus for \$6160.00 stock or \$9000.00 for an enclosed cabin "Flying Limousine". Barker bought the stock version and after circling the Brooklyn Bridge, flew the ship up the Hudson River to eventually land in Toronto Harbor several days later. The HS-2L was about twice the size of a Vedette and allowed Bishop & Barker to carry up to three passengers.

Flying the HS-2L was not possible with only a single pilot because an engineer was needed to assist in starting the engine and for taxiing. The rudder was too small for reliable taxiing in any crosswind at all so the Navy had developed a procedure where the engineer wore rubber-soled shoes so that he could walk along the wing leading edge. If they wanted to turn left - the engineer ran out onto the left wing to weigh it down and force the float into the water - the resulting drag would turn the aircraft. It was normal for the engineer to run back and forth a few times before they were lined up for take-off & when the pilot gunned the engine for take-off and the ship was tracking straight - the engineer ran back and jumped into the cockpit.

As you might imagine, it was necessary for passengers to possess a certain sense of adventure to ride on these machines - but there seemed to be no shortage of well-healed people willing to do so. Among them was the wife of Sir John Eaton - Florence McRae who rode the Gin Rickey from the Muskokas into Toronto - she later described the trip in the open cockpit as "the lightning trip of almost 2 hours into the city".

Other HS-2L aircraft flew the first forestry patrols, made the first aerial timber survey in 1919, staked the first mining claim using an aircraft in 1920, and in 1924, was used to establish the first scheduled air service and the first regular air mail service in Canada.

There is a pristine example of the HS-2L flying boat in the Canadian Aviation Museum in Ottawa – so next time you're there drop by and look at this most interesting aircraft -- & the next time you're at the intersection of Winchester Road & Thornton, - or maybe playing the 16th & 17th hole at Winchester Golf Club, pause a moment to remember the unique place that location has in Canadian aviation history.

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Postscript 1; I'd originally started to write an article on William Barker - Canada's most decorated war hero, at the suggestion of Don Mitchell who lent me a great book "Barker VC" by Wayne Ralph – but I wandered off the subject when I read about Barker crashing near our flying field – so look for more on Barker next month. Thanks much to Don Mitchell for lending me the book — which is great reading because it let's us see how different attitudes were only 80 years ago..

\*\*Postscript:2 -- Just so yiz are kept informed - a Gin Rickey is made from 1 ½ oz gin, splash of lime, add soda and ice to fill a tall glass. Some folks - particularly those with an Irish background, have been known to forego the lime - and the ice - and the soda— and the glass!!

