



I must start this newsletter with a brief apology. I guess Howard and I got our signals mixed and the May Newsletter, that reported on the last formal club meeting in April, was very delayed in being posted to the club website. The result was no newsletter for June. I will try henceforth to get the newsletter out each month near the 1st of the month. I must confess it is not easy during the summer to find things to report and any and all contributions to the newsletter are welcome. E-mail or phone me and I'll try to put your words into print.

Bob Byrnes ebyrnes@rogers.com

(416)-208-7174

FIELD HAPPENINGS

Damage at our field

Don Cavanaugh reported to this writer that damage had occurred at our club field. Person(s) unknown decided to chop down one of the large trees near the picnic tables. This happened on the weekend of June 20th at about the time schools were getting out for the summer. There was no damage to our fences etc. at the field.



Chris Bridel's Latest Effort

You will all likely remember the article in the Nov. 2007 newsletter describing the flying saucer that was developed and flown at the field by Chris Bridel. Pictured here is Chris' latest design he had out at the field recently. It's made from a coroplast sheet with a balsa fuselage, is powered by an LA .15 turning 19,000 RPM with a 7/5 prop. and it really moves out!! Chris is a longtime racer of power model boats and is a master at handling/tuning glow engines. Chris was active in Pylon Racing for a while but was forced to give it up by a series of unfortunate events. He is still the inveterate experimenter and just about everything he flies is his own creation. Chris is no ordinary bear, so look for him the next time you're at the field.

(Contributed by Don Cavanaugh)



And you thought our lock procedure was annoying

President John Alford sent along this link describing a club's nightmare of a gate lock procedure.

<http://www.csms-rc.org/Operation Of The Field Gate Lock.pdf>

PYLON RACING

Don Cavanaugh submits the following report on the Pylon Racing



*A bunch of the boys were whooping it up
While rounding the pylons tall
The guy who was working the starting box
Was counting the laps with a call
And in the lead with plenty of speed - it was Dangerous Zane that flew
While with overtaking intent, burning thirty percent
Followed Wayne, Howard and Kevin and Don Mitchell too
And up on the hill, enjoying the thrill, was the lady that was known as Lou*

(Lordy-lordy that's awful B apologies to Robert Service)

Frivolities aside, the club pylon Racing schedule for 2008 got off to a flying start with a practice and warm-up flying session on Sunday May 11. Everybody got their turn at tuning up their ship for the racing in earnest which started two weeks later on Sunday 25 May.-- it was windy (no surprise there!).The weather has been pretty lousy - however these amazing little racers are capable of easily handling winds that keep ordinary ships grounded so no races have been canceled yet due to weather.

We've had one mid-air collision so far between Don Haslam and Don Cavanaugh - two arch-rivals who were fighting it out on the backstretch when they hit each other resulting in both ships spinning like tops to the ground. Haslam's ship suffered some minor damage which Don was able to repair and keep on racing in his next heat. Cavanaugh's ship had the landing gear leg snapped off so he was forced to hand-launch for the rest of the evening. These little racers are all but indestructible!

During the following session Zane Mitchell hit the top of the foam pylon noodle!! And he kept right on going!! Obviously the noodle missed his propeller and Zane was able to recover control and finish the race!! The noodle was knocked off the top of the pylon.

The usual guys are the main competitors Wayne Challis; Don Mitchell; Zane Mitchell, Kevin Ward and Howard Smith -- but that's what I like about pylon racing -- it can be as competitive or casual as you want to make it -- and even for a casual competitor - it's huge fun with a terrific bunch of guys. There's no particularly great flying skill required, the models are inexpensive, very durable and just plain fun to fly -- so -- if you're not racing you're missing a big part of the fun that the club has to offer -- so why not buy a model (contact Wayne Challis) -- they only cost \$20 -- put it together in a couple of evenings and come on out and get with the program!! -- You won't regret it -- we could really use some more flyers so new guys would be as welcome as the flowers in springtime!!

FROM SISKINS TO SNOWBIRDS

In 1922, the Royal Force looked to replace its Sopwith Snipes, which dated from the Great War. The Air Force requirement called for a fighter with an all metal airframe and a fabric covering, and the Armstrong-Whitworth company bid on the contract. It had had some experience during the First World War with its F.K. 8 and F.K. 10 armed reconnaissance biplanes, which were sturdy, if gawky, aircraft. Now, looking to re-establish itself in the aviation world, AW bought the Siddely Deasy aero engine company and then designed another fighter aircraft.

The company's first effort was a single seat wooden sesquiplane with an Armstrong Siddely Jaguar radial engine. Named the **SISKIN**, it competed for the RAF order with the Gloster Grebe fighter. The RAF bought 64 Siskin III's in 1924 and four hundred of the model IIIA's and B's three years later. Manoeuvrable and spirited, the Siskins were popular with the Air Force, and some were exported to Estonia, where they were still in service when the Second World War began.

Armstrong-Whitworth had sent a pair of Siskins to Canada for winter testing and in 1927, the Canadian Government allowed the RCAF to purchase 9 Siskins and 6 Atlases. These were the first new fighter aircraft since the Great War, and at the time of purchase, the latest in technology. The Atlases were for an Army co-operation role, but the Siskins were sent to Number One Fighter Squadron. When assembled at Camp Borden, three of them were designated as part of the RCAF's first aerobatic team: the **SISKIN FLIGHT**, which performed at air shows until the mid 1930's. The RCAF was starved of aircraft purchases after that, and the SISKIN FLIGHT was the closest the RCAF pilots got to combat conditions. The Siskins laboured through the decade with NO. 1 fighter squadron at Trenton until the purchase of the Hurricanes in 1939.

Today we are all proud of our SNOWBIRDS aerobatic demonstration team, but, from time to time wonder how long those Tudor jets can be expected to carry on. By the way, a Siskin is a small finch.....



Armstrong-Whitworth Siskin at Rockliffe.

Best Regards to all
Bob Byrnes.