



The latest August 2007 issue of MAAC "Model Aviation" magazine ((p. 80) shows a picture of an Eastman E-2 "Sea Rover" flying boat taken at the Air Museum at the airport in Victoria B.C. I find little information on this interesting airplane - not enough for a "Canadian Aviation History" article but 18 of these machines were designed and built by Jim Eastman and Tom Towle at the Eastman Aircraft Corp in Detroit Michigan around 1925 to 1933. They sold for about \$6000 apiece. Five of them were flown to British Columbia around 1929 where they were used for exploration and gold mining -- exciting stuff! The above picture is from the Canadian Aviation Museum files and shows one of the ships beached and presumably being refueled on a lake in the B.C. interior. The photo is pretty lousy because of the Canada Museum identification overprinted - but it captures the mood of the time -

So what's happening in the club!-

Website Problems

Unfortunately the Club Website fell victim to attack by some unscrupulous hackers (there's a more fitting description but not suitable for print) about the first of August which caused Howard - our Webmaster - a lot of work to fix and more than his share of headaches. Evidently the software in use to run the site had a major security flaw that someone exploited. Howard has it fixed now - but what a pain!!-Howard basically had to re-create the site. So there was no website (and no newsletter) till about mid-month. We regret the inconvenience but what can one do!!

Pylon Racing

The regularly scheduled race on Tuesday - 7 August was rained out so Chairman Kevin Ward decided to have a double racing session at the next regularly scheduled date of Sunday, 19 August. It turned out to be a perfect day for racing with twelve guys showing up. The racing went off smoothly although there was a nasty mid-air between Don & Zane Mitchell which did not cause much damage to Zane's ship, but Don's went straight in at full power - breaking the engine mount so Don was forced to bring out his back-up ship for the rest of the day. There were a number of ships that hit the ground for one reason or another - including those flown by Kevin Ward, Don Haslam and Chris Bridel - as well as engine flame-outs suffered by Wayne Challis and Bill Davies.

The last official racing of the year was held on Tuesday, 28 Aug at 6:00 p. m. - Thirteen guys turned up on a beautiful evening for racing. Jeanne Mitchell hurried us all through the racing schedule to get all the heats in before the sun went down - she was successful although the pylons were getting difficult to see in a couple of races. The races went off without a hitch -- no midairs or any such thing and after the dust had settled, Don and Zane Mitchell emerged tied for first place in the year's standings -- so a run-off race will be held at the club field on Tuesday evening, 4 Sept at or around 6:00 p.m. -- to decide the winner - who will doubtless be doing his "Snoopy Dance" in celebration!! Both of these guys are really winners and amazing to watch - their planes look like they're fired from slingshots! So the final race will be something to see - come and watch or check the Club website for the winner!

It appears that the Hi-Tek S-81 mini-servos with metal gears are standing up well in service but the metal gears are a must and these servos are emerging as the servo of choice. However, some guys prefer the slightly larger S-85 metal gear servos because they are more robust -- but more expensive. It is also becoming evident that 15% nitro "ain't enough" if you want to keep up in this league -- Of course the actual nitro content that any particular guy is using is "classified" information but these little LA-15's respond spectacularly to high nitro fuel turning up nearly 19K RPM.. It's also noteworthy that some of the newer guys from outside clubs are becoming highly competitive - guys like Bill Davies, Bob Dandridge, Don McCrumb and Bill Thorne are really moving up in the standings - it's getting really mean out there.

Pylon Racing Grande Finale Sunday Sept 9 at 1:00 p.m.

The "Grand Finale" event of the pylon racing season is coming up very soon on Sunday, 9 September at 1:00 p.m. The Pinnacle Trophy - will be awarded to either Don Mitchell or Zane Mitchell as the 2007 Grand Champ!! There will be several special events for the fun & enjoyment of all who come to participate or just to watch. Last year we had a radar gun to time your speeds as well as a limbo event and lots of fun flying -- rest assured there'll be more fun events this year with lots of prizes. It'll be topped off with a Barbeque and drinks for all in attendance -- should be a great time with a great bunch of guys so all you racers be sure to try & make the scene!!

New Members

This past month two new guys joined the club - they were V.C Mathur who rejoined after a period of absence - and Ron Moore - welcome to the club guys !! This brings the membership total to 71 including 8 juniors.

Electrics Anyone??

I see more and more guys are turning up at the field with electric models – so I tried it myself starting off with a “32-size” E-Flite “Ultra-Stick - 25” . I find the biggest problem is getting up to speed on the knowledge needed to operate these things – but got great advice from the electric Guru himself - Barry Fletcher and also got a lot of help from Kelly Curl of “Flying Stuff Hobbies”, Steve Osborne of Spectrum Hobbies and from Paul Savage at Discount Hobbies. These owners tell me that more and more of their business is electric. There’s a bit of expense to start off with but once you’re set up - going to the field is a cinch - all you need is your plane and the charger - (don’t forget your transmitter!!). Model performance is the same - but there’s no mess on your plane or in the car and it’s QUIET as well – we’ve had noise complaints and electric flying would eliminate that.

Float flying with an electric is entirely practical and has the huge advantage that it virtually eliminates the need for a recovery boat unless there’s a crash or a real bad landing which flips you over. Also, winter flying becomes much easier and more enjoyable. So give it some thought.

Noise Limits

While on the subject of noise - all members are reminded that of the 88db noise limit for all airplanes operated at Heber Down. There have been complaints and guys who operate at noise levels above that are placing the flying field and the enjoyment of all the members at risk.

Final Thoughts

What do you get when you cross an insomniac, an agnostic, and a dyslexic??
– Someone who stays up all night wondering if there’s a dog. -----
(Groucho Marx)

CANADIAN AVIATION HISTORY -- WILLIAM GEORGE BARKER **Canada’s most decorated War Hero**

During World War I, William Barker shot down fifty enemy aircraft.(Some reports have it as high as 58) He was awarded the Victoria Cross, the Distinguished Service Order and Bar, the Military Cross and two Bars, the French Croix de guerre and two Italian Silver Medals for Valor. He was also mentioned in dispatches three times. He is to this day the most decorated war hero in Canadian Military history.

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If you had been in attendance at the CNE on the Toronto waterfront in the summer of 1919 -you would have witnessed a spectacular aerial demonstration in front of the grandstand each afternoon – there were four Fokker D-VII scout aircraft which had been surplused from the first world war. These ex-German fighter aircraft were bought to Canada and used by Lt Col. William Barker to stage the first demonstration of formation flying in Canada. Barker and three RAF veterans - Captains L.B. Hyde-Pearson, W.R. James and V Dallin put on a truly amazing aerobatic performance which thrilled the audience and which were the precursor to air force aerobatic demonstrations which continue to this

day.

Born on a family farm in Dauphin, Manitoba, "Will" Barker grew up on the frontier of the Great Plains, riding horses, shooting, and working as youngster on his father's farm and at his sawmill. He was an exceptional shot, using a lever-action Winchester that he had modified with his own peep sight. He was particularly adept at shooting on the move, even while on horseback. He was emotionally intense, with wide-ranging interests and had an innate flair for the dramatic act. He was a very good student in school, but had frequent absences due to farm and sawmill life.

Barker fell in love with aviation after watching pioneer flyers barnstorming in their Curtiss and Wright flyers at farm exhibitions between 1910 and 1914. He was a Boy Scout at Russell, Manitoba, and a member of the 32nd Light Horse, a Non-Permanent Active Militia unit based at Roblin, Manitoba. He was in Grade 11 at Dauphin Collegiate Institute in the fall of 1914, just before his enlistment.

In December 1914, soon after the outbreak of the First World War and the subsequent call to arms in the Dominion of Canada, Barker enlisted as No 106074 Trooper William G. Barker in the 1st Canadian Mounted Rifles. The regiment went to England in June 1915 and then to France on September 22nd of that year. Barker was a Colt machine gunner with the Machine Gun Section of the 1st CMR until late February or early March of 1916, when he transferred as a probationary observer to 9 Squadron of the Royal Flying Corps.

He was commissioned as a second-lieutenant in April 1916 and was assigned to 4 Squadron and later transferred to 15 Squadron. He officially qualified as an observer on 27 August and on 15 September he flew as an observer in action for the first time. He was awarded the Military Cross for his actions in November 1916 in the concluding stages of the Battle of the Somme. In January 1917, he started pilot training at Netheravon and on 25 April he first flew as a pilot with 15 Squadron. On 25 April 1917 during the Arras Offensive, Barker, flying an RE 8 with observer Lt. Goodfellow, spotted over 1,000 German troops sheltering in support trenches. The duo directed artillery fire into the positions, thereby avoiding a counter attack.

Barker was wounded by anti-aircraft fire in August 1917. After a recovering, he transferred to become a scout pilot on the Sopwith Camel, being given command of C Flight in the newly formed 28 Squadron.

The unit moved to France on 8 October 1917, and then on 7 November, No. 28 Squadron was transferred to Italy (Milan). One of his most successful, and also most controversial raids, fictionalized by Ernest Hemingway in the short story, *The "Snows of Kilimanjaro"*, was on Christmas Day 1917. Catching the Germans off guard, he and Harold Hudson, his wingman, shot up the airfield of Fleigerableitung, setting fire to one hangar and damaging four German aircraft before dropping a placard wishing their opponents a 'Happy Christmas' . (he was a sassy rascal!!)

The Sopwith Camel was Barker's favorite aircraft – here's a picture of him standing by his Camel



Barker joined No. 66 Squadron in April 1918, where he claimed a further 16 kills by mid-July. He then became Squadron commander of 139 Squadron. By this time, Barker's personal Sopwith Camel (serial no. B6313) had become the most successful fighter aircraft in the history of the RAF, having used it to shoot down 46 aircraft and balloons from September 1917 to September 1918, for a total of 404 operational flying hours.

Besides his other duties Barker also dropped spies by parachute behind enemy lines at night. To overcome any agent's reluctance to jump, Barker had a trap door built into the floor of the observers cockpit that sprang open when he pulled a lever. So - like it or not, - the espionage agent dropped from the plane.

Having flown more than 900 combat hours in two and one half years, Barker was transferred back to the UK in September 1918. In London at RAF HQ, he was granted a ten-day roving commission in France, wherein he selected the Sopwith Snipe as his personal machine and attached himself to No. 201 Squadron RAF, whose squadron commander, Major Cyril Leman, was a pal from his days as a Corps Co-operation airman.

The combat sequence Barker became most famous for and for which he was awarded the Victoria Cross happened on, Sunday, 27 October 1918. While delivering his Snipe to an aircraft depot, he crossed enemy lines at 21,000 feet above the Forêt de Mormal. He attacked an enemy two-seater which broke up, its crew escaping by parachute. By his own admission, he was careless and was bounced by a formation of Fokker D.VIIs. In a descending battle against 15 or more (some reports say 60) enemy machines, Barker was wounded three times in the legs, then his left elbow was blown away, yet he managed to control his Snipe and shoot down three more enemy aircraft. The dogfight took place immediately above the lines of the Canadian Corps. Severely wounded and bleeding profusely, he managed a crash landing within Canadian lines. His life was saved by the men of an RAF Kite Balloon Section, who transported him to a field dressing station.

At the hospital in Rouen, France, Barker clung to life until mid-January 1919, and then was transported back to England. He recovered from his wounds but was not fit enough to walk the necessary few paces for the Victoria Cross investiture at Buckingham Palace until 1 March 1919.

The Overseas Military Forces of Canada recognized Barker as "holding the record for fighting decorations" awarded in the First World War. No other Canadian military figure has received a greater number of gallantry awards than William Barker, thereby making him the most decorated war hero in Canadian history.

Barker returned to Canada in May 1919 as the most decorated Canadian soldier of the war. No one in Canadian military history has matched his record of decorations awarded and hence he is the most decorated soldier in Canadian history.

Barker formed a business partnership, Bishop-Barker Aeroplanes Limited, with fellow-Victoria Cross recipient and Canadian ace Billy Bishop which lasted for about three

years. (You'll recall last month's newsletter item covering this period) Lieutenant Colonel Barker rejoined the fledgling Canadian Air Force in 1922, and was appointed acting director of the RCAF in early 1924. He graduated from RAF Staff College, Andover, in 1926. One of his achievements in the RCAF was the introduction of parachutes. After leaving the RCAF he became the first president of the Toronto Maple Leafs hockey club, and involved in tobacco growing farms in southwestern Ontario.

He suffered from the physical effects of his 1918 gunshot wounds, and struggled with alcoholism in the last few years of his life. He died in 1930 near Ottawa when he lost control of his Fairchild KR-21 biplane trainer during a demonstration flight for the RCAF. Barker, aged 35, was at the time the president and general manager of Fairchild Aircraft in Montreal.

His funeral, the largest national state event in Toronto's history, was attended by an honor guard of 2,000 soldiers. The cortege stretched for more than a mile and a half, and included the Chief of the General Staff and his senior officers, the Lieutenant Governor of Ontario, the Mayor of Toronto, three federal government cabinet ministers, and six other Victoria Cross recipients. An honor guard was also provided by the United States Army. Some 50,000 spectators lined the streets of Toronto en route to Mount Pleasant Cemetery, where Barker was interred in his wife's family crypt in the Mausoleum.

In his hometown, Dauphin, Manitoba, an elementary school and the Barker Airport (dedicated in 1998) is named in his honor. During the week of 8 January 1999, the Canadian Federal Government designated Barker a person of national historic significance.

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