



# Slipstream

Official Publication of Kalamunda Aeronautical Model Society (Inc). Issue: June 2013



## Kalamunda Aeronautical Model Society (Inc.)

### KAM's General Meeting

Wednesday 15<sup>th</sup> May 2013

#### **Chair: Geoff Doughty**

Meeting Open: 20:00hrs  
Attendance: 18 Members, 0 Visitors  
Apologies: Tim Watson, Glen Baldwin,  
Wayne Schenk, Frank Jensen  
Guests:

#### **Secretary's Report**

Correspondence Inward: Email from Frank Jensen Quote for KAMS Shelter Shed 3<sup>rd</sup> Stage  
Correspondence Outward: Email to Members Committee Nomination Form.  
Email to John Phillips regarding Slipstream links on website.  
Email to Ross Cant AWA Bronze wings for Roy Rennie, Lawrence Brlevich, Chris Schmidt, and Gold Wings for Stephen Gleeson.  
Email to Ross Cant regarding Lawrence Brlevich name mix-up AWA web site.  
Email to members regarding cancellation of F4C event Sunday 19<sup>th</sup> May  
Minutes of Last Meeting: Published to Members, 13-05-13  
Minutes moved and accepted  
*Moved: Eric Gooch Seconded: Ross Duncan Carried Unanimously*

#### **Membership Services:**

##### **Membership Statistics**

##### **Current Financial Members**

Renewals Member since Last General Meeting

New Members Since Last General Meeting

139	Membership Peak for Last Year	135
3		

### **Treasurers Report May 2013:**

Extracted from the full report presented to the May Committee and General meetings for the April 2013 accounts.

		BF March	\$37896.72
	<b><u>Expenditure</u></b>		<b><u>Income</u></b>
Cleaning	120.00	Fees	560.00
Field Maintenance	2606.88	Raffle	380.00
Stationary	27.65	Food Sales	479.00
Hire	200.00	Float return	50.00
AWA	250.00		
Sundries	55.00		
<b>W/B Food float</b>	<b>50.00</b>		
<b>Total</b>	<b>3309.53</b>	<b>Total</b>	<b>\$39365.72</b>
<b>Cheque March</b>			<b>96.74</b>
<b>CF to May. 2013 and reconciled to bank statement</b>			<b>\$35959.45</b>

### **Canteen Manager's Report**

April. takings \$877.85, Less exp. \$365.70, Retained by mgr. \$512.15

*Moved: Jason Trebilcock, Seconded: Ian Johnson, Carried Unanimously*

### **New Members:**

The following new member(s) have applied, paid their appropriate dues and been duly nominated and seconded by a financial member:

Name	Class	Wing	MAAA	Proposed	Seconded
Chris Schmidt	Senior	Nil		Geoff Doughty	Gary Turna
Dave Trewarn	Senior	Nil	42891	Andrew Peryer	Geoff Doughty
Tim Beavans	Senior	Nil	73507	Andrew Peryer	Malcolm Retallack

Recommended to General Meeting.

### **Wings Awards:**

Name	Wings
Chris Schmidt	Bronze
Rov Rennie	Bronze
Lawrence Brlevich	Bronze

### **Field Managers Report:**

- Ken Heinz reported that they will mow and fertilizer on Thursday 16<sup>th</sup> May.
- Both of the new water tanks are now full and plumbed into the kitchen after the rain we had earlier in the month.

### **Committee Business:**

- Geoff Doughty commented on the treatment of the equipment at the field.
- Geoff Doughty presented the current plans for replacement of the central shed at KAMs field. Currently we are looking at leaving the current kitchen and replacing the current shed with a farm machinery shed. Current quotes are estimates \$70,000. We will require giving notice of a special meeting for membership to vote on the club pursuing a loan. The committee will give notice of a special general meeting for the purpose of gaining approval for the club to enter into a loan agreement.
- PA system at Warbirds wasn't up to scratch and needs to be of higher quality next year.
- Geoff Doughty commented on discussions with Malcolm Retallack about the current operating procedures and cleanliness in the kitchen. Malcolm has offered to \$50.00 per month towards the power consumed by kitchen operations. The committee suggests this should start from the 1<sup>st</sup> July.
- Ken Heinz raised issue regarding a ranger and the disabled car park at Kams.
- Ken Heinz talked about the incorrect settings mowing the Kams field. Servicing of the mower also is not being carried out frequently enough. Also the mower settings are being incorrectly configured and the speed settings are too high. This is causing poor mower performance. The committee is going to organize a meeting with the mowing team to try and address this issue.
- Security system at the field was a concern with false alarms. This problem has gone now.
- Rubbish at the field needs to be removed, old tables broken chairs. These need to be removed over to where the current skip bin is located. Ken will be looking at having a burn off shortly at the field.
- Geoff Griffiths has some kits to donate to a raffle at the field.
- 19<sup>th</sup> this month is F4C scale day. Richard Bloor has assumed responsibility for the Scale sig group.

### **General Business:**

- Geoff Doughty and Andy Peryer outlined the contents of the quote for what is to be known as shelter shed 3.
- Geoff Doughty outlined discussions he has had with regards to procedures in the kitchen at the field and is pleased to report a general improvement in this area.
- Members were reminded of the motion, which will be put forward at the AGM to reimburse the members of the executive committee.
- Geoff Doughty made comments also that members should take pride in their club. As an example if members notice bird poo on the seats. Please clean them there is a bucket and cleaning brush available from the kitchen.
- Geoff Doughty showed a photo of a white falcon station wagon backed up across the grass towards one of the pit areas. This is not allowed, vehicles are restricted to the car park area only. Andy Peryer is going to email this image to all members.
- The committee is going to investigate at the fence design around the car park, with a view of starting work at the next working bee.

**General Business - Cont:**

- Ian Johnson reported favorably on the warbirds event, although the public address system was not up to scratch. Comments were also made about the spectators in the pit area. The Committee has agreed to look at completing the chain mesh fencing or installing a large gate which will still allow easy access for the mower.
- Ian Johnson requested that we replace the cancelled F4C event May 19<sup>th</sup> 2013 with a scale rally. Andy Peryer will email all members about this day.

**Meeting Close**

21:15hrs

**Members!**

Dolphin Co offers all members of KAMS a 15% discount when purchasing ARF's and engines by quoting a reference number when ordering. This number will be made available by emailing either the Secretary or Treasurer

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iphone

The advertisement features a large image of a black and silver i-Helicopter with its main rotor blades and tail boom. Below it, three smaller images show the helicopter in different sizes. To the right, a black iPhone is shown with a red and white checkered pattern on its back, connected to the helicopter's transmitter. The background is a light blue gradient.

## 2013 "Bastille Day Cup" F3F Glider Round 1 - 8<sup>th</sup> June 2013

The first round of the F3F Bastille Cup kicked off the winter series at Cape Naturaliste with the outlook of some very nice conditions. The forecast was for WNW 18-20kts turning Westerly during the afternoon. As it turned out the breeze was as forecast but didn't really go westerly in the afternoon, however this is still a reasonably good breeze for Cape Naturaliste. The rain also held off all day and we had good dry conditions.

Eleven pilots nominated to fly and a pilots briefing was conducted at 11.30am so our first round was underway by 12.15pm. With a full afternoon of flying ahead, Paul was first up with the F3f version of the Baudis Models Cyril. The breeze was off to the right hand side of the slope creating some difficulties at Base B, the left hand or downwind end of the course. Two rounds were flown back to back as with our usual format.



The first times of the day were, in Round 1, 51.35 and then Round 2, 49.62. Tim followed with his Freestyler 4 doing similar times however it was Chad who came blistering out from the blocks to post a 48.37 winning Round 1 then giving everyone a great demonstration with his Pike Precision on how to fly the course also winning Round 2 with 43.45 a personal best. Chad's enthusiasm and practice had paid off, well done Chad.



Round 3, was won by Paul with the Cyril doing a 50.2 then Tim won Round 4 with 50.97. Chad once again put in a fast time to take Round 5 with 44.7. However, fastest time for the day went to Tim and the Freestyler 4 in Round 6 with 40.9 giving him the win for that Round. In Round 7 again Chad had the Precision under control to win with 44.52. Paul was able to keep it together enough to win Round 8 with 46.66 but that was it for

him as far as wins were concerned as Tim took out Round 9 with 47.83 then Simon flying his Ceres Lift very cleanly and starting to get a feel for the course won Round 10 with 46.03. There was plenty of time for another two rounds, which allowed Tim to win Round 11 with 45.75 but Simon went on to win the final round of the day, Round 12 with a well flown 48.65. The event was finished by 4.30, after which a few pilots continued to fly through until the sun had gone down behind the threatening rain clouds.

There was plenty happening in the rest of the field of contestants, Campbell and dad Jarrah flew the same plane, a 60" Jaeger. This proved a very effective way to involve both in the event. Campbell would launch first, fly his two rounds, then while the plane was still in the air would hand the transmitter to his father, Jarrah, who would fly his two rounds, then Jarrah would land the plane. It gave Campbell the opportunity to watch the timing after his flight and see if he had beaten dad or not.



Campbell was ecstatic to see he had beaten his dad in round 6, 7 and 9. Well done Campbell.

Andrew elected to fly his 3m Predator and his 54" Destiny as separate entries. After a few rounds with each, Andrews comparison flights started to show up that the 3m could handle the cross wind conditions much more easily than the 54" Destiny as the smaller plane struggled back on the up wind leg. The difference was at least 10 seconds in each round with the Predator flying more smoothly than the Destiny. The Destiny would need better conditions to perform closer to the Predator however Andrew was starting to get the swing of the 3m and started to make it look as though it was on rails.

Don flew his Cyril and was obviously very “green” to start with (pun intended). In the first round unfortunately Don scored a DNF. After coming out of Base A with either too much elevator or rearward cg the plane flicked with control becoming a problem. Don fought for control ending up with the plane coming down the other side of Base B. Unfortunately a small bight was taken out of the leading edge on one wing, completely repairable though. Don taped it up and continued with the event pulling his times down throughout the day to achieve a good time of 49.51 in Round 10.



Don ready to race his “Green Machine” Cyril

Brian started the first round with his new 2.5m Willow but found the set up in Round 1 and 2 to be a bit soft on the elevator. After landing, upon inspection, found the elevator arm in one of the elevators had broken loose and was the likely cause of the lack of elevator control. Brian elected to put the new plane away and continued the day with his 60” Sunbird. Brian was able to fly this small plane with consistent times up until the landing after round 10 where he damaged the plane and could not continue with the remaining rounds.



Brian’s new Willow F3F



Andrew’s Predator in action

Eddy (snr) showed enthusiasm for the slope flying his FVK 3m hybrid, putting in some determined efforts to fly the course and as one of our more senior members setting the example for the rest of us that you are never too old to enjoy flying at the slope. Unfortunately Eddy had to retire after Round 6 with a damaged servo to a flap. Eddy has vowed to find himself another plane for the next event and is looking forward to more F3F events on the slope.



Eddy Meester Snr back into racing



The Local’s having fun

Nigel had a disastrous day, but as he said to me, “enjoyed himself immensely”. In the first few rounds Nigel flew the F3B version of the Cyril, but had a servo fail in the wing and elected to switch planes to the Ceres for the rest of the day. Unfortunately in Round 9, with

the Ceres fully ballasted and pulling too much elevator Nigel lost control at Base A and the plane went down to the rocks below. When the plane was retrieved only one wing was spared damage as the fuselage was written off into about three pieces. The other wing is repairable but a new fuselage will have to be ordered.



Nigel launching his Ocelot



Campbell with Nigel's Ceres post crash

It was evident that many of the pilots were a bit rusty initially with the 100m course and in need of some more set up and practice time, perhaps with the advent of the winter series we will all get the practice that we need, either way I think we will enjoy the competition and practice.

All up it was a great day of flying, and the breeze was a good strength all day with a few prolonged surges in strength but increasing through to about 22-23kts in the second half of the afternoon. The direction stayed very much WNW with only a very slight swing more westerly every now and then, but stayed off to the right hand side of the slope all day. Times would have been faster if the breeze had have squared up onto the slope more but it is still a great day at the slope in the conditions we had.

#### Final Results and Points

- 1st Chad Meester – Precision - 9672 pts
- 2nd Tim Kullack - Freestyler 4 - 9617 pts
- 3rd Paul Marshall – Cyril - 9555pts
- 4th Simon Watts – Ceres - 9104pts
- 5th Don Tester - Cyril - 8255pts
- 6th Andrew Muller- Predator - 8111pts
- 7th Jarrah Kilgour- Jaeger - 6783pts
- 8th Andrew Muller- Destiny - 6597pts
- 9th Brian Mitchell- Sunbird - 6490pts
- 10th Campbell Kilgour- Jaeger - 6251pts
- 11th Nigel Molyneux- Cyril/Ceres - 5136 pts
- 12th Eddy Meester Snr- FVK - 2814pts

Well done to Chad for the 1st place and some excellent flying, Tim is to be congratulated also on the fastest time of the day of 40.9. Hopefully we will have more days at the Cape and even more ideal conditions allowing us to push those sub 40 second times.

The next events at “the Cape” is scheduled for the 13th July 2013, weather permitting.

#### "The Bastille Cup" 2013 F3F Glider Series

- Round 1 – 8th June 2013
- Round 2 – 13th July 2013
- Round 3 – 10th August 2013
- Round 4– 7th September 2013
- Round 5 – 19th October 2013

CD  
Paul Marshall



Chad Meester happy with his winning Pike Precision

Once more into the darkness we fly



Paul gives his Cyril the big heave



Freestyler 4



Destiny



Having fun



Zen and the art of launching



Predator ready for action



Andrew and Brian having a great day



The Kilgour boys watch the action



Nigel and "The Chad" at Base B



Paul's Cyril landing



And this button play tunes !



Tim about to race his Freestyler 4



## 11 May 2013 Kams Electric Glider

Saturday, May 11<sup>th</sup> had been designated for the SIG Electric Glider contest starting at 1.00pm. The weather during the week had given us the first taste of winter with huge winds and lots of rain but it had begun to clear by Saturday. No lift was found in the morning but it was a clear day with a soggy field and no big patches of water on the field. However, the gods did shine on us and we had had a good afternoon with lift galore. Very little wind, warm and some cloud. CD Margaret Pettigrew had her trusty very old Toshiba computer and printer setup, hoping it would work properly which fortunately it did.



David Launching the Bingo E

Co-CD Bill Pettigrew held a pilots meeting for the six contestants who had travelled from the four corners of the globe, the deep South, North, East and West, telling the assembled masses that there would be three rounds, three contestants per heat and two heats per round. To even the playing field it was decided that the Radian would be given a 20 sec. motor run and all other planes just 15 seconds. To score pilots were also required to land on the grassy field; anywhere else would be considered a zero score. No major dramas and no breakages throughout the event. For scoring, only the contestant's time would be recorded making it easy to score.

The contest moved very quickly and easily, those pilots not flying would time and vice versa. Danny Hales flew well but couldn't find air although other pilots were achieving their times. The scores would have been very different had Stephen not misjudged the wind on his first flight and had an out landing and thus no score. As he had flown the 7 minutes he would have given everyone a run for their money. Simon worked very hard to achieve his scores, especially in the last round when he flew very patiently for approximately 4 minutes at 150m height before getting lift and full score.



Nigel and Stephen share a joke

Planes flown were: FVK Graphite 2 E, Bingo E, Cyril E, Radian, FVK Organic E and a Pike Perfect ET Electric.

In the end the scores were very close. At the top was Simon Watts with 2997 points flying his trusty Radian which he states is quite a boring plane to fly except in a contest (and winning!). His Radian cost \$185 while the rest of the ships at \$1000 plus, who says Mother Nature doesn't have a sense of humour.

- 1<sup>st</sup> – Simon Watts – Radian – 2997.6 points
- 2<sup>nd</sup> – Matt Pickens – Ceres E – 2995.2 points
- 3<sup>rd</sup> – Nigel Molyneux – Pike Perfect ET E – 2992.9 points
- 4<sup>th</sup> – David Shue – Bingo E – 2335.8 points
- 5<sup>th</sup> – Danny Hales – Graphite 2 E – 2211.4 points
- 6<sup>th</sup> – Stephen Gleeson – FVK Organic E – 1997.6 points

Thanks David Shue for giving some sage advice in the use of the RC Scoring program and thanks to David Peterson for his very easy software program. I can still remember when it was pencil, paper and a calculator which I trucked out with me and which seems to give everyone a good laugh but it comes in handy as well as my ten fingers for counting!!



Simon happy with his Radian

Our thanks to all the contestants for their assistance in timing and making the contest run smoothly, to Bill my Co-CD and our thanks to KAMS also for the use of the field and Malcolm keeping us supplied with soft drinks and coffee. Oh and to Simon for the use of his new camera. Here's to the next Electric Glider event in June with Nigel as the CD. Don't know what he plans but it will be enjoyable I'm sure.

CD's

Bill and Margaret Pettigrew



Team Pettigrew

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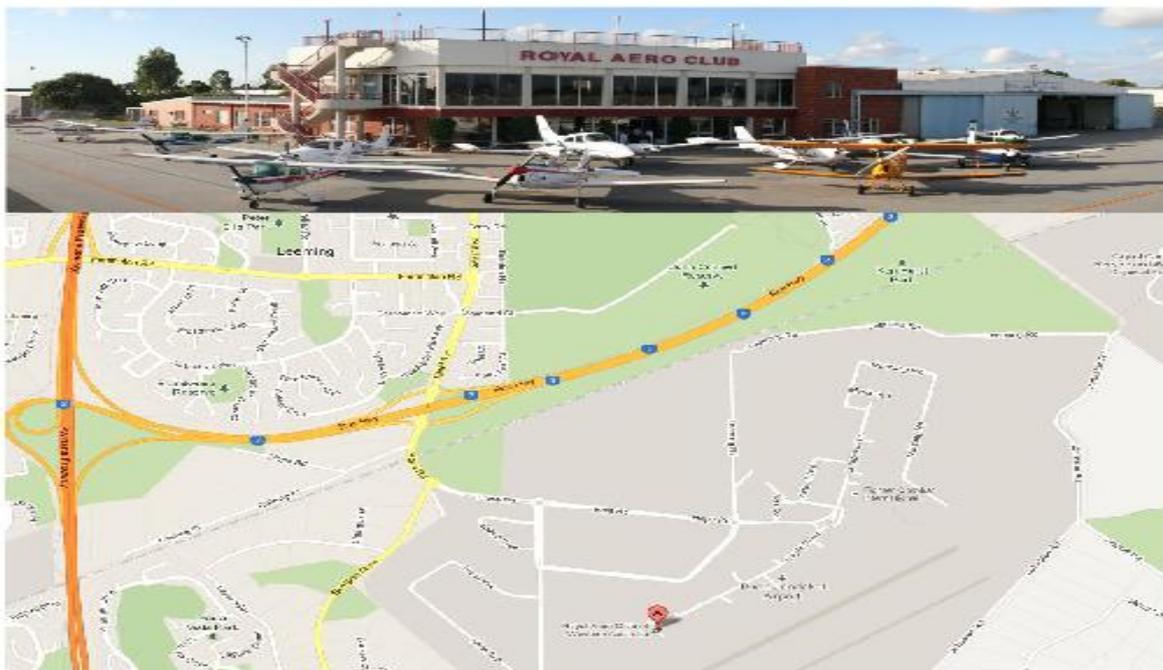
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AT THE FOLLOWING LOCATION  
**Royal Aero Club, 41 Eagle Drive, Jandakot Airport****



**Meetings are held on the third Wednesday of every month starting at 8:00pm. Visitors are welcome. The KAMS AGM is held on the third Wednesday of June every year and is the meeting where fees are set and office bearers elected.**

**There will be activities, information sessions and social events held after the formalities are done so why not come to the meetings and participate?**

Please try and be present for the next meeting

Wednesday June 19<sup>th</sup> – Starts at 8.00pm

# **Hero who makes Biggles look like a wimp:**

**He's flown more planes than anyone else in history - and took 2,000 Nazis prisoner single-handed. And now, at 94, he's telling his breathtaking story**

By [Robert Hardman](#)

**PUBLISHED:**18:50 EST, 6 May 2013| **UPDATED:**06:18 EST, 7 May 2013



Eric Brown must rank as the most extraordinary airman alive. Indeed, open his memoirs at any page and you are left asking a single question: how on earth did this modest Scotsman live to tell the tale?

But Captain Eric 'Winkle' Brown RN is very much alive and in sparkling form as he pours me a glass of sherry at his West Sussex home and reflects on an astonishing life. This is the man who has flown more aircraft than anyone else in history.

He was the first man to fly a jet on and off an aircraft carrier. He has set aviation records that will almost certainly never be broken and is revered as one of the greatest test pilots of all time.

But even if you take out the aerobatics, his story is remarkable. Here is a man who narrowly cheated death in the wreckage of a torpedoed ship, helped to liberate Belsen and took 2,000 enemy prisoners armed only with a pistol.

**Making history: Eric Brown (pictured at home in Copthorne, Sussex) has flown more aircraft than anyone else in history, and was the first man to fly a jet on and off an aircraft carrier**

In the immediate aftermath of the war, Eric had to interrogate a bewildering cross-section of leading Nazis, including Hermann Goering, as well as plane manufacturer Ernst Heinkel and designer Willie Messerschmitt.

What's more, he then had to test all their aircraft. And all this before turning 30. Little wonder that when he arrived at Buckingham Palace at the grand old age of 28 for the fourth time, to receive the AFC in addition to the DSC, MBE and OBE he had already received, George VI greeted him with the words: 'Not you again.'

In fact, young Brown would soon be back once more to receive the King's Commendation for Brave Conduct.

Years later, he would end up as an aide-de-camp to the Queen, who would add a CBE to his collection in 1970.

Pin-sharp at 94, Eric is in constant demand from historians and documentary makers, while his autobiography, *Wings On My Sleeve*, is a must-read for any self-respecting aviator.

Now he is about to tell all as one of the star speakers at next month's Daily Mail-sponsored Chalke Valley History Festival.

What's more, his appearance on the last weekend in June will coincide with the Chalke Valley History Festival Airshow — one of this summer's most spectacular, featuring replica dogfights from

both World Wars. It will certainly bring back memories for Eric, whose flying career was shaped by these conflicts.



Eric's father had served in the Royal Flying Corps during the Great War and, along with all former RFC pilots, received an invitation from the newly formed German Luftwaffe to visit the 1936 Olympics.

A promising scholar at Edinburgh's Royal High School, Eric had recently lost his mother, so his father decided to take the boy to Germany to see the Games.

Among those hosting the RFC delegation was the charismatic Great War ace Ernst Udet, who had become a famous stunt pilot. He took up Eric for a spin — 'Terrifying stuff' — and the teenager was hooked.

When Brown arrived at Buckingham Palace at the age of 28 for the fourth time, to receive the AFC in addition to the DSC, MBE and OBE he had already received, George VI greeted him with the words: 'Not you again'

'When we landed, Udet gave me the old fighter pilot's greeting — "Hals und Beinbruch!" [Break your neck and leg] — and told me to learn to fly.'

Eric went on to Edinburgh University, where he studied German and joined the university's air squadron. During a student trip to Germany, he wrote to Udet, by then a senior Luftwaffe general, who invited Eric into his social circle. The wide-eyed student was introduced to some of the leading lights of the Luftwaffe — including their formidable test pilot and world gliding champion Hanna Reitsch — having no inkling that, within a couple of years, they would be his sworn enemy.



'Udet was like a schoolboy who regarded the whole world as a friend,' says Eric. 'He had these riotous evenings at his flat in Berlin. One of his party tricks was a shooting game where you had to fire a pistol at a target behind you, using a mirror. It made a mess of the wall, but he was very good at it. 'I often wondered what the neighbours thought — but I suppose you didn't complain if your neighbour was a Nazi general.' In 1939, having recently arrived in Germany on a teaching exchange, Eric received a knock on the door one morning. 'Our countries are at war,' said an SS officer, before taking away Eric for interrogation.

Brown was introduced to some of the leading lights of the Luftwaffe - including their formidable test pilot Hanna Reitsch (pictured) - having no inkling that, within a couple of years, they would be his sworn enemy

Fearing the worst, he was pleasantly surprised to be dumped at the Swiss border, from where he made his way home as fast as possible to sign up with the RAF.

Like all young pilots, Eric was itching to get airborne and was frustrated by the lack of RAF planes and postings. But there were plenty of vacancies for pilots in the Royal Navy following the loss of the aircraft carrier, HMS Courageous, with more than 500 men, in the opening weeks of the war.



**Eric was transferred to special duties as a test pilot. Among his tasks was working out ways of flying Spitfires, Hurricanes and Mosquitoes on and off ships, vastly improving the clout of the Fleet Air Arm. Pictured is a Hurricane IIB**

So Eric transferred to the Fleet Air Arm — where he was nicknamed ‘Winkle’ — and retrained as a naval pilot. Before long he was on HMS Audacity, an aircraft carrier escorting vital convoys between Britain and Gibraltar.

His bravery in his Martlet fighter soon earned him the Distinguished Service Cross.

Then, in December 1941, his ship was torpedoed and sank 450 miles off Cape Finisterre. He was one of the few survivors after floating in the water for several hours.

‘I couldn’t walk for a week, but I was lucky,’ he said. ‘As pilots, we had proper lifejackets.’

Back home, his exceptional flying skills had been spotted and he was transferred to special duties as a test pilot. Among his tasks was working out ways of flying Spitfires, Hurricanes and Mosquitoes on and off ships, vastly improving the clout of the Fleet Air Arm.

And when he wasn’t testing the boffins’ latest theories, he was also charged with training a gung-ho band of Canadian Spitfire pilots with whom he saw regular action over France.

By 1944, Eric had moved to the top secret Aerodynamics Flight based at Farnborough.

Winston Churchill needed a solution to the Nazis’ unmanned V1 rocket bombs, which were terrifying the civilian population.



One OF the first had reduced Eric's home, near Aldershot, to rubble. 'My wife was injured, our cleaning lady lost an eye and the dogs disappeared, so my interest was personal,' he says.

Eric helped develop a booster system that could get a fighter alongside a V1 for a short spurt and tip it off-course without colliding.

'You couldn't blow it up because you'd fly straight into the debris — but there was a way of nudging its wings using air pressure and not actually touching.'

'I landed in a pond in a field with this very angry bull in it. Every time I tried to get out of the water, it came at me — and the ambulance and the Home Guard wouldn't go near it. I shouted at them to get the farmer. I remember him leading it away, saying: "Come on, Ferdinand."'

By 1944, Eric had moved to the top secret Aerodynamics Flight based at Farnborough

As the Allies progressed through Italy and France, Eric became commanding officer of a very exotic unit — Farnborough's Enemy Aircraft Flight. His task was to capture and evaluate as much Nazi hardware as he could find.

It led to Eric's first — and last — bail-out. 'One day, the engine caught fire and my feet were starting to fry, so it was time to go over the side,' he says, matter-of-factly.

One of the most unappealing was a Messerschmitt 163 — a rocket plane that ran on liquid explosive.

Dozens of German pilots had been killed developing the thing, but Eric still chuckles as he recalls his maiden flight: 'I soon worked out that the only way to land it without exploding was to run out of fuel first, so you had to get your timings right.'



As commanding officer of Farnborough's Enemy Aircraft Flight, Eric had to capture Nazi hardware. One of the most unappealing was a Messerschmitt 163 - a rocket plane that ran on liquid explosive (pictured)



In 1945, landing at a newly captured airstrip in Germany, he met Allied troops investigating rumours of a concentration camp at Belsen.

Realising that Eric had better German than his interpreter, the brigadier in charge asked him along to assist with translation.

Eric has never forgotten the sights he encountered nor the remorselessness of the female commandant he interrogated, Irma Grese.

'She was the worst human being I ever encountered,' he says. She was hanged a few days later.

Eric has never forgotten the sights he encountered nor the remorselessness of the female commandant he interrogated, Irma Grese. 'She was the worst human being I ever encountered,' he says

Soon afterwards, Eric flew in to another air base in Denmark, only to discover the Allies had yet to capture it.

'I was in this little Avro Anson and there were still 2,000 enemy troops there,' he says.

'I thought we were for it as we landed, but the commanding officer came up to me, handed me his sword and surrendered on the spot.'



Given his excellent knowledge of German and aeroplanes, Eric interrogated all the enemy top brass. He did not warm to Willie Messerschmitt. 'We had a bit of a to-do,' says Eric, with mischievous understatement.

'I accused him of compromising the integrity of his planes because the wings on some had started falling off. He bridled at that!'

Dr Ernst Heinkel was a 'funny little man'. Eric's erstwhile mentor, Udet, had committed suicide in 1941, but one day Winkle found himself in an interview room with Hanna Reitsch, still an unrepentant Hitler worshipper.

'She was emotional because she had just heard that her father had shot all the women in the family and then himself to spare them from the Russians. So she told me quite a lot.'

He even interviewed Hermann Goering. 'His uniform was falling off him, but he perked up when I told him he was going to be interviewed by a pilot. He answered all my questions.'

**'Only doing the job': Among his many records is one for the most aircraft carrier landings in history: 2,407. A U.S. naval pilot who tried to beat him got as far as 1,600 before suffering a nervous breakdown**

'The first thing I asked was his opinion on the outcome of the Battle of Britain and he said: "A draw." He said they had not been defeated, but that Hitler had ordered the withdrawal of fighter units to concentrate on Russia.'

After the war, Eric worked with Sir Frank Whittle, the inventor of the jet engine, clocking up numerous life-threatening 'firsts' in the field of jet aviation.

Among his unappetising tasks was discovering why certain aircraft would crash at certain speeds, and why planes had a habit of disappearing in storms.

Among his many records is one for the most aircraft carrier landings in history: 2,407. A U.S. naval pilot who tried to beat him got as far as 1,600 before suffering a nervous breakdown.

It is also highly unlikely that anyone will surpass Eric's world record for flying 487 different types of aeroplane.

A proud grandfather and great-grandfather, he is typical of his generation in insisting that he was 'only doing the job'.

But Eric Brown did not merely witness history: he made it, too. And it is a hell of a story.

Read more: <http://www.dailymail.co.uk/news/article-2320463/ROBERT-HARDMAN-Hero-Captain-Eric-Winkle-Brown-makes-Biggles-look-like-wimp-tells-story.html#ixzz2Sbaxn7oS>

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## **Oshkosh, Wisconsin ....largest airshow on earth.**

2010 was a special fly-in of DC3s (Dakota) on its 75th year of operation. About 100 DC3s turned up for the event.

The Mig 21 is privately owned and the latest privately owned Russian Jet in the US is a Mig 29. A SU30 next year perhaps.....enjoy the show.

SOME GOOD AEROBATICS.....click on the link below.

<http://marcbrecy.perso.neuf.fr/Oshkosh.html>

## **BY-LAW OF THE MONTH**

### **2.1 MAIN GATE COMBINATION LOCK**

The code number for the entrance gate combination lock is provided to members only after the appropriate membership fees have been paid.

For security reasons, this code number must not be shared with others.

The code number is normally changed in July.

The last person to leave the Field must shut and lock the main gate.

## **KAMS Calendar 2013 (Rev 10)**

Date	Time	Event	CD	Notes
<b>June 2013</b>				
Monday, 3 June 2013	7:30 PM	Committee Meeting		
Sunday, 16 June 2013	1:00 PM	Open WW2 Rally	Richard Bloor	
Wednesday, 19 June 2013	8:00 PM	Annual General Meeting		
Saturday, 29 June 2013	1:00 PM	Glider Electric (3)	Margaret Pettigrew	
<b>July 2013</b>				
Monday, 1 July 2013	7:30 PM	Committee Meeting		
Wednesday, 17 July 2013	8:00 PM	General Meeting		
<b>August 2013</b>				
Monday, 5 August 2013	7:30 PM	Committee Meeting		
Wednesday, 21 August 2013	8:00 PM	General Meeting		
Saturday, 24 August 2013	1:00 PM	Glider Rally (4)	Danny Hales	
<b>September 2013</b>				
Monday, 2 September 2013	7:30 PM	Committee Meeting		
Sunday, 8 September 2013	1:00 PM	Open Scale Rally (4)	Richard Bloor	
Wednesday, 18 September 2013	8:00 PM	General Meeting		
Sunday, 22 September 2013	1:00 PM	Pylon (4)	Glen Baldwin	
Sunday, 29 September 2013	9:00 AM	Jet Day (2)	Neil Giggins	
Monday, 30 September 2013		Queens Birthday		Restrictions
<b>October 2013</b>				
Saturday, 5 October 2013	1:00 PM	Glider F3B (4)	Rod O'Neil	
Monday, 7 October 2013	7:30 PM	Committee Meeting		
Sunday, 13 October 2013	9:00 AM	AWA Large & Standoff Scale (Static 9.00am, Flying 12.00noon)	Richard Bloor	
Wednesday, 16 October 2013	8:00 PM	General Meeting		
Sunday, 20 October 2013	1:00 PM	Pylon (5)	Glen Baldwin	
Sunday, 27 October 2013	9:00 AM	ARF Scale & Scale Rally	Andy P / Ken W	
<b>November 2013</b>				
Saturday, 2 November 2013	9:00 AM	AWA Aussie Thermal	Steve Gleeson	
Monday, 4 November 2013	7:30 PM	Committee Meeting		
Saturday, 16 November 2013	8:30 AM	Bring & Buy , Swap Meet	Geoff Doughty	
Wednesday, 20 November 2013	8:00 PM	General Meeting		
Sunday, 24 November 2013	1:00 PM	Pylon (6)	Glen Baldwin	

## ***KAMS Calendar 2013 (Rev 10) – Cont.***

Date	Time	Event	CD	Notes
<b>December 2013</b>				
Monday, 2 December 2013	7:30 PM	Committee Meeting		
Saturday, 7 December 2013	1:00 PM	Glider Thermal Duration (6)	Jarrahdale	Jarrahdale
Saturday, 14 December 2013	5.00 PM	Christmas BBQ	TBA	
Wednesday, 18 December 2013	8:00 PM	General Meeting		
Wednesday, 25 December 2013		Christmas Day		No IC
Thursday, 26 December 2013		Boxing Day		No IC

**Note:**

1. The notation **Restrictions** means that the restrictions that are set for Public Holiday are in force. This means that the timetable for operations at the field is that of a Sunday.
2. There are five days of the year where no IC activity is permitted. These are: New Years Day, Good Friday, Easter Sunday, Christmas Day and Boxing Day.

### ***It's nearly fee time!***

The fee schedule for 2013/14 will be determined at the AGM on 19th June and members advised by email shortly after regarding membership renewals and payment arrangements.

**Remember, from July -1st, only current financial members may fly at KAMS.**

Geoff Griffiths,

KAMS Treasurer.

#### **Disabled Parking at KAMS**

Please be aware the two parking bays either side of the "Disabled" sign adjacent to the southern pits are registered with the Serpentine/Jarrahdale Shire. Only authorised members or visitors with the appropriate permit displayed on the vehicle dash may park in these spaces.

**Be aware the Shire Ranger regularly calls and will happily issue infringement notices where appropriate.**