



# NEWSLETTER

February 2016

**The lock and combination on the gate to the field has been changed.  
Members will receive the new code by email.**

## Next Meeting

**Alloa Public School  
12353 Mississauga Road  
Friday, February 12<sup>th</sup> 2016  
7:30 to 10:00 PM**

Note that this is the **new** Alloa Public School at 12287 Mississauga Road, about 2 kilometres northwest of Mayfield Road. The gym at the new school is much larger than our old location and should be much better for indoor flying or so I'm told. GPS position for the entrance driveway is 43.70056, -079.87472 or N43° 42' 2" W79° 52' 29". Enter the school by the main front doors unless advised otherwise. Good parking close by.

Informal meeting: financial & membership updates and indoor flying.

**Bring indoor gym shoes, slippers or stocking feet, as outdoor footwear will not be allowed on the gym floor.**



*Al Smith, Fred Messacar, Warren Piper & Paul Campbell*

## Goodwill Tour

This year, Paul Campbell came with me, about ten days before Christmas, to visit the three farmers directly involved with our field and the neighbours (5) in the houses on Mayfield and Winston Churchill. The idea is to give them a wee gift in appreciation for their accommodation and to get feedback, good or bad, about our flying operations during the year.

I'm happy to report that we did speak to all three of the farmers and three of the neighbours and there were no complaints at all. (We asked about noise or over flights if they didn't.) Most reported that the models seemed quieter this past year if anything. We advised that this was probably due to a higher percentage of electric models flying now and to effective noise suppression on the larger gas models. Thanks to all members for this!

## MAAC

### Notice to All High Flyers

There have been several recently reported occurrences of model aircraft, or unauthorized UAVs, coming into close contact with full sized, manned aviation.

#### THIS IS DANGEROUS AND ILLEGAL

*Canadian Aviation Regulations, in Section 602.45, specifically forbids the operation of model aircraft "in a manner that is or is likely to be a hazard to aviation safety."*

*Sections 76 & 77 of the Criminal Code of Canada makes it clear that endangering aviation safety in any way is illegal and anyone so doing "is guilty of*

*a criminal offence and liable to imprisonment for life.”*

We, in Canada, are in a privileged position in that we face far fewer rules or restrictions that are applied in many other nations. One accident involving a full sized aircraft could change that in the stroke of a pen.

PLEASE MAKE A POINT OF ENSURING THAT  
YOUR RECREATIONAL USE OF MODEL  
AIRCRAFT DOES NOT ENDANGER FULL  
SIZED AVIATION

See the January 2016 issue of Model Aviation  
Canada, Page 31.

### **HHMFC Constitution Article 10.8:**

*Be aware that full sized aircraft operating  
under VFR rules can and do cross over our  
field as low as 500 feet above ground.*

### **Rules & Regulations**

Another worthwhile read in the same issue is Doug  
Anderson’s “Safety” column on Page 60



On January the 3<sup>rd</sup>, Bob Hallworth died in Victoria at the age of 81. I remember him as quiet, cool and competent, a squadron bud and friend. Someone you would be happy to follow or have on your wing. Someone you looked forward to seeing again at reunions.

Bob had considerable notoriety on 439 Squadron for earning his Caterpillar Pin for jumping out of an aeroplane – twice! A history of the Canadian Sabre by Larry Milberry recorded the two incidents:

*(Sabre #) 23619 - 8 Apr 60 – Mid-air with 23515 near Zweibrucken. Ejected. F/O RW Hallworth. N (non-fatal)*

*23756 – 2 Feb 61 – Seized controls. Ejected near Chalons-sur-Marne. F/O RW Hallworth. N*

I thought you might like to read the full stories, written by F/O (Ret.) Bob Pope:

“There were two ejections during my time on 439 Squadron (1958-61). The same pilot, Bob “Noisy” Hallworth, accomplished both. I was always a bit envious of Noisy in as much as he hogged both ejections for himself. I always thought I would like to give it a try.

### **Ejection #1**

I was not personally involved with this ejection, and my mind might be a little foggy after 56 years, but what transpired goes something like this:

Noisy was in a dogfight with what was probably a four plane from 421 Squadron. He had a mid-air with the “enemy” after which both pilots ejected. Both pilots landed intact and I believe uninjured.

Noisy’s fun was on the descent. The chute was designed to automatically deploy. I believe the altitude was 13,800 feet. Some time before this altitude, Noisy entered cloud. Not entirely trusting automation, and a little nervous about his actual altitude, he deployed his chute manually. Still in cloud, with a good chute, he was completely disorientated. Airsickness soon followed. *At least he found out which way was down.*

He exited the cloud layer only to find himself swinging wildly. He had heard if you pull on the risers on one side you could control the swing. He tried this, only to partially collapse his chute. That was enough of that. He left the rest to nature.

### **Ejection #2**

I was involved with this ejection and I remember it very clearly. Noisy and I were each leading a four-plane section on a phase training exercise. It was our first intercept. He was acting as target at 35T

and I was leading the fighters at 40T. Yellowjack vectored me in and I called "Tally-Ho. Pounce". I started down with my wingman and Noisy and his wingman broke starboard. We were in a starboard turn and starting to close in when something flashed over my wing. I then noticed Noisy's a/c go into a tumble, although I had never seen a Sabre do one.

It was never found out what caused the problem with Noisy's a/c but my opinion is that what flashed over my wing was one of his drop tanks which smashed into his tail after the tank detached from his a/c. Noisy could not control the a/c and found himself in a high negative G situation. Having had enough of this, he decided to eject.

Every Sabre pilot will remember that part of the ejection sequence was to duck your head so that when the canopy slid back it wouldn't try to take your head with it. Unfortunately, with his negative G situation he couldn't get his head down but he squeezed the triggers anyway. That was all he remembered for the next half hour or so. His helmet was never found.

The a/c eventually entered a standard spin at which time I began to circle it as it descended. At about 14T I observed a chute blossoming 500 feet or so above the a/c and I changed my position to circle the chute. *Noisy was immobile*. I followed the chute down to the ground, but I did avert my eyes long enough to watch the a/c impact. Noisy, still unconscious, landed in a plowed field within sight of the city of Chalons-sur-Marne. There was a factory, a mile or so from Noisy and I kept buzzing it and returning to circle Noisy. I remember there were wires crossing the field and I had to keep lifting up to clear them.

Noisy regained consciousness and sat up. He didn't remember any of this. He had quite a colourful face. I then noticed a vehicle heading down a nearby dirt road and when they turned into the field it was time to head back to Marville, as I was low on fuel.

It was at this time, for the first time, I noticed a Sabre tagging behind. If memory serves me correctly, it was BB (Brian Burke). I'm pretty sure because I remember thinking at the time, in almost 3 years, that was the first time I had ever seen him behind me.

**Popo**

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