



# Stetson Flyer

Stetson Flyers Model Airplane Club

April 2003

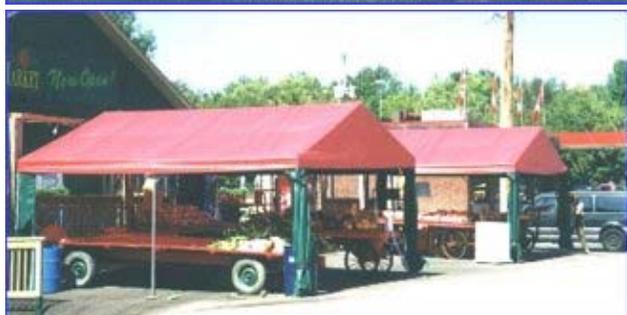
## The Shelter

At the March meeting, Mike Ingham made a presentation to the members on various options for a shelter at the field. Some options included the designs considered last year, as well as a new proposal for a pre-fab dome shelter from an Ontario company that specializes in such structures.

There was lots of discussion on the topic, and in the end it was voted on that Mike would get quotes on a domed shelter for the field.

By a vote of the members present, it was decided that the club should pay half and that each member would pay \$20.00 each towards the cost of the shelter. Considering that is just a jug of fuel or a few props, it was considered a great deal by most present.

The quotes Mike received are reprinted here so that all the members can see what we are getting into. If there are any questions, please direct them to Mike Ingham, m.ingham@rogers.com.



## Next Meeting

Tuesday, April 29<sup>th</sup>  
7:30 pm

*Don't forget your "Bring'n'Brag"!*

***Use the back door  
to the museum!***

## Auction Meeting!

- Make room for new projects!
- Bargains on hard to find parts!
- Move projects one hangar to the right!
- Recycle left over parts!

It's a great, fun evening. Bring some cash, get ready for deals.

The club takes 10% from the selling price (seller pays).

Reserve bids permitted; no commission if the item does not sell.

**You do not need to be a member to buy or sell!**



## Coming Events...

April 29 <sup>th</sup>	Auction Meeting
May 27 <sup>th</sup>	Regular Meeting
June 22 <sup>nd</sup>	Ed Rae Memorial Fun Fly
July 1 <sup>st</sup>	Canada Day a NAM
August 30 <sup>th</sup> /31 <sup>st</sup>	Pattern Event
September 13 <sup>th</sup> /14 <sup>th</sup>	Giant Scale Rally

Our website address: <http://www.stetsonflyers.com>

## Club Officials and Contacts

<b>President</b>	Gerry Nadon 824-9100 president@stetsonflyers.com
<b>Vice-President</b>	Peter Barnes 824-5352
<b>Secretary</b>	Erich Zappe 830-7549 secretary@stetsonflyers.com
<b>Treasurer</b>	Dan Murphy 663-5188 treasurer@stetsonflyers.com
<b>Chief Flying Instructor</b>	your name here!
<b>Webmaster</b>	John Jackson 445-5726 webmaster@stetsonflyers.com
<b>Newsletter</b>	John Jackson 445-5726 editor@stetsonflyers.com

### ***Mailing Address:***

The Stetson Flyers Model Airplane Club  
P.O. Box 456, Orleans, ON, K1C 1S8

### ***Web Page:***

<http://www.stetsonflyers.com>

### ***Dues:***

\$55.00 per calendar year; \$30.00 for students under 18

### ***Meetings***

The Stetson Flyers meet at 7:30 on the last Tuesday of each month, except for December, June, July or August. The meetings are held at the Canadian Aviation Museum in the Bush Theatre.

## Receive this newsletter via email!

Instead of sending a printed newsletter by Canada Post, we can send you an email notice with the web site address where you can download the newsletter each month. The file is an Adobe Acrobat PDF file, which means that you need to use a FREE Acrobat Reader software to view or print the document. There is a link to the Adobe site to get the FREE software on our web site.

The benefits to you are faster delivery, colour pictures, less cost to the club, and environmentally friendly to boot!

To receive the newsletter by email, send **your** email address to [editor@stetsonflyers.com](mailto:editor@stetsonflyers.com)

## Please visit our web site at

<http://www.stetsonflyers.com>

Our web site is hosted as a community service by  
**Magma Communications**  
(613) 228-3565

Would you like a member discount on your internet access? Contact club member Rick Ramalho at [rick@magma.ca](mailto:rick@magma.ca) to receive information on discounts for Stetson Flyers members.

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## Newsletter Questions and Answers

### **How do I open the electronic newsletter?**

You need Version 5 of the free Adobe Acrobat Reader software installed on your computer. You can download this from:

<http://www.adobe.com/products/acrobat/readstep2.html>

If you are using a dial-up modem, this may take about 30 to 40 minutes to download.

### **Why do I get errors opening the newsletter?**

Most likely you have an older version of Acrobat – perhaps version 3 or 4. Please download Version 5 as above. It usually fixes all the error messages with the newsletter.

### **I used to get emails about club events, but now only get a printed newsletter – what happened?**

Mostly likely your email address changed or failed and we were not given a new one. When this happens we revert to printed newsletters. To get back on to electronic distribution, just send an email to [editor@stetsonflyers.com](mailto:editor@stetsonflyers.com). By default, those with email addresses will be notified when the electronic version is ready for download. You can ask to have a printed copy sent as well.

If there are any other questions, please contact me at [editor@stetsonflyers.com](mailto:editor@stetsonflyers.com).

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Looking for event dates for other clubs in this area? Check out the calendar on club member Darcy Whyte's web page:

<http://www.calmdays.com/h/cd/calendar.asp>

If there is an event that is not listed, you can add to the calendar at the top of the page.

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**For Sale:** If you have something you would like to sell, feel free to send me the details and I will add it to our next newsletter!

## Meeting Minutes-March 25, 2003 Aviation Museum

1.0 Gerry opened the meeting welcoming all.

1.1. Gerry entertained a motion to accept the minutes as published in the last newsletter. Paul Bettez stood up with Dave Asquini seconding and it was passed.

1.2 The March newsletter was the last one to be forwarded to all 2002 members. Only current members will receive the April issue. Gerry complimented John Jackson on a job well done on preparing the newsletter.

1.3 Dan reported that the current membership is 71.

1.4 Dan reminded those that have not paid for their club jacket order to do so soon and those that have not ordered yet should call him. An order will be placed soon.

1.5 Gerry reminded members that a Chief Flying Instructor has not been found for this year.

1.6 The Winter FunFly was a success. Gerry thanked the organizers, Dave Asquini and Ed Whynott, and made special mention of the help by Richard Robichaud.

1.7 Our funfly in June has been found to be on the same date as an ORCC event. Jim Brown made a motion, seconded by J.F. Labrosse, to host it on June 22 and it was accepted. This event is our Ed Rae Memorial FunFly.

1.8 For Canada Day at the Aviation Museum, Gerry planning to feature more scale planes in the flying demo.

1.9 Michael Cooper reported on the airship flying at the Civic Centre. It will continue with the remaining games of the season and the playoffs. Better storage for the ship in the off season is being worked on.

2.0 Rick Bell was awarded the Pink Pig for this month.

2.1 Mike Ingham made a presentation on options for a shelter at the field. Mike reviewed plans considered last year. An example of a wooden shelter built in a 10x20 size was reviewed with current material costs.

Mike then presented another alternative. This was a shelter kit that we assemble consisting of a heavy

duty vinyl roof and a steel tubing frame. The advantages of this option was a quality product with a lower cost, less building time, and no permit requirements. Mike addressed concerns about insurance, vandalism, snow load, and also construction. A motion to proceed with this idea was made Brian Wattie and Rick Ramalho and was passed. Financing for this shelter was discussed with the suggestion of the club paying for half of the shelter and club members paying for the balance. An assessment to each club member to contribute \$20.00 would be made. A motion to accept this was made by Tom Saunders, seconded by Marc Shaw, and was accepted.

2.2 The business portion of the meeting was adjourned followed by coffee, Bring'n Brag, and a presentation of computer aided foam cutting.



Keeper of the Pig for March—Rick Bell.

There are two types of radio controlled airplanes: Ones that have crashed, and ones that will.

# Doing It My Way

## By Gudmund Thompson

Those of you who attended the January Club meeting will have seen a very happy guy. I was that guy, and the reason for my animation was the fact that my CNC Foam Cutter was working perfectly. It has been quite a challenge to assemble and tune, but, in the end, it was well worth the effort.

The system is made up of three parts, a laptop computer, the control box, and the carriage assembly. I will briefly describe each in turn.

The Laptop is a bit of an extravagance as I could have used any old computer capable of running Windows 95 and the software program. I chose to use French software by Gilles Muller (visit [http://gm.cnc.free.fr/index\\_en.html](http://gm.cnc.free.fr/index_en.html)) for details), though there are other programs available, both more and less expensive. The Muller program cost 30 Euro for registration and is really quite sophisticated. For example, in order to set it up, I had to tell it that my carriages would move 1.27 mm for each revolution of the stepper motors and that the steppers could stop at any one of 100 discrete positions during each revolution. I also needed to tell the software how wide the kerf was at both full and half cutting speed. Once set-up, the software will allow me to cut virtually any airfoil (I have a library of about fifteen hundred) and it actually adjusts the position of the wire to cater for the fact that the kerf is wider on the small end of a tapered wing than it is on the big end. I can also cut virtually any other shape using a program called Profrcan (also available from Muller) to produce file that the CNC program needs.

The Control Box houses a PC card that interprets the software commands from the laptop and sends them to the motors on the carriage assembly. This card came to me from California and cost US\$80 (see <http://www.8linx.com/cnc/day2.htm>) for details). There are also sites that give a component list and assembly instructions for similar (and more sophisticated) cards. The control box also holds an AT power supply that provides 12 volts DC to the PC board and, through it, the motors, and a transformer that provides up to 28 volts AC to the hot wire. There is also another 12-volt cube-type power supply, a bunch of fans, switches and a multi-meter to fill up the empty space.

The Carriage Assembly is made from plywood and uses three sets of expensive drawer slides. The stepper motors I am using, recycled through Princess Auto, are fairly weak so I have one on each end of each axis (for a total of eight), while the drive screws

are simply 1/2 x 20-threaded rod attached to the motors by bits of neoprene tubing. I chose to build a set of springs into the assembly to hold and tension the hot wire, but lots of guys simply mount their hand-operated bows in the carriages. In practical terms, my table will produce wing panels with a span of 30 inches and a chord of 22 inches. It will also handle projects up to 10 inches deep. This appears to be sufficient for the moment as longer wings are generally constructed from multiple panels. (The carriage assembly can actually be made larger as well.)

So, if you need wing cores (or other things cut from foam I have already made a set of nesting trays and some of you have seen the naked lady test cut!!!), let me know. There is no sense in letting this wonderful machine hang on my wall doing nothing.

If you are intrigued by the project and want to make one of your own, check out the fifty-odd tables, which are shown at <http://www.teaser.fr/~abrea/cncnet/table/tables.phtml> for inspiration. You should also check out the Yahoo! Group called CNC Foamcutters at <http://groups.yahoo.com>. Finally, if you need advice in building a cutting system, give me a call. I could not have completed mine without the helpful advice and assistance of guys like Louis Dionne and I am more than happy to carry on this tradition.



## SOME TIPS FOR USING CA

Here's some neat CA tips found on the Superior Balsa website. <http://www.superiorbalsa.com>

To prevent CA from running deep into, or out of a joint try this. Before the surfaces are joined, spray a little accelerator on ONE of the surfaces. Let it dry at least two minutes, it will remain active for several hours. On the other surface to be joined, place a bead of CA (thick works best), then press the two parts together. They should instantly bond and the CA will not migrate out of the joint.

When buying CA from SUPERIOR, ask for an extra cap and nozzle. It's our gift to you.

Clogged tips are usually caused by balsa dust touching the tip or when accelerator is sprayed anywhere even close to an uncapped bottle. To be sure, keep the CA covered or far from the spray and don't touch the tip to your work.

Every so often, tap the bottom of the bottle on the bench. This will force the CA in the nozzle back into the bottle.

Using an applicator (49¢) will greatly improve CA application. You'll conserve the amount of CA used. It can will enable you to accurately place the CA and minimize clogged nozzles. An applicator (available with fine and regular tips) is essentially a long plastic eyedropper with a long narrow tip. If the tip becomes clogged, merely cut off a 1/16 inch and it will be as good as new.

Tip and tops can be cleaned and reused. I suggest you get a few extras. When your tip and top get clogged, place them in a small jar of acetone. Replace the clogged tip with the new one. If it becomes clogged, put it in your jar of acetone and replace it with the tip that was in the acetone.

Don't use debonder as it contains chemicals that will keep CA from curing. Debonder is not Acetone as commonly believed.

CA can be stored for long periods of time if kept refrigerated. Keeping CA in a hot garage will degrade the bonding characteristics.

If you use a lot of CA, consider buying an 8 oz or even a 16 oz bottle and transferring the CA to smaller bottles. You can save about 30%.

Cut the nozzle cut at a 45 degree angle instead of straight across. This causes the CA to drain back into the bottle.

## CamMan

By John Jackson

One of the R/C email groups I subscribe to carried a thread about a project called CamMan, a digital camera modified to be triggered by plugging it directly into an R/C receiver without the need of levers and servos.

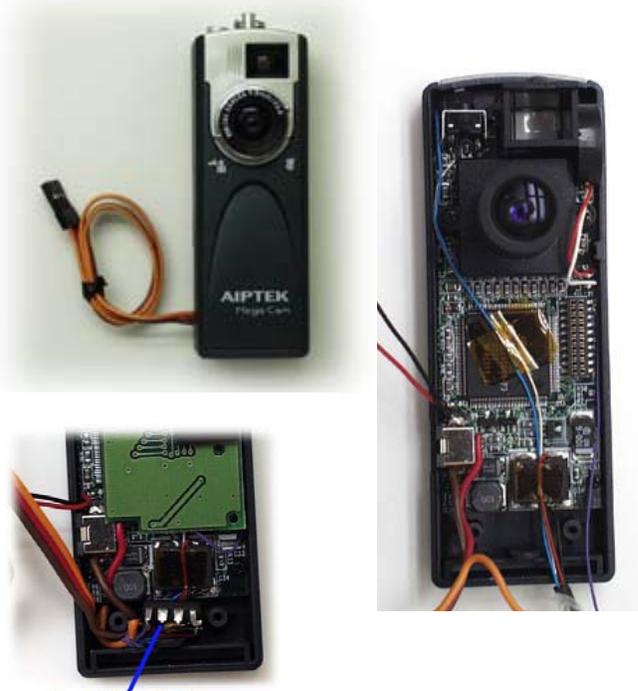
The camera is an Aiptek Mini PenCam 1.3 which is sold in US big box stores for about \$75 including taxes. The camera measures 1.3 X 1.3 X 3.5 inches and weighs about 45 grams after the modifications, assuming you allow it to use the receiver batteries. I fly electric planes and have 2000 mah cells, so this is not a big issue. The camera takes about 30 1280 X 960 high resolution pictures, or about 160 lower resolution 640 X 480 shots.

The modifications kit cost \$10, all that was needed was a servo lead, a fine soldering iron and a steady hand. The plans are all detailed on <http://rc-cam.com/camman.htm> with detailed pictures. Not rushing it was all done in an hour.

I have the camera set up on my rudder channel since I will be installing it in my electric Beaver, which is set up for three channels, and I put the rudder on the right stick.

Perhaps you will see some pictures of the field from this setup later in the spring and summer!

Thanks to Mr. RC CAM for use of the pictures.



CamMan PIC

## MULTI - PARK CANADA INC.

Monday, April 14, 2003

Quotation: A1129

Mike Ingham  
Stetson Flyers  
140 Desmond Ave.  
Kanata, Ontario K2L 1G2

Mike: We are pleased to quote supply only of a 22x8x32 Dome Shelter with various options as follows:

### THE DOME ADVANTAGE:

- All steel used in the construction of the frame is structural grade and galvalume coated, which is the best rust protection available to ensure long-term performance.
- All cover materials quoted are Fire Resistant to CAN/ULC S-109 and NFPA-701 for your safety and to meet Labour Board and Building Department requirements.
- The cover of a Dome Shelter is secured and tightened using ratchet straps and turnbuckles. This makes installing the cover easy and greatly enhances the life of the cover by ensuring it is tight and evenly stretched.
- Cover materials supplied are rip-stop in nature to minimize potential damage. Minor repair is easy.

### FRAME:

- 16ga. 2-3/4" structural oval steel hoops @ four foot centres.
- Purlins x 1-5/8" included to reinforce and brace the frame.
- Anchoring system included for earth, asphalt or concrete, to be specified with the order.
- One 4' w x 7' h bay re-enforced for side access.

### COVER:

- Main cover and end panels are made from 16-oz. UV protected, architectural Vinagard, with a choice of 10 colours \*(optional Polyolefin quoted below)
- No doors as both ends covered 6' from top center height and open 7' to ground.
- Option of roll up sides or no sides as stated below.

### WARRANTIES:

- 5-year pro-rated warranty against colour fading.
- 10 year guarantee on the frame against damage from normal wind or snow loads.
- 15-year pro-rated warranty on the cover against defects in workmanship and materials in normal usage.

### SHELTER PRICE:

<b><u>VINAGARD</u></b>	<b>Roll up sides</b>	<b>= \$4,696.00</b>
	<b>No Sides</b>	<b>= \$3,152.00</b>
<b><u>POLYOLEFIN</u></b>	<b>Roll up sides</b>	<b>= \$4,310.08</b>
	<b>No Sides</b>	<b>= \$2,924.00</b>

**SHIPPING ESTIMATE: \$145.00 - to Ottawa**

**OPTIONS:**

**A)** \*Heavy-duty 10-oz. Polyolefin cover, translucent white only, includes a 10-year pro-rated warranty against defects in workmanship and materials in normal usage.

**B)** Skylight: Install a 5' wide translucent strip full length along the centre of the shelter, Vinagard covers only.

PRICE: \$90.00 CAD, \$65.00 US

**C)** One extra three-zipper door in the rear panel, allows access from either end, or drive right through.

PRICE: \$90.00 CAD, \$65.00 US

**D)** One extra two-zipper door in the rear panel, allows access from either end, or drive right through.

PRICE: \$60.00 CAD, \$45.00 US

**E)** 12" x 12" Screened, louvered vent: Help's prevent interior condensation.

PRICE: \$55.00 CAD, \$40.00 US each.

**F)** Building Permit Package (if required), includes: An engineer's stamped drawing of the structure and documentation on the flame rating of the cover material. NOTE: some structural changes may be necessary.

PRICE: Call this office at the number listed below.

**G)** Interior insulation, call for a price.

**NOTE:**

***Price quoted is valid for 30 days, and must be confirmed with this office.***

***All prices are Canadian and are subject to change. Tax, duties etc. are not included unless stated otherwise.***

***Terms; 50% deposit with the order, the balance prior to shipping. (O.A.C.)***

***Customer is responsible for any permits or approvals required. All orders F.O.B. our Brampton Plant.***

Thank you for considering Dome Shelters, please call if you have any questions.

Sincerely,  
Connie Bleasdale  
(cbleasdale@domeshelter.com)  
Technical Sales

**THERE'S NO PLACE LIKE DOME**  
**13 SIMPSON ROAD BOLTON, ONTARIO L7E 1E4 CANADA**  
**PHONE: 905-951-9446 FAX: 905-951-9473 TOLL FREE 1-800-265-9507**  
**WWW.DOMESHELTER.COM**

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- Purlins x 1-5/8" included to reinforce and brace the frame.
- Anchoring system included for earth, asphalt or concrete, to be specified with the order.
- Two 4' w x 7' h bay re-enforced for side access.

### COVER:

- Main cover and end panels are made from 16-oz. UV protected, architectural Vinagard, with a choice of 10 colours \*(optional Polyolefin quoted below)
- No doors as both ends covered 6' from top center height and open 7' to ground.
- Option of roll up sides or no sides as stated below.

### WARRANTIES:

- 5-year pro-rated warranty against colour fading.
- 10 year guarantee on the frame against damage from normal wind or snow loads.
- 15-year pro-rated warranty on the cover against defects in workmanship and materials in normal usage.

### SHELTER PRICE:

**VINAGARD No Sides = \$3,352.00**  
**SHIPPING ESTIMATE: \$145.00 - to Ottawa**

**OPTIONS:**

**A)** \*Heavy-duty 10-oz. Polyolefin cover, translucent white only, includes a 10-year pro-rated warranty against defects in workmanship and materials in normal usage.

**B)** Skylight: Install a 5' wide translucent strip full length along the centre of the shelter, Vinagard covers only.

PRICE: \$90.00 CAD, \$65.00 US

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Thank you for considering Dome Shelters, please call if you have any questions.

Sincerely,

Connie Bleasdale

(cbleasdale@domeshelter.com)

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**PHONE: 905-951-9446 FAX: 905-951-9473 TOLL FREE 1-800-265-9507**  
**WWW.DOMESHELTER.COM**

## MOVING SALE

IF INTERESTED PLEASE PHONE (613) 837-4476  
OR E-MAIL terry.satchell@magma.ca

### 117A STEALTH FIGHTER. 44" w/s

Sport scale, scratch built from RCM Magazine (Feb./1997) plans. Complete with a Skyward .46 ci. 2 stroke engine with Perry fuel pump; Hobico mechanical retracts; 4 - Futaba 148 servos and 1 - Retract servo; 1200ma NiCad power pack. 2 sheet plans included. Finished in flat black with American insignias. Flies well, great attention getter but not for the faint hearted.

Price: \$250.00.

### Sig. Mfg. BEECH BONANZA 44" w/s

Comes with .61ci Webra with Pitts style muffler; Pneumatic retracts; 5 Futaba standard servos; 600ma NiCad power pack. Plans included. Lady flown, shows well and flies great.

Price: \$250.00 obo.

### MIDWEST 1/6 scale AT6/HARVARD 83" w/s

Comes with Webra 1.20 ci 2 Stroke engine with Pitts style muffler; Roberts Custom AT/6 Pneumatic Retracts and wheels; 2 retract air tanks; 7 - Futaba standard servos; on board glow with a 'Jomar' control circuit and a Heavy Duty NiCad power pack. 3 sheets of plans included. The plane is finished in epoxy painted fibreglass, trainer yellow with Canadian insignias. Has very few flights and shows extremely well.

Price: \$695.00



The business end of Mark Shaw's GeeBee

## FOR SALE

All above located in Ottawa. Phone 613 726 0970.  
email brumbie@rogers.com

1. **Balsa USA Stick 40+** c/w 4 Hitec HS-300 servos. OS Max SX-46 run less than one hour. 2 1/2 inch spinner, 10 inch Master Airscrew prop. 10 oz GP fuel tank, plus one new tank. Building drawings. Upper left wing to be recovered. Yellow Monokote roll included. Original value \$375.

2. **Hobbico Superstar 40.** c/w 4 Hitec HS-422 servos. Brand new OS Max SX-46. 2 inch spinner 11 inch Master Airscrew prop. Minor repair to wing fabric required. Fitting of fuel tank required to complete (tank included in package). Original value \$400

3. **Wheels** 1 pair 2 1/2 inch; 1 pair 1 1/2 inch.

4. Thunder Tiger Custom **Sealing Iron.** 115V, 165 W

### Electrics:

5. Digipulse **Multi-Charger.** 6 channel, c/w instruction book. Original value \$150.

6. 1 amp Motor Cycle **Battery Charger 6V/12V** Solmacher Electric Corp.

7. JETI model JES30 **electronic speed controller.** 5V/3servo

8. Carl Goldberg **Turbo 500 motor** 7.2V. with harness including toggle switch and connector. never reun.

9. 8 cell **NiCad battery pack.**

10. Tamiya potentiometer **speed controller.** 2 available.



Gary Baughman's Phaeton 90