



Stetson Flyer

Stetson Flyers Model Airplane Club

February 2007



Eric Gutknecht's gorgeous Bell 222 was admired by all during the Bring n Brag session. Based on a Century fuselage, this awesome model features retracts, a glass smooth paint job, excellent details and working strobes. Eric is looking to fly this bird in spring and I'm sure there will be plenty of eyes watching! Congratulations Eric!...



An excellent turnout to the January meeting was made extra special by Gerry getting club members up close and personal with this amazing Bristol F2 Fighter, lovingly restored to the condition you see here. Tucked away in a hangar awaiting its debut for the public, the time and effort poured into this project is a real sight to behold with every detail taken care of.

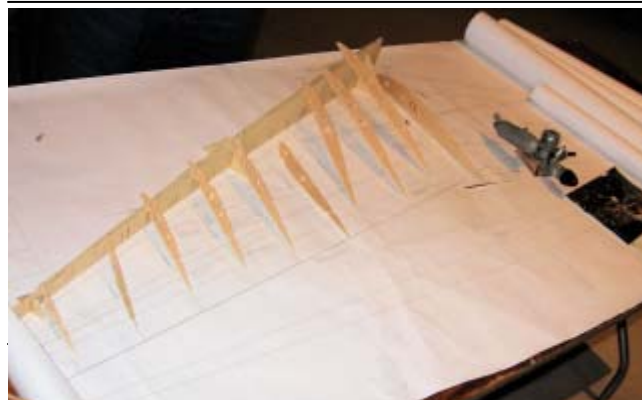
Next Meeting

Tuesday, February 27th
7:30 pm

Bring your Warbirds!

At the Museum

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



Coming Stetson Events...

| | |
|--|----------------------------|
| Feb. 27 th | Regular Meeting |
| March 4 th | Zone Auction in Brockville |
| March 27 th | Regular Meeting |
| April 24 th | Regular Meeting |
| May 29 th | Regular Meeting |
| June 2 nd | Ed Rae Memorial Fun Fly |
| July 1 st | Canada Day—C.A.M. |
| July 7 th /8 th | Zone Fun Fly (Smith Falls) |
| August 11 th | Helicopter Fun Fly |
| September 15 th /16 th | Giant Scale Event |
| September 25 th | Regular Meeting |
| October 30 th | Regular Meeting |
| November 27 th | Regular Meeting |

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

Club Officials and Contacts

| | | |
|--------------------------------|---------------------------------|--------------|
| President | Scott Clarke | 613-824-5114 |
| | president@stetsonflyers.com | |
| Vice-President | André Matte | 613-747-4810 |
| | vicepresident@stetsonflyers.com | |
| Secretary | John Jackson | 613-445-5726 |
| | secretary@stetsonflyers.com | |
| Treasurer | Ford Somerville | 613-283-9096 |
| | treasurer@stetsonflyers.com | |
| Membership | André Matte | 613-747-4810 |
| | vicepresident@stetsonflyers.com | |
| Chief Flying Instructor | OPEN | |
| Webmaster | Simon Nadler | |
| | webmaster@stetsonflyers.com | |
| Newsletter | John Jackson | 613-445-5726 |
| | 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:

\$70.00 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.

Use the back door to the museum! To get to the back door follow the roads around to the extreme left side of the museum. Pass through the gate in the fence and proceed to the back door.

To receive the newsletter by email, send **your** email address to:
editor@stetsonflyers.com

Please visit our web site at

<http://www.stetsonflyers.com>

Our web site is hosted as a community service by



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Newsletter Questions and Answers

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!

How do I open the electronic newsletter?

You *the latest version* of the free Adobe Acrobat Reader software installed on your computer. You can download this from:

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

Why do I get errors opening the newsletter?

Most likely you have an older version of Acrobat – perhaps version 3 or 4. Please the install latest version as described above. It usually fixes all the error messages when printing or opening 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. By default, those with email addresses will be notified when the electronic version is ready for download. If there are any other questions, please contact me at editor@stetsonflyers.com.

Photo Credits:

Unless noted otherwise, photos in this newsletter are by our webmaster Simon Nadler, or our newsletter editor John Jackson.

Minutes

January 30th Meeting

Canadian Aviation Museum

A motion to open the meeting was made by Dave Asquini, seconded by Wayne Smith. The meeting was opened at 8:02 with 37 members in attendance.

Steve Drake from Montreal was greeted as a guest.

A motion to accept the minutes of the previous meeting as published was made by Eric Gutknecht, seconded by Bob Butterworth.

Treasurer reports that our GIC's are worth \$7345.00 and the plan is still to move them to a high interest account when they mature in September. MAAC is paid and the lease is paid, which signifies renewal of the field lease for another year.

Membership chairman reports 45 paid up members for 2007 so far.

Webmaster reports that we have had 1865 hits from 10 different countries in January. Richard Heinz won the readership prize on the web. A content management system in the works.

Newsletter editor suggested that we restart virtual workshop tours if there is interest.

Field report - we are in possession of new warning signs and frequency board from MAAC. The chain was stolen and has been replaced. The Astronomy club is actively using our field in the evenings which is good to keep the vandals away.

No CFI yet – position is still open. This is a critical position, volunteers are requested.

Mall show will be in April at soonest, but shopping centre has not returned letters or calls and Wayne Smith the organizer is heading for Florida for a few months.

Ed Whynott received a Flat Foamy donated by Discount Hobbies for first flight of the New Year.

Gerald Wanless of Kemptville getting out of the hobby and would like to donate equipment to a deserving youth member. Club agreed that seeding air cadet program was a good use of the gear.

Zone Fun Fly scheduled for July 7 and 8 at Smith Falls airport – volunteers will be needed. Camping available but no hook ups.

Zone auction and Swap Meet at Brockville Legion Sunday March 4th at 9:00 AM.

Winter Fun Fly proposed for February 17, moved by Bob Butterworth, seconded by Dave Asquini. Dave agreed to provide Chili. Motion passed.

Giant Scale Event proposed for September 15 and 16, moved by Gerry Nadon, seconded by Wayne Smith. Motion passed.

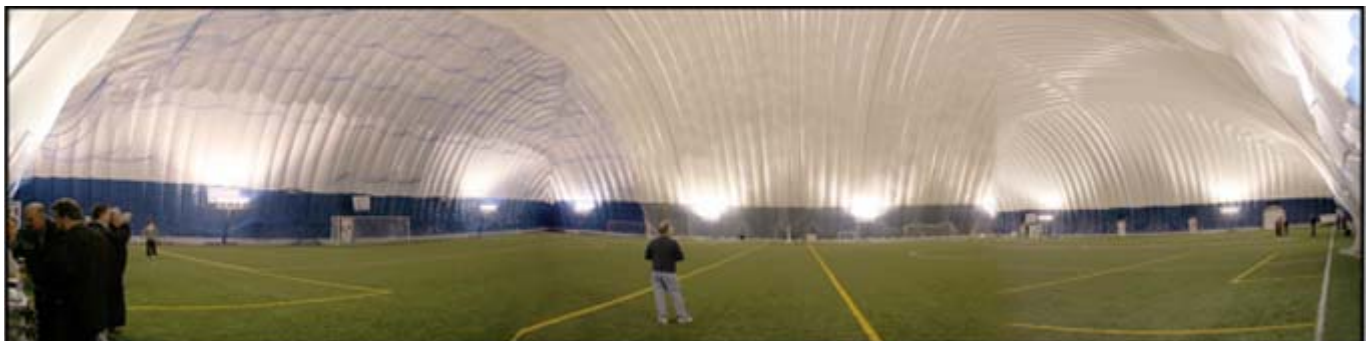
Ed Rae Memorial Fun Fly proposed for June 2nd, moved by Ed Whynott, seconded by Jacques Des Becquets. Motion passed.

Helicopter Fun Fly proposed for August 11th, moved by Ed Whynott, seconded by Eric Gutknecht. Motion passed.

Canada Day participation on July 1 is required to maintain our good standing with the Canadian Aviation Museum. Our participation last year was not up to our standards and the Museum staff noticed this. We do not want to lose our meeting place!!!!

There will be a Classic Air Rally on the weekend before Labor Day. There may be a place for Stetsons to participate this year – more info to follow.

Andre Matte won the 50/50 draw taking home \$48.00. The meeting closed at 8:50 followed by Bring and Brag, coffee and a hangar tour of the Bristol Fighter.



Flying inside the Hornet's Nest in Blackburn Hamlet on February 11th.

WAYNE'S WARBIRDS

By Wayne Smith

Well here it is the last installment before I head south.

At the January meeting, Gary Baughman brought in his Northrop Flying Wing kit and although this aircraft never saw action as a warbird, it can be classified as one, in that it was intended to be a military aircraft at the time of its design. Gary explained that he is having difficulty in building the wing as he is uncertain, exactly how to start, taking in to consideration, the wash-out at the wing tips. He has constructed a jig, however, the wing ribs at the tips of the wing are very small and difficult to fit, considering that four spars are supposed to eventually be fastened to it. He is looking for help.

Having thought about his dilemma, I suggested that he build the wing by laying the bottom spar on his work-board and affix each of the ribs along the spar, with the trailing edge tips left suspended above the work board. (They may need some temporary support, such as small blocks.) Then, affix the top main spar to the notches in the ribs at the thickest part of the wing ribs. The top spar is directly over the bottom spar. By using a square, it should be easy to ensure that these spars are aligned. Having done that, add the leading edge to hold the entire unit together. Any short spars may have to be placed into the wing as the ribs are added as it would be difficult to add them after the fact. Having finished these steps, the wing can then be lifted from the table to add the rear spars, where required. The wash-out should come into play automatically, if the outer ribs are designed properly as they taper rearward. It may also be necessary to build the wing from the centre, outward, to accommodate any internal needs, such as electronics, gas tank, battery etc. Another suggestion was to build the wing from foam. Gary seemed to like this idea, but, methinks in the spirit of replication, I would fight my way through the building process. Any suggestions? I'm sure Gary would be most appreciative! His model will be powered by a single glow engine with a pusher prop, rather than two engines as were originally installed in the full scale plane.

The Northrop Flying Wing is a very novel but not necessarily new concept. In the early days of flight several non-descript flying wings were designed. Around 1911-1912, John Dunne developed a flying wing. In Germany, Lippisch and the Horten brothers experimented with the type. In fact, Horten's HoIX 229 (or Gotha Co229) was built in 1944/5 and was jet powered with a top speed of 621 mph

with a service ceiling of 52500 feet. Hugo Junkers was also involved as early as 1919 with his JG-1 and by 1931 had a 34 seat passenger wing (G.38) which served with Lufthansa.

Of the different types Northrop built the earliest the N-1M was powered by two Lycoming 65 HP engines which had a tendency to overheat, driving pusher props. They were replaced by two Franklin engines of 120 HP driving 3 bladed pusher props. One of these survivors is in the National Air and Space Museum. Further development at Northrop eventually led to the XB-35 (N-9M) and by 1943 four had been built. Three were powered by 275hp Menasco engines and one with Franklin engines of 300hp. Again, all were of the pusher type. The USAAF (United States Army Air Force) ordered two prototypes and the first XB-35 flew its maiden flight in June 1946. Good reports were made by the pilots and officers who flew it and it carried a crew of five. It measured 52.43 m (172 ft) span, 16.18 m (53 ft) in length, with 371.60 sq. meters (4000 sq.ft.) wing area. It had a maximum take-off weight of 94801 kg (209,000 lbs). The maximum speed was 629 km/h (391 mph) with a service ceiling of 12190 m (40,000 ft).

After WWII two were converted to jets. One had eight Allison J35 engines of 4000lbs thrust and the other had six Allisons of 5600lbs thrust. Number two was destroyed in a crash in June 1948 with a loss of all five crew members. Many more variants (YB-49, XP-56, MX-324 gliders, JB-1A twin jet, JB-10 jet bomb, XP-79 flying ram and XS-4 later X-4) were tried before the concept was abandoned. One of these was the RB-49A, which was cancelled in favour of the Convair B-36 Peacemaker.

Obviously, the XB-35 was a much larger development of the flying wing concept than Gary's model. It did however open an entirely new perception of what could be accomplished. In fact, the idea didn't really die. Northrop went on to develop the Advanced Technology Bomber, the B-2A. The USAF order 133 of these however, by 1991 the USAF the order was reduced to 76. At a cost of \$1,020 million each, further reductions were anticipated.

The Planes of Fame Museum in Chino, California presently have an airworthy N-9MB. At the present time it is under repair following an engine fire. This museum has perhaps the largest collection of airworthy warbirds anywhere. They have a website and if you are interested, you will find many interesting aircraft. Chino is the home to several warbird museums and restorers.

(Continued on page 5)

The N1M therefore was quite an advanced design that blossomed into one of the most advanced bombers ever built.

Speaking of the January meeting, Scott has declared the February meeting to be a "Warbirds Meeting". If you have a warbird, bring it in for "Bring and Brag". Unfortunately, yours truly will be stuck in Florida, flying almost daily and can't be there. Life's a bummer!

For those of you unable to attend the meeting, you missed the chance to get an up-close look at the museum's newest acquisition, a Bristol Fighter which was designed in 1916. The F.2A version is powered by a Rolls-Royce 12 cylinder Falcon engine. It is a most interesting aircraft and is apparently one of only three in existence, in the world today. Gerry Nadon explained that to acquire this aircraft, they traded away their Me 163 Komet and an engine. The Bristol first saw service with the RFC (Royal Flying Corps) in February 1917. It was affectionately known as the "Brisfit" and had a forward firing Vickers gun under the cowl and a Lewis mounted on a Scarff ring in the rear "hole" behind the pilot. Of interest was a warning on the side of the fuselage under the gunner's compartment, not to fly the aircraft without first putting weight, equivalent to the weight of a gunner in the hole. I gather the weight and balance was fairly touchy! Bristol went on to build many fine aircraft over the two wars including the Blenheim, Beaufort and the Beaufighter of WWII. After the war, they went on to build civil aircraft such as the Britannia, Freighter and others.

As for me, I have finally returned to work on my Sea Fury. I have nearly completed the centre section of the wing. As usual, installing the retracts was quite a chore, and even though all the pieces are laser cut, getting the gear to fit into the wing, equally on each side, and to work properly without ripping the sheeting from the bottom of the wing, was quite a chore. It was recommended that 3/4 ounce fibreglass cloth be epoxied into the wheel wells, however I have chosen to use 1/2 ounce. This is a difficult process because of the gear already installed. After the epoxy, they also suggest painting the wheel wells with fuel proof paint to protect the wood. I am presently building the inner flaps which are almost finished, and I have also started the installation of the flap servos. Into the wing. The inner and outer flaps are connected with brass tubing, however, I am considering using four servos and two "Y" connectors.

Lastly, I note that in a recent bulletin from RCUniverse, Nitro Models Inc. has now made a 73" Mosquito (\$219 US) ARF. It has a fiberglass fuselage and centre section with sheeted foam wings. Rec-

ommended are two 25-32 engines. It is covered with Solartex and painted in British colours with decals. If your interested, look it up on the internet.

Til April, I hope the weather is good and the flying better, here in Ottawa. Remember next month's warbird meeting.

Footnote

I just opened my mail and low and behold, there in the mailbox was my most recent edition of Air Classics Volume 43, Number 3. The very first article, on pages 6 & 7, features the Bristol F2B Fighter and its acquisition by the Canadian Aviation Museum. There are some good pictures of the machine, including pictures of the vehicle known as a Hucks Starter. These were used to start the aircraft as pulling the prop through, by hand, was too difficult. It describes some of the fine features of the aircraft. Of note, several Canadians flew the type in WWI, including Lt. Col. Andrew McKeever who achieved all 31 of his victories in an F2B.

Discount Hobbies

Battery Recycling

Drop off your old batteries:

NiCd

NiMh

LiPo

Small Lead Acid

Cell Phones

No non-rechargeable batteries such as Alkaline, Mercury, etc. or large lead acid batteries.





Several Stetson Flyers were on hand in Russell on February 6 to present RC Modeling to the Air Cadets of 5 Cyclone Squadron. There was keen interest and we are looking forward to a great relationship with this group of prospective members.



Scenes from the Winter Fun Fly held February 17 at Stetson Field. Three planes, a helicopter and a dozen pilots were in attendance, not to mention a pot of Dave Asquini's Famous Chili.