



Stetson Flyer

Stetson Flyers Model Airplane Club

February 2009



The Stetson Silver Dart Project... is an ambitious project in which a small team of members have taken on the task of producing a semi-scale flying model of the Dart to coincide with the anniversary of Canada's first powered flight which occurs in February of 2009. Here is the Silver Dart Team (left to right, starting with real people: Michel Carriere, Simon Nadler (Goose), Marc Shaw, Rick Williamson, Nigel Chippendale. Not in the photo are Chris Miles and Brad Hullin.

The plane has been taxi tested at the RCMP hangar at the Ottawa International Airport. Links to the videos can be seen on the Stetson Website. With good luck and good weather, the plane will be taxied outdoors at the Canada Aviation Museum on February 21 and again on February 23rd. The 23rd is the official anniversary, but since it is on a Monday the celebration is being held on the Saturday. If the plane taxis well, and the weather is favourable, there may be a short flight straight down the runway. Stay tuned!

Regular Meeting
Tuesday, February 24th
7:30 pm

Coming Stetson Events...

February 24 th	Regular Meeting
March 7 th	Winter Fun Fly
March 31 st	Regular Meeting
April 28 th	Regular Meeting
May 2 nd	Mall Show
May 16 th	Field Work Day
May 26 th	Regular Meeting

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

Club Officials and Contacts

President	Don Glandon 613-656-4296 president@stetsonflyers.com
Vice-President	Hal MacDonald 613-764-1950 vicepresident@stetsonflyers.com
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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 Canada 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



BUSINESS SERVICES

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.

Meeting Minutes

27 January 2009

The meeting was opened at 8:00 pm by a motion from Bob Butterworth, seconded by Dave Asquini. There were 39 members in attendance.

André Matte made a motion to accept the minutes as published, seconded by Dan Murphy. Motion carried.

Treasurers Report – The GIC was renewed at 1.75% thanks to Dan haggling at TD Bank – the going rate was 1.00% at the time. The field cheque has been cashed so we are good for another year. The bank balance as of January 27 was \$2290.28 excluding the GIC.

Membership Report – 46 members have paid their 2009 dues to date.

Webmaster Report – Simon mentioned several updates will be coming soon to the website, including information about the Silver Dart flight as it becomes available.

Newsletter Report – Information, short articles, etc available for newsletters is becoming dated. Many articles on the web are 1995 era. So unless members express an interest in what they want to see, the newsletter will be short and carry reports on events and that is about it. Make sure you keep email address current otherwise you will miss out on important emails.

Field Report – Dan has been supplying our Zone Director Claude Melborne with field measurement data as part of MAAC insurance requirements. Scott Clarke to be contacted for civic address of our field so we have an address to give to 911 should the need arise.

CFI Report – Pierre Voyer is our new CFI. More information to follow.

Old Business – jackets can be ordered in lots of 24. There are multiple styles, different costs, Dan will email to club the details and if enough people order, we will do a “pay in advance” type order. Gerry Nadon requested we investigate more sew-on crests.

A course in St. Johns First Aid will be offered March 21 if enough people are interested. One day course cost is \$70.00. Dan to email details to membership.

New Business – We have been asked to provide Canteen Services for the Zone Fun Fly in July. Don suggested we apply for the Enbridge Event Wagon which has the facilities and we provide food and labor. He will investigate that option. The Event Wagon is free if our application is accepted by Enbridge.

Ed Ronan will be our new club safety officer. More info to come at future meetings.

A motion was made by Jack for the executive to investigate the purchase of a used ATCO style trailer to be used during the winter. Motion seconded by Pierre Voyer. Motion carried.

Events – our events list was accepted by MAAC with the exception of the Ed Rae Fun Fly which moves to June 6th to avoid a conflict with ORCC.

Rene Lepage was congratulated for the first flight of 2009. Don noted the only reason he won was due to his superior engine tuning expertise the week earlier.

The snowbirds will be doing a ‘flat’ show at Canada Day this year, meaning fly bys and passes but no vertical maneuvers. Gerry working to preserve our flying time during the NOTAM.

Silver Dart Project – the Silver Dart is finished and was on display, and it looks fantastic! On February 21 weather permitting it will taxi on the runway. If weather cooperates and the plane is stable, a short linear hop may be attempted. This may be repeated on February 23rd. Watch the web site for more information.

50/50 draw was for half of \$106.00 and was won by Maurice Edkins.

The meeting was closed with a motion by Gerry Nadon, seconded by Ed Whynot.



1929 Ford Tri-Motor 4-AT-E – NC8407

Henry Ford mobilized millions of Americans and created a new market with his Model T “Tin Lizzie” automobile from 1909 to 1926. After World War I he recognized the potential for mass air transportation. Ford’s Tri-Motor aircraft, nicknamed “The Tin Goose,” was designed to build another new market, airline travel. To overcome concerns of engine reliability, Ford specified three engines and added features for passenger comfort, such as an enclosed cabin. The first three Tri-Motors built seated the pilot in an open cockpit, as many pilots doubted a plane could be flown without direct “feel of the wind”.

Ford Motor Company built 199 Tri-Motors from 1926 through 1933. EAA’s model 4-AT-E was number 146 off Ford’s innovative assembly line and first flew on August 21, 1929. It was sold to Pitcairn Aviation’s passenger division, Eastern Air Transport, whose paint scheme is replicated on EAA’s Tri-Motor. This is why our Ford resides in the Pitcairn hangar at Pioneer Airport. Eastern Air Transport later became Eastern Airlines.

In 1930, NC8407 was leased to Cubana Airlines, where it inaugurated air service between Havana and Santiago de Cuba. The airplane was later flown by the government of the Dominican Republic.

EAA’s Ford Trimotor returned to the U.S. in 1949 for barnstorming use. In 1950 it was moved from Miami, Florida to Phoenix, Arizona and was refitted with more powerful engines for use as a crop duster. With two 450 HP engines and one 550 HP engine, it became the most powerful Model 4-AT ever flown. In 1955 it was moved to Idaho and fitted with two 275 gallon tanks and bomb doors for use as a borate bomber in aerial fire fighting. Then in 1958, it was further modified for use by smoke jumpers.

After working for a variety of crop spraying businesses, our Tri-Motor moved to Lawrence, Kansas in 1964, where its new owner flew barnstorming tours. During this period it had a variety of roles, including serving as the primary setting for the Jerry Lewis comedy, “The Family Jewels.” In 1973, the aircraft was still being used for air show rides, including the EAA’s Fly-In at Burlington, Wisconsin. While at the 1973 EAA Fly-In, a severe thunderstorm ripped the plane from its tie-downs, lifted it 50 feet into the air and smashed it to the ground on its back. EAA subsequently purchased the wreckage for its Aviation Foundation.

After an arduous, twelve-year restoration process by EAA staff, volunteers and with assistance from Ford Tri-Motor operators nationwide, the old Tri-Motor once again took to the air. Its official debut was at the 1985 EAA convention in Oshkosh. It was displayed in the AirVenture Museum until 1991 when it returned to its former role of delighting passengers. Ford Tri-Motor NC8407 is the flagship of EAA’s Pioneer Airport, a part of the AirVenture Museum experience.



SPECIFICATIONS

Length	49 ft. 10 in.
Height	12 ft. 8 in.
Wingspan	74 ft.
Total Wing Area	785 sq. ft.
Gross Weight	10,130 lbs.
Empty Weight.	8,013 lbs.
Engines (three)	Pratt & Whitney R985
Fuel Capacity	234 gal.
Fuel Consumption	45 gal./hr..
Oil Capacity	24 gal.
Stall Speed	64 mph
Normal Cruise	90 mph
Range	500 miles
Price At Factory	\$42,000.

A special thanks to Mike Ingham for passing this contribution along to the newsletter!