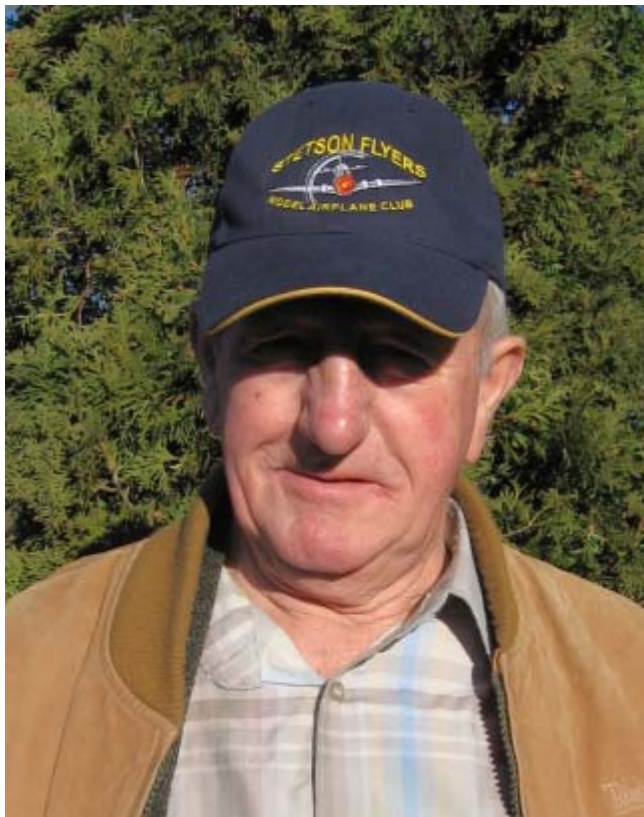




Stetson Flyer

Stetson Flyers Model Airplane Club

January 2007



The club presented Benny Ruiters, our official groundskeeper, with a Stetson Hat and shirt at Christmas time. Many have commented that the grass cutting could not have been better this summer, and we are looking forward to Benny taking care of our grass cutting again next year. We wish Benny well as he goes for hip replacement surgery this January. On behalf of the club the executive gave Benny a Stetson Hat and T-Shirt for Christmas.



Ed Wynott wins bragging rights for 2007 with the official first flight of the new year.

Next Meeting

Tuesday, January 30th

7:30 pm

AT THE MUSEUM

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

Coming Stetson Events...

Jan. 30 th	Regular Meeting
Feb. 27 th	Regular Meeting
March 27 th	Regular Meeting
April 24 th	Regular Meeting
May 29 th	Regular Meeting

January Meeting—Pierre Voyer is recovering from some health issues and unfortunately will not be able to host the January meeting at NAVCAN, so we are in our usual meeting spot and will reschedule the tour at an appropriate time. We wish him a speedy recovery!

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

Club Officials and Contacts

President	Scott Clarke	613-824-5114
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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 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>

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 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. You can ask to

Meeting Minutes

November 28, 2006

Meeting was opened at 7:45 with 31 members in attendance. Motion to open made by Greg Marshall, seconded by Dave Asquini. All in favor.

A motion to accept the minutes as published made by Marc Shaw, seconded by Gerry Nadon. All were in favor.

Treasurers report covered under budget.

Webmaster – Simon Nadler taking over website. No updates yet.

Newsletter – nothing to report.

Field Report – Thanks to those that moved the picnic tables under the shelter. The shelter will need it's roof either repaired or replaced in the spring. Benny Ruitter will cut grass again next year which pleased the audience.

Budget – the 2006 actual and 2007 proposed budget was presented and is printed elsewhere in this newsletter. Motion to accept 2006 financials was made by Dave Asquini, seconded by Greg Marshall, motion passed. Gerry Nadon recommended more gravel on access road and in parking lot. There was a discussion of adding a new go-hut which did not move forward to a motion. A motion to accept the

proposed 2007 budget was made by Peter Barnes and seconded by Wayne Smith, and the motion carried.

A motion was made by Gerry Nadon, seconded by Mike Gratton, to create a high interest savings account, move in \$3000 from current account, and when the GIC's mature move them in as well. In many cases the high interest account gives better interest than the GIC's and the money is accessible all the time without a withdrawal penalty, meaning that the money is not locked in. The motion carried.

Mall Show – Wayne Smith has been investigating a mall show at Place d'Orleans. Things are looking good, need a certificate of insurance from MAAC. They will provide four 6 foot tables. We may need more, Gerry can supply if mall can't. Suggested time is early April. Members were requested to contact Wayne if they are interested in volunteering.

Pierre Voyer will offer a tour of NAVCAN so the next meeting in January will be at the Ottawa Airport NAVCAN facility. Details to be published in the newsletter.

Marc Shaw won the 50/50 draw of \$26.50.

The meeting was closed at 8:20 pm and was followed by a tour of the new hangar led by Gerry Nadon.



Hangar Tour—After the business meeting in November, Gerry Nadon arranged a tour of the new hangar.

WAYNE'S WARBIRDS

By Wayne Smith

Last month I related, how I came to be enamoured with warbirds. I think it only fair, to explain this column. The editor, was looking for articles for inclusion, in the newsletter. Although I am a long way from an expert builder, and am only a journeyman pilot, it occurred to me that this column might be a beginning, to hopefully, enriching the newsletter and interest in warbirds. In this regard, I would welcome input from anyone, whether a Stetson Flyer, or not, to contribute any interesting information about warbird models. In particular, if you are presently constructing a warbird, have recently bought a warbird (even an ARF) or in general have a similar love for a warbird, don't be shy, send me your thoughts and I will convey them in this column. My thanks to those of you who complimented me on last month's article.

For example, I spoke of the Sea Fury I am presently building. I have learned also that one member has recently purchased a Grumman F6F Hellcat and another, a Spitfire. Let us know about the kits, and how well they perform and send photos if you can. Whether you enjoy my articles or not, please let the editor of the newsletter know. It will determine the continuance of this feature.

I think, that in this hobby, there is something for everyone. You may prefer the high performance planes such as Caps & Gales, the pattern, types, biplanes and helicopters and that's good. Variety makes the hobby interesting. My intention though is to focus on fighter planes of all types.

I remember one of the first days I spent at the field, sitting on the bench, trying to learn as much as I could and in conversation with one member, I mentioned my interest in WWII aircraft. He gave me "Lesson one", in no uncertain terms, "You don't want to build a warplane! You won't be able to fly it. They're poor flyers and hard to handle." I thought to myself, "Oh yes I do want to build a warplane and no amount of disuasion will talk me out of it."

Being a sometimes stubborn cuss, I took this lesson to heart and totally ignored it. I have no regrets in that regard. I know the individual who passed this on, only meant to warn me, that you must start on trainers before graduating to fighters. In this, he was right. My "Lesson one" might be...Do what's right for you!

However, as my Tigermoth was nearly completed, it was set aside until I gained enough experience to handle it in the air. In the meantime, I started working my way up the success ladder, flying my trainers

and starting my Typhoon build.

After basic highwing trainers (Rising Star and Superstar), I bought an intermediate low wing taildragger (Spacewalker II). It's a nice airplane, but rather docile. Next I bought a pre-built "Elder" which I underpowered, so changed from a 46 to a 60 size engine. It looks like a WWI type with the open rear fuselage, and with only a tail-skid it is rather difficult to steer on the ground. It does however, fly quite well. (for me!)

At last a fighter! I selected the Hanger 9, P-51 Mustang PTF trainer. It has an Evolution engine and a three bladed prop. Air brakes (flat pieces attached to the wheel struts and extra airfoils attached to the outer leading edge of the wings are features which tame the "savage beast". In addition, flaps can be installed in full up or full down to complete the package. (There is a servo tray for the installation of fully functioning flaps.) I installed the servo and easily converted the flaps to fully functioning. With the training aids in place, I did soar into the air and found that the plane was very much similar to a basic trainer, but perhaps a little more touchy in landing, particularly with a tail wheel as opposed to the tricycle gear of most trainers. Buffeting was somewhat evident with the speed brakes and I only flew the plane twice before removing them. Another couple of trips to the field (5 or 6 flights) and I took the airfoils off as well. I have enjoyed the plane (even though I totalled the first one doing something I shouldn't have, too close to the ground). The crash was not a fault so of the plane, but was mine, in doing to steep a turn at lower airspeed, causing a tip stall.

As for the engine, I think with my limited knowledge, it is very much similar to an OS in that it starts fairly easily and runs well. Some members have changed the three bladed prop, for a two-blade but I think the three, which was made for this plane and engine is efficient enough, and I see no need to change.

You will note, that each model I have flown, is leading slowly but surely, to eventually taking my bigger planes into the air. After spending several shekles on them, it goes without saying, I ain't flying them until I'm ready and can do so with a degree of competence. To sum up, aircraft selection as a newer pilot, is important. Work your way up to higher performance machines.

Twin engined aircraft, offer yet another twist. Firstly, getting two engines to start and run in a somewhat synchronized way is a challenge. With the thought in mind (we always have the next project in mind...don't

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we?) I am planning on building a Bristol Beaufighter. I therefore decided to buy a Twinstar. This plane has offered me much pleasure and a few moments of sheer terror. Sounds like police work!!! As Norm Pirollo put it, "two engines, double trouble." I liked that, so had decals cut and have the name "Double Trouble" prominently displayed, in three places. When all is well, it flies quite well and sounds good too. My first "engine out" on takeoff had me hollering to Ed Wynott (even though I managed to keep it flying on one engine) for his magic fingers to "bail me out." Since then, I have become more relaxed and don't panic. It flies reasonably well on one engine. It however, doesn't fly worth a darn without functioning engines. But then, what plane does. So, after two good dead-stick landings, I finally had a minor crash, requiring minimal repairs. I still enjoy flying a twin immensely.

Initially, I put two 40LAs on it, but after discussion with Ed, changed over to two OS 25AXs. It actually flies better. Having one six ounce fuel tank in each nacelle, does not afford you more than four minutes flying time, before you must land, with the 40s. There isn't enough room to add larger tanks without modifying the nacelle covers, which are plastic. Even at that, I have come in with one engine dead from fuel starvation. Switching to the 25s, hasn't extended the flying time by much, particularly if you use a lot of throttle. Anyway, I am now searching for plans for a giant scale Beaufighter. If anyone knows where I can get them, let me know.

This brings up the question of how does one select an aircraft, to build. Obviously, it is a matter of preference. However, you should consider, firstly, your building experience and skills. If you're like me, and have been away from the hobby for a few years or are new to the hobby, there's lots of new technology with which to familiarize yourself. It's important to pick an aircraft you will be pleased with. If you are looking for an acrobatic aircraft, remember, the gallant old birds of WWII were not used to do knife-edge passes, and many of the other weird and wonderful stunts done by the three-D flyers. Loops, Immelmans, split esses, Cuban rolls are about all you can ask of these and do them with relative ease and safely land again. On the other hand they do offer flaps, retractable gear and they usually attract attention at meets, especially when they are airborne.

Personally, I prefer British warbirds. Who wouldn't like the P-38, P-39, P-40, P-47 or P-51 and the Grumman F4F through F8F series, the Avenger and Vought Corsair navy planes? In North America

though, they are quite common. My preference is for what might be determined as more unusual. The Lysander, Typhoon, Defiant, Canso, Beaufighter, Swordfish to name but a few, come to mind. They don't have to be ideal performers, but they have a 'business-like' air about them. Like the more famous American aircraft, Britain had its share of wonderful planes with the Spitfire, Hurricane, Lancaster and Halifax, et al. The unusualness of these though is a factor which guides me towards the less famous types.

Today, there are several ARF kits which can be purchased and with a minimum of construction, can be up and away in a few hours. They are frequently, sports scale and are finished with attractive markings. I have been told, that the Corsair (Hanger 9) does not fly as well as some others, so one might want to consider this factor.

If it's building that interests you, there does not seem to be many kits available. Plans are easily obtainable from a number of sources. Often, plan makers sell 'short kits', which include hardware, landing gear, plastic and fibreglass parts. Having a good set of tools always enhances the building process. I chose to get the parts for my Typhoon, cut by a 'kit-cutter', as I don't have all the tools required to efficiently cut all the parts. In this regard, I would warn you to verify with the company, to give you a hard and fast delivery date. I had a lot of problems in getting my parts and it took several months and many phone calls.

As of this writing, I understand that a few club members have recently acquired warbird models. Leo Bereza has a P-51, Dan Murphy an F6F Hellcat, Scott Clarke a Spitfire and Gary Baughman has started work on a Northrop Flying Wing. Joe Colletti as many of you know, is interested in World War 1 kites. These too are of interest as fighter planes. He, I think, is also working on a warbird.

As I mentioned above, if you are working on a warbird, including any observation and scout planes such as a Piper L-4 or Stinson, let me know. I would like your opinions on the kits and your progress. Soon we can have a whole airforce!

Till next month....

Wayne Smith

**Stetson Flyers Model Airplane Club
Proposed Budget for 2006**

Submitted November 2005
Actual as of November 19, 2006

Carry over balance from 2005

11/15/05
\$2,610.82 \$2,949.44

Expenses	Proposed	Actual
Field lease	\$1,300.00	\$1,284.00
Grass cutting	\$2,000.00	\$1,175.00
Field maintenance/improvement	\$3,000.00	\$1,493.04
Newsletter – publication & postage	\$100.00	\$186.23
MAAC registration	\$25.00	\$25.00
MAAC payments	\$2,473.00	\$2,473.00
PO Box	\$110.00	\$117.70
CFI	\$50.00	\$77.23
Office supplies	\$100.00	\$60.48
Web	\$0.00	\$0.00
Misc. expenses	\$250.00	\$513.60
Toilet servicing	\$300.00	\$318.75
Fun Fly expense		\$240.18
Bank Charges (cheques)		91.72
Total Expenses	\$7,235.00	\$8,055.93

Revenue

Memberships	\$6,300.00	\$7,200.00
Fund raising	\$300.00	\$351.23
MAAC dues received		\$2,463.00
50/50		\$124.75
Stetson pins		\$126.75
Fun Fly revenue		\$644.75

Total Revenues \$6,600.00 \$10,910.48

Difference -\$635.00 \$2,854.55

Membership estimated at 90 members for 2005.

Dues to remain at \$70.00

Closing Bank Balance	\$5,803.99
Actual Bank Balance	\$5,816.12
OVER	\$12.13

**Stetson Flyers Model Airplane Club
Proposed Budget for 2007**

Submitted November 2006

Carry over balance from 2006

\$5,816.12

Expenses	Proposed
Field lease	\$1,300.00
Grass cutting	\$1,500.00
Field maintenance/improvement	\$2,000.00
Newsletter – publication & post-	\$200.00
MAAC registration	\$25.00
MAAC payments	
PO Box	\$120.00
CFI	\$100.00
Office supplies	\$100.00
Web	\$0.00
Misc. expenses	\$250.00
Toilet servicing	\$300.00
Fun Fly expense	
Shelter roof repairs	\$1,500.00
Walter Hill brush cutting	\$1,500.00

Revenue

Memberships	\$7,150.00
Fund raising	
MAAC dues received	
50/50	
Stetson pins	
Fun Fly revenue	

Total Revenues \$7,150.00

Surplus -\$1,745.00

Estimated members for 2007
Full 100
Junior 5