



Stetson Flyer

Stetson Flyers Model Airplane Club

June 2002



Just some of the many planes and pilots attending our Breakfast on June 8.

Next Meeting

Tuesday, September 24th
7:30 pm

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

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



Thanks and Michel Boulerice for preparing, cooking and serving breakfast!



Static Display

Monday July 1st at 8:30 AM

Canadian Aviation Museum

Please bring out your models and show support for the museum.

Free Admission. Visiting planes from Canadian Warplane Heritage Museum
Contact Gerry Nadon for more info.



It was a fun event for the whole family.

Coming Events...

Aug 31 st /Sept 1 st	Pattern Event
Sept. 15 th /16 th	IMAA Giant Scale Event
Sept. 24 th	Regular Meeting
Oct. 29 th	Regular Meeting
Nov. 26 th	Regular Meeting

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

Club Officials and Contacts

President	Gerry Nadon	824-9100
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Vice-President	Peter Barnes	824-5352
Secretary	Erich Zappe	830-7549
	secretary@stetsonflyers.com	
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	treasurer@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:

\$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!

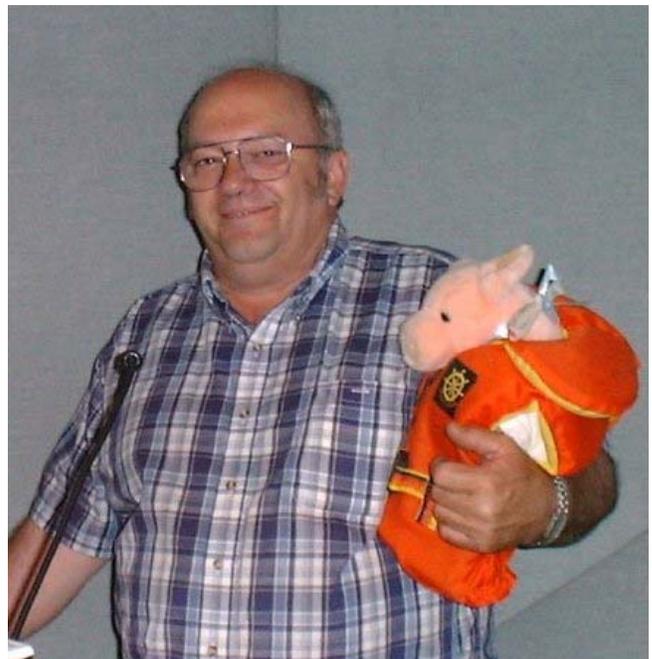
To receive the newsletter by email, send **your** email address to editor@stetsonflyers.com

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 to receive information on discounts for Stetson Flyers members.



Gerry Nadon takes home the Pranged Pig Award for May, mostly because he was holding it at the time.

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.

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 May 28, 2002

Aviation Museum

1.0 The meeting opened with Gerry asking Richard Robichaud of Discount Hobbies to introduce invited guests to the meeting. Gerry also welcomed all to the meeting and thanked Richard for hosting the evening.

1.1 A motion to accept the meeting minutes as published in the last newsletter by Darryl Niekamp and Ed Whynott was carried.

1.2 Dan reported on the financial position of the club. Currently the bank balance is at \$5573.12 with the GIC at \$6720.37. Membership total is 95.

1.3 John Jackson informed us that anyone who may not have received a newsletter can do so from the website.

1.4 Gerry reminded everyone of upcoming events including Canada Day at the museum. A static display, flying demo, will take place as always. This is an important showcase for the club as there were 8000 visitors to the museum last year on this day.

1.5 Other events are the Pattern Event on Labour Day weekend and the Giant Rally in mid September. This event will be advertised in the IMAA magazine and is classified as a mini festival this year.

1.6 Gerry thanked all that came out to the field for the Workparty Day. The turn out was excellent.

1.7 Gerry reported on plans upcoming for the field this season. Walter Hill has been contacted with regards to work required at the field. Pomerleau will be the supplier for fill needed. Work will take place around the end of June.

1.8 The grass has been cut at the field. Gerry Lalonde (Ed Rae's son in law) is taking on the job for this year.

1.9 Richard Robichaud put forth a motion to look into building a shelter at the field. Ed Whynott seconded and it carried. Gerry added that Mike Ingham could help in determining costs. John Jackson proposed a motion to start a fund and it was agreed to. Gerry stated that the funds should go to the treasurer, Dan.

2.0 The Pranged Pig recipient was not decided on, though there were some potential candidates, all keeping quiet. Gerry happened to have an affectionate hold on the pig so John snapped the winning picture for the next newsletter.

2.1 Dan showed a sample for a club jacket which was well liked. Price will be around \$45.00. It was decided to go with navy and green colours. More info will be provided later.

2.2 Gerry showed some overheads of MAAC rules for our hobby which we are responsible to follow. He also reminded everyone on the MAAC deductible of \$250.00 if one makes a claim.

2.3 At the field Gerry reminded us that we are all responsible that everyone follows these guidelines at the field. If someone is not doing something correctly we should inform them. Further violations should be reported to Gerry.

2.4 George Whyte spoke on the upcoming Scale event, "Simply Scale" at the Rideau Club field, August 3.

2.5 A motion to adjourn the business part of the meeting by Jim Brown and Dave Asquini was carried.

Handy Tip: Use dryer anti-static sheets to reduce cling of iron-on coverings

Try wiping the film, and the backing paper, with a sheet of laundry fabric softener ("BOUNCE" or equivalent). Even used sheets seem to have enough of the anti-static stuff left in them; save them after drying the laundry.

I've had excellent static-removing results with these sheets, especially on "heavier" films like UltraCote. After removing the backing paper, I wipe both sides of the film, and have never had a problem with bits of debris jumping onto the film and showing up later as lumps under the covering.

When I say "wipe," I mean contact the film LIGHTLY with the fabric softener sheet. You don't want to transfer any fabric softener chemical onto the adhesive. That's why used sheets are better.

This technique may be more difficult to do with thin films like Solarfilm Lite... I've not tried it.

Don Typond
dtypond@warwick.net

Coming Events in our Area

Rideau Flyers All Electric Event

July 13-14

Electric Funfly is scheduled to be held at Phelan Park, the Rideau R/C Flyers (Ottawa) site on July 13th and 14th 2002.

The event organizers and directors are:
Dan McLeod 613-224-4620 danmcleod@canada.com
Peter Olshefsky 613-521-3070 petero@mondenet.com

This is an excellent grass site with full facilities including shade, clubhouse and flush toilettes, and it is situated near the picturesque village of Manotick, which for folks who don't know Ottawa is a very pleasant area to visit.

RVs and tents are welcome on the site, but no "hook-ups" are provided.

For a map to the Rideau Flyers site, visit:
<http://www3.sympatico.ca/rwoolley/Events.htm>

You could also call one of the organizers above for directions.

IMAA Events

IMAA Chapter 617 Giant Scale Rally
400 Club Field July 13-14/02

**IMAA Chapter 217 Kingston
Giant Scale Fun Fly**

August 17-18/02 LF\$5 (CDN) reg 8:30am
fly 9am-Dusk RV SF GR food/bev Saturday
Night "Kingston Roast Beef Barbeque Dinner"
Located: Kingston Remote Control Club Kingston, Ontario

Contact: Mike Ingham 140 Desmond Ave
Kanata Ontario, Canada K2L 1G2 (613) 836-6544
Email: mingham@ca.inter.net or
Rolly Siemonsen rollys@kingston.net
Web-site: http://www.geocities.com/krcm_home/index.html

MAAC Safety Code

ALL CATEGORIES

1. I will not fly my model aircraft in competition or in the presence of spectators until it has been proven to be airworthy by having been previously successfully flight-tested.
2. Where established, I will abide by the safety rules for the flying site I use, and I will not wilfully and deliberately fly my models in a careless, reckless, and/or dangerous manner.
3. I will not operate my model while under the influence of alcohol or illegal drugs.

FREE FLIGHT

1. I will not launch my model aircraft unless I am at least 100 feet (30m) downwind of spectators and automobile parking.
2. I will not fly my models unless the launch area is clear of all persons except my mechanic and officials.
3. I will employ the use of an adequate device in flight to extinguish any fuses on the model after it has completed its function.

CONTROL LINE

1. I will subject my complete control line system (including mandatory safety thong) to an inspection and pull test prior to flying.
2. I will use wire sizes and terminations as specified in the C/L rulebook.
3. I will assure that my flying area is safely clear of all utility wire or poles.
4. I will assure that my flying area is safely clear of all nonessential participants and spectators before permitting my engine to be started.
5. All flyers will use a safety thong when sport or contest flying. (The only exception being when flight training is being carried out with 1/2A models under the supervision of a qualified pilot.)

RADIO CONTROL

1. I will have completed a successful radio equipment ground range check before the first flight of the day.
2. I will not fly my model aircraft in the presence of spectators until I become a qualified flyer, unless assisted by an experienced helper. FOR GENERAL SPORT FLYING. I will perform my initial turn after take off away from the pit, spectator and parking areas and I will not thereafter perform manoeuvres, flight of any sort, or landing approaches over a pit, spectator or parking areas. I will also have the parking area at least 100 feet (30m) from the flight line. Flight Line - The closest line of the active airstrip. The flight line is deemed to extend to the horizon beyond both ends of the active runway. No aircraft will be deliberately flown on the pilot, pit, spectator and/or parking side of the flight line.
3. Where operating requirements of a specific discipline deviates from number 3 above, competition safety rules for that discipline apply.
4. I will not knowingly operate an R/C system within 2.5 miles (4km) of a pre-existing model-club flying site without a frequency sharing agreement with that club.

ELECTRIC

1. Observe all safety guidelines of the current MAAC Electric sporting code.

INDOOR

1. I will not fly electric, CO2 or rubber powered models in excess of one ounce (28.35gr) in an indoor site without special attention to the safety of other modellers and their aircraft.
2. I will not climb ladders or access other elevated superstructure of a building, without the permission and guidance of the custodian.
3. I will ensure that all damaged model parts containing special materials will be returned to the workshop for proper disposal of boron or carbon fibres.

MAAC Safety Guidelines

These guidelines are endorsed by MAAC and are highly recommended. While these guidelines are not mandatory, they should be included in club operations when they apply.

1. Model aircraft must yield to piloted aircraft with no exceptions. Flying operations must cease when piloted aircraft are in the proximity of model flying operations.
2. Pyrotechnic and explosive devices are not recommended to be carried or activated by model aircraft.
3. Internally mounted pulse jets, rocket or thrust engines are not recommended because of the danger of fire.
4. It is recommended that no more than five (5) aircraft/helicopters be airborne at any one time at any field.
5. Non flying activities will be segregated from areas where flying activities are in progress, by a minimum distance of 100 feet (30m). Spectator and parking areas will be further segregated from flying and pit operations.
6. Frequencies will be controlled by a positive means. The MAAC frequency system is highly recommended. For clubs with more than 25 members, a transmitter impound system should be available in addition to means for positive frequency control.
7. It is recommended that a pilots line be established a minimum of 20 feet (6m) from the active runway. Helicopter operations, particularly hovering, must be well removed from active fixed wing runways.
8. Individual pilot operating locations be marked near active runways. Pilots must control their aircraft from these locations, however, take off and landing may be done from the runway area itself. To minimize effects of radio interference, these locations should be separated by a minimum of 20 feet (6m).

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9. Pilots should be qualified by the MAAC wings training program. Instructors should be highly capable individuals who will not only provide adequate instruction but consistently demonstrate safety by their example and attitude. Club members must be aware of their responsibility to beginners, particularly if club instructors are unavailable. Once a beginner has overcome the basic aspects of flight training, it may be acceptable for qualified pilots to assist students who do not require other than "stick time".
10. Spectators and visitors should be prohibited from flight areas and pilot operating locations.
11. A safety barrier or fence be placed so as to prevent non-airborne aircraft that are out of control from entering the pit or spectator areas.
12. That strict announcement procedures be normal operation where pilots call out to other flyers any intention to land or take off or move out to the active runway.
13. Any guest or club visitor who is allowed flight privileges at any field must be prepared to submit his aircraft for an air worthiness/safety inspection and must demonstrate acceptable flying competence before being allowed to operate his aircraft without supervision.
14. Only frequencies authorized by Industry Canada (formerly the Department of Communications) may be used.
15. Only authorized pilots and aircraft should be allowed to participate in flying demonstrations at locations other than the regular flying site. Particular care must be taken regarding any proposed field layout, crowd control measures and the possibility of local radio interference affecting the operating frequencies.
16. Aircraft should be operated in areas of the sky where any results from an accident are minimized.
17. Clubs should consider the adoption of an aircraft certification program so that all aircraft are inspected prior to operation, particularly those belonging to beginners. A recertification program for major repairs or rebuilt aircraft is also suggested.
18. Although this guideline does not directly relate to safety, it's in the interests of the club to ensure that no visitor(s) or guest may operate his aircraft at any MAAC field unless that individual can show proof of MAAC membership. Visitors from the USA must present proof of AMA membership.
19. If feasible, radio transmitters should be checked and certified as operating within allowable frequency tolerance and within acceptable limits of spectral radiations (0.005% of frequency, 35 dB down at 25 kHz bandwidth).
20. Care is particularly required around pit areas. Areas of concern are:
 - Propellers will be of approved types. Pure nylon propellers (does not include glass-filled type) should not be used on engines of .40 cubic inch or larger. Repaired or damaged propellers should not be used under any circumstances.
 - Pilots should ensure that no one is standing in line with the propeller arc of operating engines.
 - Aircraft should not be taxied in the pit area. The boundaries of the pit area should be clearly marked to ensure there is no confusion as to what constitutes the pit area.
 - Slipstream effects from running engines can be dangerous to all affected and models should be positioned to minimize these effects.
 - Smoking should be prohibited in pit areas where gasoline powered engines are in use.
 - Propellers should be secured with properly tightened nuts or with spinners which have a locking system or which are secured by some positive locking system. Four-cycle engines should have particular care due to their tendency to backfire and throw the propeller.
 - Pilots should ensure that helpers with aircraft are fully briefed regarding the carrying, testing, adjusting and general handling of the aircraft.

21. Every MAAC club should have a safety committee composed of safety chairman and members. This committee should consist of all executive members if no specific committee is available. The purpose of this committee is to see that the club rules and regulations are observed and to ensure that all model operations are conducted in as safe a manner as possible.
22. Instructors in a club should be given additional responsibility to act on matters of safety since they provide the most direct contact with beginning flyers. These individuals can exert the most visible example of the safest manner to approach flying operations.
23. Club members who refuse to abide by club rules and regulations and who disregard instructions by the safety committee should be given formal warning of shortcomings and if corrective action is not taken, they should have their flying privileges revoked.
24. It is suggest that a "fine" system be instituted whereby members "pay up" a nominal amount for infraction of these guidelines. This takes the serious nature of the safety problems into a more pleasant area of friendly discussion where matters can be easily discussed without raising defensive emotions. Clubs will find that even chronic offenders will change their habits to avoid the stigma of paying a quarter!



Ed and Gerry are confronted with something at the flying field with a running gas engine and a 19 inch prop that they cannot fly.



Jean-Claude Terrattaz's Electric Ducted Fan ready for launch at Ottawa Electric Fun Fly.

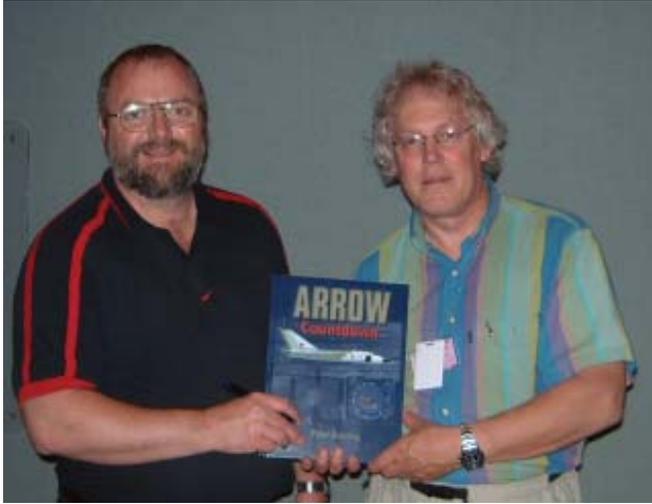


Mike shows us how to walk softly and carry a big prop!



This series of Speed-400 Park Fighters are becoming very popular. Made in Toronto from CNC machined foam and covered in fibreglass and water-based polyurethane varnish. Being electric, the paint is water based acrylic, easy to apply.

Discount Hobbies Night—May 11, 2002



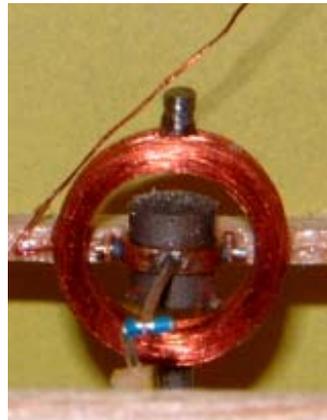
Richard Robichaud (left) of Discount Hobbies in Orleans organized the evening which included a very interesting presentation by Peter Zurring (right) of the Avro Alliance. For more information about the Avro Alliance check their web site at:
www.arrow-alliance.com



Louis Rocque's latest micro-creation weighs in at 31 grams ready to fly including servos, receiver, motor, gearbox, speed control, and batteries. 26 inch wing-span, three channels.



Two long standing Ottawa Valley members Mike Hewson (left) and James Zufelt (right) were honoured for their long standing participation in the hobby.



Close-up of one of Louis' home made servos and a shot of the pilot/co-pilot show that you do not give up on details just because you are going light.

