Stetson Flyer

Stetson Flyers Model Airplane Club March 2002

Gerry Pronovost shows off his flying sculpture. The model is 6 pounds and has an 80 inch wingspan. More detailing to the air-brush over acrylic finish has been done since these pictures were taken.

You would smile too if you had an Enya .40 4-cycle power plant to keep you cool!

Next Meeting

Tuesday, March 26th
7:30 pm

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

Use the back door to the museum!

We all enjoyed Dave Asquini's Chilli at the Winter Fun Fly. The weather was mild, the runway good and hard and there was a very good turnout of people and planes.

Coming Events...

March 23rd	IMAA Meeting at CAM
March 26th	Regular Meeting
April 30th	Auction
May 28th	Discount Hobbies Night
Aug 31st/Sept 1st	Pattern Event
Sept. 15th/16th	Giant Scale Event

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

Club Officials and Contacts

President	Gerry Nadon	824-9100
	president@stetsonflyers.com	
Vice-President	Peter Barnes	824-5352
Secretary	Erich Zappe	830-7549
	secretary@stetsonflyers.com	
Treasurer	Dan Murphy	663-5188
	treasurer@stetsonflyers.com	
Chief Flying Instructor	Rick Ramalho	741-3337
	cfi@stetsonflyers.com	
Webmaster	John Jackson	445-5726
	webmaster@stetsonflyers.com	
Newsletter	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

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.

T-Shirts—2nd Chance!

Any members who missed the run on the Stetson Flyer shirts can contact Doug Tufts as there are a few left in the "Prairie Dust" colour. The shirts are $20 each.

You can reach me at 613-745-0041 or e-mail doug_tufts@hotmail.com

Time to pay your dues!!

April 1st is our cut-off date for membership renewals.

After April 1st, we will only be sending printed newsletters and email notices to those on the 2002 list.

Also, the gate combination is changed April 1st. The new combination can be found on your 2002 membership card.

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!

Tinting Canopies -- Dave Tatosian

Ever wonder how those great looking tinted canopies got that way? In many cases, the builder dyed the canopy using dyes intended for tinting clothing! The process is actually quite easy, and the dye itself is easily obtained and quite cheap. I've found that Ritt powdered dyes are quite effective in tinting the plastic canopies found in most model kits, and are available in most drugstores, priced around $2 per package. When using powdered dye to tint plastic canopies, here are some tips to consider:

Make sure that the canopy is squeaky clean before dyeing. Washing in mild dishwashing detergent is effective here, and will avoid unsightly fingerprints in the final work. Dry using a soft cloth (not paper towelling, which is almost always abrasive to some degree).

The container used for dyeing must be clean as well. Stainless steel or glass containers are the best for this process. Use a container that is just large enough to allow the canopy to be fully immersed in the dye bath.

Wear something appropriate for working with dye. It is also a good idea to place the dyeing container within a stainless sink and to clear any items from the working area. If you do splash some dye on a hard surface in your work area, some diluted bleach will take the stain out (rinse the area thoroughly with water after using bleach!).

A meat thermometer is perfect for measuring the working temperature of the dye solution. Also, a pair of cheap wood or plastic tongs are handy for handling the canopy while it's in the dye bath.

Fill the container with hot water first, then pour in the dye (this will help avoid splashing dye around). Mix thoroughly but avoid splashing. Remember to use only enough water to fully immerse the canopy. The object is to create as strong a dye solution as possible to speed up the tinting process.

Always test the dye bath using the scraps of plastic remaining after trimming the canopy from its "as shipped" form, principally to determine if the solution is too hot. I've found that an optimal working temperature is 150-160 degrees F, but you should immerse a scrap for a few minutes to determine if there is any chance of deformation at these temperatures.

Place the canopy upside down in the dye bath to avoid trapping air bubbles. To remove any bubbles and to ensure consistent tinting, periodically shake the canopy gently within the dye bath using the tongs. Avoid scuffing the sides of the container with the canopy.

Periodically remove the canopy and observe the level of tinting. Some plastics take dye more readily than others, and the level of tinting you desire may vary, so you have to give it an "eyeball" every few minutes.

If you desire a really opaque level of tint, or if the plastic takes dye slowly, it may be necessary to reheat the dye bath. This is where a stainless steel container comes in handy: remove the canopy, rinse it in tepid water, and set aside. Place the dye container on the range and use LOW heat to gently bring it back up to working temperature, checking with the thermometer. Don't overheat! Then remove from the range, and re-immerse the canopy.

Once the canopy has reached the desired shade of tint, remove from the dye bath and rinse thoroughly with tepid water, then dry using a soft cloth.

Voila! A professionally tinted canopy!

Thanks to club member Rick Ramalho for suggest-

Dinner—a meal that is always cold by the time you get back from flying.

Flying Field—Take off area. Landings occur elsewhere.

Trainer—inexpensive throw-away device used by beginning pilots to scare instructors.

Raphael Ready's Sportster

Everything You NEVER Wanted To Know About Radios !
By Ian Hirschsohn

To most R/C flyers the Radio System is Black Magic. Most of the time understanding its workings is academic to flying a model, but when it fails or even just "glitches" this understanding can be critical. You don't have to know what is under the hood to drive a car. It may sound sexist but at least half the drivers don't; yet understanding the functioning of the engine's cooling system is key to predicting the consequences of a broken fan belt.

In this article we will examine the basic operation of the Radio System. From this we will be able to differentiate many common radio "problems." Equally important we will be able to debunk several misconceptions, for example that FM is superior to AM or that PCM beats PPM.

Each system has its pros and cons, being informed will hopefully allow you to choose which best suits your needs. Just because a Rolls Royce is five times more than a Toyota Camry does not make it "better" and for most drivers it is probably worse. Radio price does NOT equate to performance.

Independent laboratory tests by RCM expert George Steiner prove that some of the least expensive are among the best.

Receiver internals

Let us start with the Receiver System. Your home AM/FM stereo consists of 3 parts: Tuner, Audio Amplifier and Loudspeakers. Likewise the model Receiver System comprises the Tuner, Decoder and Servos. In the same way that the tuner and audio amp are housed in the same receiver box, so the tuner and decoder are squeezed into the model's receiver. The home receiver tuner section selects the radio station, excluding all others, and passes the now "demodulated" music to the audio amp. Likewise the model receiver tuner targets just that frequency of the tuning crystal, removes the 72 MHz or 50 MHz "carrier" and passes the demodulated servo info on to the decoder. The decoder sorts the individual servo signals and directs them to their respective plug. Key to note is that the audio amp does not know whether the music came from an AM or FM station and the speakers care even less; likewise the signal fed to the decoder is independent of whether the modulation was AM or FM. Also the position info fed to the servos is standardised so that almost any brand servo can operate with almost any brand model receiver (with the appropriate plugs), much as any brand 8 ohm speaker can be plugged into any brand stereo receiver.

How servo info is encoded

Let us begin by examining the way in which position info is fed to each servo. This is done by means of signal pulses that go from O volts (OFF) to about 3.3 volts (ON). The position is determined from length of time that the pulse is ON (mark) versus the time it is OFF (space). This pulse occupies a 2 millisecond (0.002 sec) time slot and is repeated 50 to 70 times per second (i.e., every 1/50 sec = 20 ms). During the first 1 ms of that 2 ms interval the signal is always full ON, actual mark/space is in the 1 - 2 ms part. Thus Neutral corresponds to 1 + 0.5 = 1.5 ms ON, full left (or right, depending on servo horn set up) is 1 + 0.0 = 1.0 ms ON and conversely full right (or left) is 1 + 1 = 2 ms ON. For the rest of the time the signal is OFF. Thus Neutral corresponds to 1.5 ms at 3.3 volts followed by18.5 ms at O volts, repeated continuously.

The pulse info is fed to the servo down the white or yellow wire (with the black or brown wire as common = battery negative = O volts). The red or black + red wire provides positive voltage power to the servo and is generally connected in the receiver directly to the input battery red wire. (The exception is Battery Eliminator Circuit, BEC, and receiver in electric power model receivers, which condition the voltage not to exceed 6 volts before feeding it to the servos). The operation of the servo itself will be described later, but the key points to note are:

1. Servo position is independent of battery voltage and depends ONLY on pulse timing.

1. The internal mechanism of a servo is independent of the position signal. It could use a box of monkeys with hand-cranks. For example as long as 1.5 ms ON with 18.5 ms OFF results in Neutral, the implementation wizardry is academic.

1. The position signal (on the white wire) is relatively weak, the main driving power is drawn from the red and black.

The last point is insidious because it explains why long servo runs are susceptible to electrical noise, especially feedback noise crossing over from the red line (main power), usually on an electric power model. Any noise that fouls up the pulses causes the servo to behave erratically.

You may be curious what that initial 1 ms ON period

does. It is the servo "synchronisation" pulse: it flags the servo electronics that the actual mark/space position follows. In other words the servo waits until it sees the signal voltage change from O to about 3.3 volts, counts off exactly 1 ms and then decodes the 1ms position pulse. Thus the pulses do not have to repeat exactly 50 times per second. It also serves to indicate that the transmitter is alive and well because even with an all SPACE position pulse there is still the 1 ms ON preceding it. Devices such as downed aircraft locators use this to activate a beeper when transmission is switched off or lost - continuous OFF. (It is also handy for R/C bomb makers to arm their devices.)

Driving Multiple Servos – PPM

Why is the servo position pulse only 2 ms long with 18 ms of twiddling its thumbs before the next pulse? Well, this is where the other servos come in. Each servo is allocated a succeeding 2 ms slot so that potentially 20 / 2 = 10 servos could be driven independently. In other words the actual signal consists of a "pulse train" with the first 2 ms pulse sent to servo 1, the 2nd to servo 2 and so on. The pulse train, or "frame" is repeated every 20 ms = 50 times per second. The Decoder section of the receiver splits the fame into its component servo pulses and directs each to its corresponding servo.

This is somewhat analogous to the decoder in a stereo receiver which splits (decodes) the left and right speaker signals. Again we have a similar synchronisation problem to the servo: which of the endless 2 ms pulses belongs to servo 1? In other words how do we detect the start of a frame? This is done by holding the signal OFF for at least 2 ms, which is longer than the longest possible legitimate servo pulse, following the last servo pulse. Thus the Decoder can recognise the start of a pulse train by waiting for a 2 ms OFF period; the first pulse that follows is servo 1. The 2 ms OFF period constitutes "synchronisation pulse" (it can be longer than 2 ms and on a 4 channel transmitter may be 8 ms, or more). Moreover, since there is always a 1 ms ON pulse heading up every mark/space, the transition from OFF to ON following the 2 ms OFF provides an accurate "start of frame" indicator from which to count off the succeeding servo pulses.

This simple appending of the basic servo pulses into a frame is referred to as Proportional Pulse Modulation and (voila!) you now know what PPM means (some refer to PPM as Pulse Position Modulation). PPM may be simple but it is an elegant encoding and remarkably robust (resistant to error). Based on what we know about PPM we can deduce:

External interference (e.g., a phone pager) longer than 2 ms will corrupt several servos, not just one. So a "glitch" due to an external signal will almost surely manifest itself in ALL servos acting erratically - simultaneously. (It is unlikely that the interference will repeat for exactly the same period at exactly 50 times/sec.)

The maximum number of servos that PPM can drive simultaneously (i.e., that a frame can accommodate) 20-2 ms = 18 ms, with 2 ms per servo 18/2 = 9 servos. (which explains why 9 channel PPM radios are the end of the line.)

Servo position is independent of signal strength, so distance from the model will not affect the controls unless the signal is lost.

Even if one frame is corrupted, succeeding frames are quickly synchronised (by looking for the next 2 ms OFF) so the effect of a "glitch" is momentary.

Since the frame start is flagged by a transition from 2 ms OFF to 1 ms ON, not by an exact 50 times/sec counter, PPM is resilient to differing "frame rates" which may be up to 70 frames/sec for 4 channel transmitters. A boon to cheap swap-meet fans, like yours truly, is that transmitters and receivers generally interchange quite well, within each brand (even across certain brands; we will discuss this later.) Different servo channel count transmitters and receivers can be intermixed, for example a 4 channel transmitter can drive a 6 channel receiver and vice-versa. The extra channel pulses are simply turned OFF on the transmitter or ignored by the receiver.

PCM

PCM (Pulse Code Modulation) is to PPM what CDs are to phonograph records. Phono disks are "analogue" i.e., the needle movement is continuous within the wavy spiral. CDs on the other hand record the music amplitude as numbers at a rate of 44,100 numbers per second on each stereo channel. As we have seen, PPM encodes servo position as a mark/space ratio in a 1 - 2 ms interval 50 times/sec. The mark/space proportion can take any value from O to 100% and is therefore "analogue." PCM encodes servo position as a number much as a computer modem sends data across phone lines. Thus each 2 ms time slot in the 20 to 23ms PCM frame contains a number, first for servo 1, then servo 2, and so on. The numbers are "binary" (power of 2) so in the

(Continued on page 6)

(Continued from page 5)
same way as 1 decimal digit represents numbers 0-1, 2 digits 0-99 and so on, 1 binary digit is 0-1, 2 digits 0-3, 3 digits 0-7, etc. For PCM the number of binary digits, or bits, may be 8 (0-255), 9 (0-511) or 10 (0-1023) depending on the manufacturer. So for example a Futaba PCM 1024 may send O for full left, 511 for neutral and 1023 for full right. The actual number of bits and synchronisation codes (similar to the 1 ms ON in PPM and 2 ms frame synch) are proprietary to each manufacturer so, unlike PPM, PCM transmitters and receiver are often not interchangeable within a brand, let alone across vendors. This "digital encoding" limits the number of servo positions (1023 steps in the above example), but this is not significant.

The advantage of PCM is that the numbers are exact so, for example, 255 always represents neutral (in 9 bit) whereas a sloppy PPM transmitter may send a 1.45 ms neutral pulse instead of 1.5 ms. Also noise may corrupt a PPM pulse causing a false servo mark/space reading. In a number based system extra "check" numbers can be added to correct false data values. This is done on CDs and gives them phenomenal noise immunity.

Since PCM receivers drive standard analogue servos, those neat numbers have to be translated into proportional servo pulses anyway. So the benefit is purely in precise transmitter/receiver communication.

PCM does, unfortunately, have a serious Achilles heel weakness. Even minimal atmospheric or external noise can foul up those wonderful intricate binary numbers beyond any correction. In that case the receiver is up a creek without a paddle. The simple PPM pulses may be corrupted but some information generally gets through. The choice is between NO control (PCM) and some control (PPM). Most R/C flyers would prefer having some control even if erratic. PCM systems boast a "fail-safe" mode which causes all servos to assume a position preprogrammed by the flyer if the signal cannot be decoded. For example all servos to neutral except slight rudder may salvage a plane waltzing off into the blue yonder, but if a straight-wing aileron ship is in a banked turn you have the Zen pleasure of watching it spiral into the ground. Bottom line:

1. Unless you want an edge for close-in precision aerobatics or racing, avoid PCM. You will save money and your hair.

1. PCM may not be a good idea for thermal duration, where distance invites signal corruption (fail-safe may, however, be a help for polyhedral ships).

1. Absolutely precise servo positioning is a debatable benefit for most gliders.

AM vs. FM

PPM and PCM define the manner in which servo position is encoded into an electrical signal. If we could connect the flyer to the plane with a long wire this is all we would need. You think this is a joke? Many anti-tank missiles do exactly that: R/C advertises the position of the launcher and invites a return favour.

AM (Amplitude Modulation) and FM (Frequency Modulation) specify the manner in which PPM or PCM are impressed on the bass, or carrier, radio wave i.e., how it is "modulated." Many modellers equate AM to interference prone AM stations and FM to crisp, clear FM broadcast stations. BS and I don't mean a university degree. R/C AM is NOT AM and FM is NOT FM!

True Amplitude Modulation implies that servo position is proportional to amplitude analogous to music loudness in broadcast AM, so full left might be maximum carrier strength, neutral mid-strength and full right minimum strength.

In R/C "AM" there are only two states -- FULL signal and NO signal, nothing in between. R/C AM is more PM. Seriously, a more descriptive term would be Pulse Modulation, but that looks like PPM sans a P. How about AM being BM -- Binary Modulation.

Likewise, true Frequency Modulation implies servo position proportional to the carrier frequency moved up or down a little, so full left on 72.070 MHz carrier (channel 14) would be 72.075 (carrier + 5 kHz), neutral at 72.070 and full right 72.695 (carrier - 5 kHz). In R/C "FM" there is only full modulation i.e., carrier shifted by 5 kHz or NO modulation (carrier only). R/C FM is identical to wireless data transmission "frequency shift keying" (FSK), at least the computer people don't pretend to be FM.

The Futaba, Hitec and Tower Hobbies camp are NEGATIVE shift (carrier - 5 kHz)= ON. The Airtronics/ JR camp are POSITIVE shift (carrier + 5 kHz)= ON. Carrier only is OFF for both. For example an Airtronics PPM frame, with all servos at Neutral, would start with 72.075 MHz (ON) for 1.5 m then 72.070 MHz (OFF) for 0.5 ms repeated for 2 - 9 servos and wraps up with 2 ms at 72.070 (OFF) synch.

From this we can see that R/C "AM" is not fundamentally inferior to R/C "FM" - it just uses one fre-

quency instead of FM's two. Indeed a properly tuned AM radio is theoretically superior to its FM counterpart because it can only be glitched on ONE frequency whereas a glitch on either FM frequency will knock the FM receiver out.

Unfortunately AM gets a bad rap because the older AM radios were not very selectively tuned (pre 1991), there being fewer channels those days so channel separation was not the 20 kHz of today. So an older, mistuned, AM transmitter may have "side splatter i.e., emit an image on a neighbouring channel. Also older AM receivers may pick up adjacent channels. Post 1991 (yellow sticker) AM transmitter/receivers are at least as good, if not better than many FM counterparts. (I use several "garage sale" bargain AM radios regularly at Torrey Pines, Poway and elsewhere and have yet to detect an interference glitch, or cause one. Likewise for the up-to-date AM radios I have seen.) The only possible advantage of FM is that one of the 2 frequencies (carrier and carrier +/- 5 kHz) HAS TO BE PRESENT, otherwise transmission is lost; whereas in AM no carrier just means OFF. It does not appear that any present day PPM radios make use of this (e.g., for fail safe servo positioning).

Bottom line:

1. Most AM transmitter/receivers are compatible.

1. Futaba, Hitec and Tower Hobbies (Futaba knock-off) FM are compatible (negative shift). Airtronics and JR FM are compatible (positive shift).

1. If you want to save cash and weight, consider the Hitec 2 servo channel AM (Focus 2). Also the Futaba 2DR 2 channel - $50 from Tower Hobbies with transmitter, receiver, 2 servos, battery box and switch (the 2 stick, mode 1, transmitter is incompatible with standard, single stick, mode 2 and therefore almost useless).

1. Current model AM receivers (usually 2 servo channel) work excellently with 4 channel AM transmitters (e.g., Futaba Attack 4 and Conquest AM) widely available at swap meets and garage sales typically for $10-$15. If you were going to use them at the slope or places with other flyers, it would be neighbourly to make sure they have a yellow AMA sticker or, better yet, have them tuned by an R/C radio shop.

1. Several high-end FM computer transmitters support negative AND positive shift interchangeably (e.g., Futaba 8UAP, Airtronics Stylus and Hitec Prism 7X). These can control models with Futaba/Hitec and Airtronics/JR FM receivers equally well. Swap-meeters take note: the Hitec Prism 7X is a boon because for little more than most 6 channel radios it can operate almost every Futaba/Airtronics/JR/etc. FM PPM receiver bargain (that works). I love mine.

This article will be continued in the next newsletter. A special thanks to John Mathewson for finding and preparing the article for the newsletter.

The original article can be found at:
http://www.torreypinesgulls.org/Radios.htm

IMAA Chapter 217
Ottawa Valley

Computer Radio Draw

Saturday March 23, 2002 2pm

Tickets $2.00 ea or 3 for $5.00

GIANT SCALE SYMPOSIUM MARCH 23, 2002
CANADA AVIATION MUSEUM
In Cooperation with DISCOUNT HOBBIES

Futaba 8UAFS

Contact:	*Mike Ingham*	*836-6544*	mingham@magi.com
	Brian Wattie	*591-1937*	brian.wattie@sympatico.ca
	Gerry Nadon	*824-9100*	gnadon@sympatico.ca

Meeting Minutes Jan. 29, 2002 Aviation Museum

1.0 The meeting was opened by Gerry wishing all a welcome to the meeting. Guests were asked to introduce themselves.

1.1 A motion to accept the minutes as published in the last newsletter by Rick Ramalho was seconded by Ed Whynott and was passed.

1.2 Dan reported that the current bank balance is $5600.00 with 33 current members.

1.3 John Jackson is still having some of the emailed newsletters coming back. If you do not receive it by email you will start to receive a mailed copy.

1.4 Richard Robichaud will be charging about 50% less for the newsletter due to the increased amount of emailing.

1.5 The Chief Flying Instructor's position is open as Rick has declined to continue for this year.

1.6 On January 1 Darcy Whyte was the first to fly.

1.7 A Winter Funfly is proposed for February 23. Ed Whynott and Dan Champagne volunteered to run this event. Dave Asquini was asked and accepted to provide his famous chili.

1.8 Gerry asked if anyone would like to investigate costs and sources for club caps.

1.9 Gerry announced that he will be campaigning for increased safety at the field and that it is all members responsibility that rules are followed. Gerry expressed some ideas and reminders. Using tie downs for planes in the pits, correct use of the frequency boards and pins, and pilots standing on stones along fence while flying. All club members are needed to help out so that our field is safe.

2.0 The new gate code which is on the new membership card will take effect on April 1.

2.1 In The last MAAC magazine it was reported that some of the older aircraft frequencies used by some older radios are to be removed for model use by Industry Canada. Currently club rules allow use of narrow and wide band radios. Gerry asked if a new rule regarding frequencies at the field should be discussed and dealt with at a later meeting. After some discussion a motion was made by Gerry Pronovost to change to narrow band only , seconded by Peter Barnes. Scott Clarke made an amendment to change on May 1. The motion was carried.

Gerry reminded all that frequency pins are available at Discount Hobbies for no charge.

2.2 The business portion of the meeting was concluded with Bring'n'Brag and the auction for Ed Rae's models and accessories.

Meeting Minutes- February 26, 2002 Aviation Museum

1.0 Gerry welcomed everyone to the meeting and introduced a special visitor to the meeting. Dave French, past president of the club, was in town visiting family and had decided to investigate one of our meetings. Dave had attended the Winter Funfly over the past weekend as well.

1.1 Gerry thanked Richard Robichaud of Discount Hobbies for supplying coffee for our meetings.

1.2 Minutes were not published in the past newsletter but will be in March's issue.

1.3 Dan reported that the Winter Funfly earned $52.00. Paid up members to date is 47. Bank Balance is $5428.00. This year's bill for newsletter expenses to cover Richard Robichaud's copy expenses is $250.00 This is half of last years which is due to the increase of members receiving their newsletter by email. John Jackson asked for content contributions for the newsletter. Also if anyone has questions or concerns about the website please let him know.

1.4 Gerry reminded everyone that we still do not have a Chief Flying Instructor for the upcoming season.

1.5 Gerry thanked Ed Whynott and Dan Champagne for the efforts in organizing a successful Winter FunFly. Ed Thanked Richard Robichaud from Discount Hobbies for providing prizes and for setting up The coffee pot and hot chocolate. There were 25 pilots for this event.

1.6 For upcoming events the following were discussed.

a. The June FunFly will require individuals to organize and run it.
b. Michel Boulerice's wife has offered to cook pancakes for a club breakfast funfly.
c. Ken Langille reported on last year's pat-

tern event. Ken made a motion to host this year's event on the Saturday and Sunday on the Labour Day weekend and it was passed.

d. The Giant Rally is planned for September 15. Dave Asquini put forth a motion that the club host this event with Ed Whynott seconding and it was carried.
e. The airship being flown at the Ottawa 67's games is being taken care of by Ed Whynott. They are recognizing the club and the pilots as well.

1.7 At last month's meeting, models and accessories of Ed Rae's were auctioned raising $350.00 for his family.

1.8 Gerry asked for an individual to look into club hats and perhaps jackets.

1.9 Gerry reminded all about safety at the field and that all members should pull together.

Scott Clarke brought up a concern regarding charging transmitters at the field. Should pins be on the board just in case their radio is turned on to check current level?

Mike Ingham suggested that pilots flying gasoline engines not to store or refuel on plastic bedliners of trucks due to static charge buildup.

Gerry reminded everyone that as of May 1, only narrow band radios will be permitted at the field. The older frequencies reported at the last meeting to be banned for model use actually to be shared. A new frequency board will be ordered for the field.

2.0 Scott Clarke asked that having an annual funfly or naming the field in honour of Ed Rae be considered. A motion was made and carried to have the June FunFly changed to The Ed Rae Memorial FunFly.

2.1 The meeting was adjourned with Bring'n'Brag and a video to follow. There was no one worthy of receiving the Pranged Pig for this month.

President's message

Here we are again, a new season is just around the corner. I have some catching up to do.
Jan. 1st first flight event was won by Darcy White. He got a $15.00 certificate from Discount Hobbies. We had 6 participants.

At our Jan. meeting, we held an auction for Ed Rae and we collected $350.00 to be given to the family. Thank you to all participants. Also, Ed Rae's daughter Barb and husband Gerry have offered to take care of the grass cutting, for $800.00 per season. Thank you.

At the February meeting, Scott Clarke suggested a fun fly be in Ed Rae's recognition to his contribution to the club. Result is, the June fun fly be named "The Ed Rae memorial fun fly".

At our Jan. meeting we had a special guest, Dave French, a good friend, past president, past everything in our club. He also came to the winter fun fly. He sure was nice to see him.

Ken Langille gave a report, as well as a financial report of last year's pattern event. He proposed this year's event for labour day weekend.

The club's Giant event will be held Sept. 15, 16.

Our winter fun fly was a grand success. Thanks to Ed and Dan and to those who participated, it was fun. Dave's chili was fantastic. Thanks.

At our meeting we should have made a bigger deal, about the IMAA Symposium March 23rd at the aviation museum. There will be commercial booths and a static display, as well as prizes. Please come and bring a model if you can.

Now as of May 1st, we are a narrow band field. 99.99999% of members are on narrow band radios. This also means a pin to match. So don't show with the wrong pin and be offended if you are noticed. They are free from Discount Hobbies.

Safety, the campaign is on, join in. This is a subject we have neglected. You will hear more.

Next meeting, we will have short video on safety. Let's not forget "bring n' brag".

Pictures from the Stetson Flyers 2002 Winter Fun Fly
February 24, 2002

Even Mike showed up!