



Stetson Flyer

Stetson Flyers Model Airplane Club

March 2003



Gerry Pronovost's flying field in a box. Gerry treated us to indoor acrobatics at the last meeting.



Now for something larger—Dave Asquini shows off his latest handiwork.



Next Meeting

Tuesday, March 25th
7:30 pm

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

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



Peter Olshefsky's displayed his autogyros

Coming Events...

March 25 th	Regular Meeting
April 29 th	Auction Meeting
May 27 th	Regular Meeting
June 14 th	Ed Rae Memorial Fun Fly
July 1 st	Canada Day a NAM
Sept. 13 th /14 th	Giant Scale Rally

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
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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.

Newsletter Questions and Answers

How do I open the electronic newsletter?

You need Version 5 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 download Version 5 as above. It usually fixes all the error messages with 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 have a printed copy sent as well.

If there are any other questions, please contact me at editor@stetsonflyers.com.

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-February 25, 2003 Aviation Museum

1.0 Gerry opened the meeting by welcoming all including many guests.

1.1 Gerry expressed gratitude on behalf of the club for the coffee supplied by Richard Robichaud for our meetings.

1.2 A motion to accept the January meeting minutes as published in the past newsletter was made by Jim Brown, seconded by Gerry Pronovost and was carried.

1.3 Dan reported that current paid up members stands at 47. The bank balance is \$8163.37 and the GIC is at \$6864.52.

1.4 Dan also had brought in sample jackets to try on for our new club jackets. An order of 36 would bring the price of the each jacket to \$44.35 including taxes. These samples would also be at Discount Hobbies to try for size. John Jackson will send out a email to all to in form those not at the meeting.

1.5 Gerry asked about a club hat to go with the jacket. It was determined through a motion by Ed Whynott to order club hats in a dark blue.

1.6 Gerry reminded all that there is not a Chief Flying Instructor for this season. Anyone wishing to help would be appreciated.

1.7 John Jackson mentioned that the April newsletter will only go out to paid members.

Also more articles are required for future issues.

1.8 The postponed Winter Funfly is all set for Sunday March 2. The laneway will plowed.

1.9 Gerry asked if there would be anyone to help out with the June Funfly. Richard Hinz

volunteered to run this event. Richard made a motion, seconded by Ed Whynott to host it June 14 and it passed.

2.0 Gerry reported on the current situation with MAAC and insurance. Last year's premium for insurance was \$27,000 with this year having climbed to \$73,000. Deductibles have now risen from \$1000 to \$2500. MAAC will not immediately pass these costs on to us. Gerry reminded us on the importance of safety at the field.

2.1 The Pranged Pig was not awarded as with the cold weather as it doesn't look like anyone was flying.

2.2 Following the business portion of the meeting, a video was shown of the airship that is flown at the Civic Centre during Ottawa 67's games. Brian Wattie showed a video of a giant event he attended in Florida. Gerry Pronovost gave a demonstration of indoor flying. Richard Hinz showed his giant scale plans drawn up from small 3 views.

The horror of blimps

Last week while traveling I stopped at a Zany Brainy store and saw that they had a blimp for sale. It's called Airship Earth, and it's a great big balloon with a map of the Earth on it, and two propellers hanging from the bottom. You blow up the balloon with helium put batteries in it, and you have a radio control indoor blimp.

I'd seen these things for sale in Sharper Image catalogs for \$60-\$75. At Zany Brainy it was on clearance for \$15. What a deal!

Last night my wife was playing tennis and it was just my daughter and I at home. I bought a small helium tank from a party store, and last night we put the blimp together.

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Let me tell you, it's quite a blimp. It's huge. The balloon has like a 3 ft diameter.

We blew it up with the tank attached the gondola with the propellers, and put in batteries.

Then we balanced the blimp for neutral buoyancy with this putty that came with it, so it hangs in the air by itself neither rising nor falling.

It was easy and fun, and then I blew up another balloon and made Mickey Mouse helium voices for my daughter.

My three year old girl loved it. We flew the blimp all over the house, terrorized the dog, attacked the fish tank, and the controls were so easy my daughter could fly.

Let's face it, blimps are fun.

Alas, the fun had to end and my daughter had to go to sleep. I left the blimp floating in my office downstairs, my wife came home, and we went to bed, and slept the sleep of the righteous.

At this point it is important to know that my house has central heating. I have it configured to blow hot air out on the ground floor and take it in at the second floor to take advantage of the fact that heat rises.

The blimp which was up until this moment a fun toy here embarked on a career of evil. Using the artificial convection of my central heating, the blimp stealthily departed my office. It moved silently through the living and drifted to the staircase. Gliding wraithlike over the staircase it then entered the bedroom where my wife and I lay sleeping peacefully.

Running silently, and gliding six feet or so above the ground on invisible and tiny air currents it approached the bed.

In spite of it's noiseless passage, or perhaps because of it, I awoke. That doesn't really say it properly. Let me try again.

I awoke, the way you awake at 2:00 AM when your sleeping senses suddenly tell you without reason that the forces of evil on converging on you.

That still doesn't do it. Let me try one more time.

I awoke the way you awake when you suddenly know that there is a large levitating sinister presence hovering towards you with menacing intent through the malignant darkness.

Now sometimes I do wake up in the middle of the night thinking that there are large sinister and menacing things floating out of the darkness to do me and mine evil. Usually I open my eyes, look and listen carefully, decide it was a false alarm, and go back to sleep.

So, the fact that I awoke in such a manner was not all that unusual.

On this occasion I awoke to the sense that there was a large menacing presence approaching me silently out of the gloom, so I opened my eyes, and there it was! A LARGE SILENT MENACING PRESENCE WAS APPROACHING ME OUT OF THE GLOOM, AND IT COULD FLY!!!

Somewhere in the control room of my mind a fat little dwarf in a security outfit was paging through a Penthouse while smoking a cigar with his feet up on the table, watching the security monitors of my brain with his peripheral vision. Suddenly he saw the LARGE SILENT SINISTER MENACING FLOATING PRESENCE coming at me, and he pulled every panic switch and hit every alarm that my body has. A full decade's allotment of adrenaline was dumped into my bloodstream all at once. My metabolism went from "restful sleep"; to "HOLY SHIT! FIGHT FOR YOUR LIFE OR DIE!!!!" in a nanosecond. My heart went from twenty something beats per minute to about 240 even faster.

I always knew this was going to happen. I always knew that skepticism and science were mere psychological decorations and vanities. Deep in our alligator brains we all know that the world is just chock full of evil and monsters and sinister forces aligned against us, and it is only a matter of time until they show up. Evolution know this, too. It knows what to do when the silent terror comes at you from out of the dark.

When 50 million years worth of evolutionary survival instinct hits you all at once flat in the gut at 200 mph it is not a pleasant sensation.

Without volition I screamed my battle cry (which is indistinguishable to the sound a little girl makes when you drop a spider down her dress (not that I'd know what that sounds like,) and leapt out of bed in my underwear.

I struck the approaching menace with all my strength and almost fell over at the total lack of resistance that a helium balloon offers when you punch the living shit out of it with all the strength that sudden middle of the night terror produces.

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It's trajectory took it straight into the ceiling fan which whipped it about the room at terrifying velocity.

Seeking a weapon, I ripped the alarm clock out of its plug and hurled it at the now High Velocity Menacing presence (breaking the clock and putting a nice hole in the wall.)

Somehow at this moment I suddenly realized that I was fighting the blimp, and not a monster. It might have been funny if I didn't truly and actually feel like I was having a legitimate heart-attack.

On quivering legs I went to the bathroom and literally gagged into the toilet while shaking uncontrollably with the shock of the reaction I'd had.

Unbelievably, both my wife and daughter had completely slept through the incident. When I decided that I wasn't having a heart attack after all I went back into the bedroom and found the blimp which had somehow survived the incident.

I took it to the walk in closet and released it inside where it floated around with the air currents released from the vents in there. I closed the door, this sealing it in, and went back to bed. About 500 years later I fell asleep.

At about 7 am my wife awoke. She had been playing tennis and wasn't aware that we have assembled the blimp the previous evening, and that it was now floating around the walk-in closet that she approached.

The dynamic between the existing air currents of the closet and the suction caused by opening the door was just enough to give the blimp the appearance of an Evil Sinister Menace flying straight towards her.

This time the blimp did not survive the encounter, nor almost, did I, as I had to explain to my very angry spouse what motivated me to hide an evil lurking presence in the closet for her to find at 7 am.

I can order replacement balloons on the internet but I don't think I will.

Some blimps are better off dead.

Editor: This was posted in a local newsgroup and had been forwarded from several other locations, so I cannot credit the true author. Whomever you are, thanks!

Aileron Linkages

By Michael Rogozinsky, EMFSO

I've been wanting to install ailerons onto a few of my model airplanes that have been controlled by rudder and elevator. This would not only allow these planes to roll, but would offer better overall control. Finally, after Rob Pike smashed his twin-engine water-bomber into the wing of my Porterfield in the air at the Richmond Hill Electric Funfly (both planes landed safely) and damaged the wing, I had the incentive to start customizing the wing. (The midair was an accident but, boy, was it exciting!)



A single servo installation with offset throws.

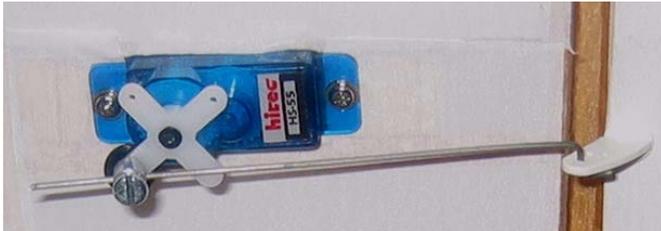
The actual construction of the ailerons and modifying of the wing was different for each plane I worked on. As I worked on the linkages, I remembered that the instruction manual for my Futaba radio recommended "offset" throws for the ailerons; that is, the upwards movement of the ailerons should be more than the downward movement.



A close-up of the servo in the neutral position.

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As one aileron moves up, the other aileron moves down. The aileron that moves up, causes that side of the wing to go down, and the aileron that moves down, causes that side of the wing to go up. With a little nudging of up elevator, the plane will turn in the direction of the wing that has the aileron up and the wing down. In theory, this sounds right, and it does work in practice, but not always so well.



An example of an offset servo linkage where there would be one servo in each wing.

There are two potential problems with this system. The first, especially if the wing has a flat-bottom, high-lift airfoil, is that the plane won't simply "roll" in the direction of the turn. What might happen is that the wing that has down aileron may cause the plane to climb. Instead of a flat and smooth turn, the plane will "bob" up in the turn, and this could cause a stall if the plane is flying slowly.

The other problem is that the side of the wing with the down aileron could actually prevent the plane from turning. Instead of helping the plane roll into a turn, the down aileron causes drag on that side of the plane, which prevents the plane from turning into the desired direction.

To prevent these problems, and to avoid programming my radio to take care of this, I used a simple mechanical method to move the ailerons up more than down. Aileron servo installations instructions usually show the linkages to be neutral at the servo when the aileron is at a neutral position. What I did was to have the servo arm (or arms) in a diagonal position away from the aileron, when the transmitter stick and ailerons were at a neutral position (this is when the servo is mounted under the wing; the opposite would apply if the servos were on top of the wing). This way when the servo arm is pushed towards the aileron, the aileron is pushed up with a lot of the servo arms' rotation. When the servo arm is rotated away from the aileron, the servo arm actually moves sideways much more than it moves away from the aileron, thus the aileron does not move down much at all.

I have installed ailerons in three of my planes using this method of aileron control. All have been successful. Now with better flight control, I can probably avoid Rob's attacking planes.



These photos show that the up-deflection is substantially more than the down deflection



Los Altos Flying Field near San Jose, California.

Last week while in the San Francisco area on business, I took a day to enjoy the warm temperatures and see some of the sites including this electric only flying field. The posted rules state "Models must maintain 100' vertical and horizontal clearance from parking lots, vehicles and visitors." Other than that, it was pretty much fly—as—you —please!

Workshop Tours

Welcome to our next instalment of Workshop Tours, a new series of articles for Stetson Flyer readers. Here's the idea: each month I will be the guest of one of our members and take a tour of their workshop, camera in hand. The pictures and story will hopefully give members ideas that they can take into their workshops. For those setting up a new workshop this will be an invaluable source of suggestions of what to do and what not to do!

One theory I have that will be proved or disproved during the period of this series is that the best models often come from the smaller, more modest shops.

If you would like me to tour your workshop, please send me an email to editor@stetsonflyers.com or else give me a call at 613-445-5726.

Ken Langille

This month we tour Ken's basement workshop. We all know Ken for his pattern ships and the Pattern Event he organizes at the field every Labour Day.

Besides a top-notch modeller, it is clear once you arrive in the 14 foot square basement shop that woodworking is a very important hobby. Some of the large power tools present include a lathe, a table saw, a band saw, a thickness planer, and joiner, a drill press and a jig saw!

Ken has many high quality jigs in his shop that make life easier—the kind that make you stop and say “why didn't I think of that”. Very little goes to waste, every left over piece of a project ends up as part of some other project sooner or later.

Let's take a look!





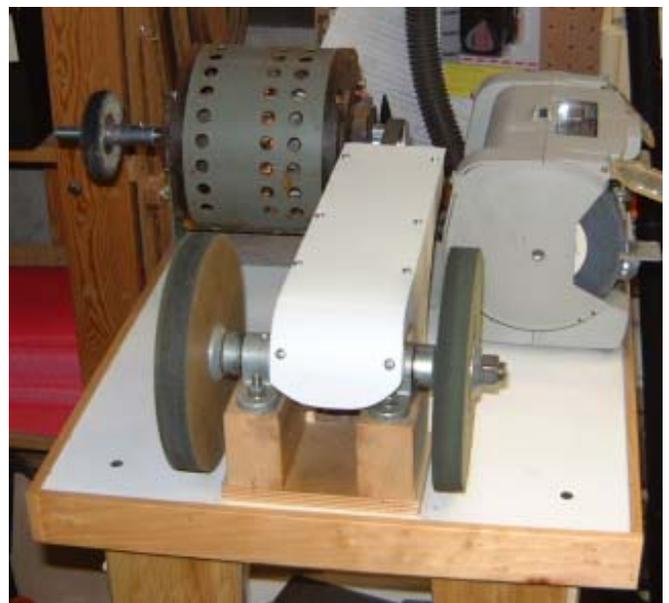
A home-made wall cabinet holds many of Ken's tools including over 30 different hammers



A rolling cart holds both a thickness planer and a band saw. Also visible is a floor lamp also on wheels, ready to shed light on otherwise shady projects



Dust collection system and cyclone tank just behind the jointer keep dust out of the rest of the house. On the wall behind are some of his 130 assorted clamps.



Grinding and polishing station—Ken has Xacto blades better than new he has been using since 1975! The wheels in front are different types of felt.



An overhead rack in the rafters holds all the plans.



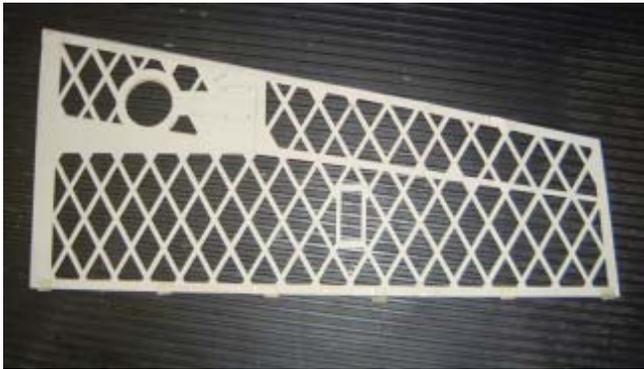
This photo shows the large, deep under bench drawer that holds many of the small parts used in model construction.



This wall rack behind the main work bench holds all manner of Xacto knives, files, and small hand tools. Note the magnetic strip which holds spare blades.



This clever jig clamps the fuse firmly and will also allow the angle to be set. Very versatile!



Clockwise from upper left: End view of a sanding block showing dado with wood strip. Centre-top is a collection of Ken's sanding blocks. Upper-right is a hand made sanding jig which allows straight or angled precision sanding.. Bottom right a rolling sheet goods rack. Below centre is a close-up shot of a template in place against a router bit ready for cutting. Normally the plywood to be cut would be help on top with a pop-rivet. Bottom centre is collection of templates used with this set up. Bottom left is Ken's hand made router table, which fastens on to a Workmate with a couple of clamps. He has several other attachments for the workmate which can be interchanged in seconds. Left is a cardboard template used to mark out honeycomb cut outs for wing cores.

