



Stetson Flyer

Stetson Flyers Model Airplane Club

November 2003

PRESIDENT'S MESSAGE

Another year has gone by so quickly. Where has it gone? A busy spring and summer.

- A few good events
- Field work and a new addition
- Membership numbers at 114
- By all accounts many good flights

My year was very eventful, with a few crashes (write-offs) and a grounded plane kept my flying to a minimum. I with major knee surgery and sickness in the family made for an interesting time.

How was your year? I hope it was a good one.

The enthusiasm observed this year about models and flying was very encouraging. This is what our club should represent.

The fall season hype is always about the giant rally. This year was no exception. Our special guest was Yvan Kristensen and his 40 % Cap. This gentleman put on a fantastic show. With two flights, the first was his masters routine, for competition. The second flight was his freestyle flight. Wow! The crowd was on it's feet. After this flight, we presented him with a club mug and an honorary membership. We had, as well, a dozen roses for his wife. This was for recognition for their contribution to the hobby.

Don Dow put on a demo flight with his large turbine powered helicopter. Very impressive!

From out of the area, Steve Johnson and Paul Gertz put on a great 3D show for us.

The total pilots for the weekend was 38, down from last year. From all accounts, participation for most events is down this year.

We witnessed some fantastic flying, a few scrapes (minor repairs).

The supper, seventy-nine served, was excellent. Thanks to Dave Asquini and his help. Sunday was quiet. We will make some effort to improve this next

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Next Meeting

Tuesday, December 2nd
7:30 pm

SWAP SHOP Elections

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

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

Elections

Most of our long serving executive are not standing for reelection this year, which means we MUST elect a new slate of officers. This meeting will shape how our club will function for the next few years, so it is vitally important that we attend and lend our support either by running for office or giving support to those who do.

Coming Stetson Events...

December 2nd
January 1st
January 27th

Monthly Meeting
First Flight Competition
Monthly Meeting

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	your name here!
Webmaster	John Jackson 445-5726 webmaster@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 *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 latest version as described 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 edi-

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/>

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-October 26, 2003 Aviation Museum

1.0 Dan reported that the current bank balance was \$408.00. Owing still is approximately \$800.00 from unpaid dues for the shelter. Those that have not paid will have it added to their dues in 2004.

1.1 Gerry reported that eighteen loads of fill have been brought to the field for our expanded parking lot. We are not being charged for this fill. Our charges are for equipment use, time, and the hay-cutting. Work has also been done on the north-south runway. Next season we will need more gravel for the driveway and parking lot.

1.2 The September meeting minutes as published in the last newsletter were accepted through the motion made by Dave Asquini, seconded by Gerry Pronovost.

1.3 John Jackson reported all was well on the newsletter front. Any articles are welcome. Gerry thanked John for his work on the newsletter and website.

1.4 Gerry expressed thanks to those that helped with flying instruction this past year.

1.5 Some club jackets and hats are available. Members can contact Dan Murphy.

1.6 After a recent windstorm some damage was sustained with the shelter cover. Gerry has brought it to a local canvas shop for repair. Cost will be approximately \$220.00.

1.7 At the past zone meeting, Richard Lyle Barlow was re-elected as zone director for 2004. Our club put forth resolutions to be considered at the next MAAC Annual General Meeting next spring. These pertained to field and safety regulations, show pilots and demos, and board decisions.

1.8 MAAC membership dues will be going up next year to \$70.00.

1.9 Gerry thanked Gary Baughman for organizing the lunch and coffee for the zone meeting. Gary will also be looking after the coffee for our club meetings.

2.0 There were no nominations put forward for club executive positions so no elections took place. Elections will be postponed until the next meeting. As well a swap meet will be held. A motion was made to conclude the meeting by Dave Asquini and was passed.

TIPS from the QFO Newsgroup

Balsa Stripper



This is the time of the year when I start thinking about the upcoming building season. I have not built from a kit in the last 8 years. When scratch building from a plan or my own design, I prefer to strip my own wood. The benefit is not just cost saving, I will end up with a bundle of balsa wood strips that have similar density and strength.

The commercial stripper (Master Airscrew) has it short comings. It uses a #11 blade that is too flexible and the lead screw has too much slop. The body is also too short so it wanders instead of guiding the blade in a straight line.

I have been using my own balsa stripper, which is inexpensive and easy to make. Most importantly, the quality of the stripped wood is much nicer than done with the MA unit. The blade is from a box cutter. The use a spacer for the width of the strip you want to cut. I have cut up to 1/2" wide and 1/4" thick balsa. When cutting thick balsa (1/4"), It helps to set the depth to 1/2 of the thickness and then pass the stripper on each side.

Contributed by Kezia Cheng from the QFO Newsgroup



This is a tip for anyone who does a bit of building and has a few sheets of very nice balsa stashed away "for that special project".

TIP:

Use that special balsa, life's too short.

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year. Peter Barnes again took care of the flight line, Richard Hinz registration, Eric Zappe canteen, and Dan Murphy finances

This year I had a very casual committee. I was not sure to attend; schedule for my surgery was for Aug. 27th. As follows, Peter Barnes who was recovering at the time, fine pair, we are. Eric Zappe, Dan Murphy, Dave Asquini, Rick Ramalho, Richard Hinz, Pierre Tessier, Gary Bauman. They were fantastic, thanks.

We had many who helped, if I try to name them, someone will be missed and disappointed. Thanks to all that helped, you made us proud!

Thank you to Discount Hobbies and Hobby 2000 for their support for this event.

The atmosphere of this event is the result of good fellowship, great help and nice weather.

THANKS TO ALL

REPORT:

Newsletter: John Jackson again did a stellar job this year. He is always there for us. His full time job is very demanding and he still gets our newsletter out. This publication represents this club very well, thanks John. Thank you to Richard Robichaud from discount Hobbies for printing the newsletters mailed by post. I received a few calls this past year from members with items to sell. It seems to me that the newsletter could get more use for this purpose. A call or an e-mail to John will do it.

FIELD: Our field has had some extensive changes this year. The new shelter and the expansion of parking was a priority and some work to the north and south runway. A big thank you to Mike Ingham for organizing the acquisition and the installation of our shelter. The shelter suffered some damage in our high October winds, thanks to our substitute bands holding the tarp. (My idea, sorry). The repair will be \$246.00 and we will install the tarp in the spring. Raphael Reddy will organize to remove the end panels shortly.

Walter Hill excavated the extension of the parking lot. The topsoil was moved to the north and south runway and spread. He campaigned to get us some free fill, 24 loads. We have been charged only for the equipment at the field. The hay was cut, some brush cutting on the south end. Thanks Walter.

SAFETY MAAC: The MAAC safety committee with the approval of the board of directors approved changes to the safety code and the field layout that are unacceptable. Therefore, at the zone meeting

we made some recommendations and resolutions to make some common sense safety regulations. There will be a presentation to the board of directors at the annual meeting in the spring. Keep an on the MAAC magazine for this.

CFI: Thank you to the members who helped train new pilots this year. As you know, we did not have CFI this past season.

Pierre Voyer has offered to be our CFI next season, the executive has accepted. Thanks Pierre.

AIRSHIP: We owe a thank you to Michael Cooper, who was charge, for flying and maintaining the 67s' airship for the hockey games last season. Also, Dave Martin, J.F. Labrosse and Rene Cooper. The airship is on hold at the time being.

GARBAGE: I received many complaints about members not taking their garbage home from the field. The rule is the garbage you create you takes with you. PLEASE DO SO!

ELECTIONS: The October meeting is our annual election night. This year, I had given notice of my intention to step down as president, after 6 years. Later the balance of executive indicated it was time to do the same.

At the last meeting, no one wished to let their name stand for a position.

I understand there is a level of satisfaction with the present executive. The club is in good shape and we are still having some fun. This executive does not want to turn our backs on the club nor do we want someone railroaded in that does not want to do so. This is dangerous for the organization. We need the membership to discuss this. This is what I was trying to encourage this past summer. An effort to have competent management for the club.

At our last executive meeting, we discussed this and we thought we could appoint two members to the executive and treat this as a training period or preparation.

Definitely, if no one presents himself at the next meeting, this executive will not be as active in the coming year.

Maybe we should offer free membership to the executive. This may encourage someone. This is your club. Let us get some action.

NEXT MEETING: The next meeting is budget and election night. We need as many members as possible, specifically for the budget.

We will have a **SWAP SHOP**, with prizes for those who participate. Bring your goodies it is lots of fun. **BRING-N-BRAG** is still on ,show-off time!

Merry Christmas and Happy New year from your executive!

FLYING TRUISMS

Editor's Note #1: I do not recall the original source of these truisms. If you were the one sent it to me, thanks!

Editor's Note #2: I have removed all the really offensive truisms. That's too bad because they were really funny too! Benefits of being the editor....

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition the USAF would be just another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies. Never trade luck for skill.

The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and "Oh S#!+!"

Weather forecasts are horoscopes with numbers.

Progress in airline flying; now a flight attendant can get a pilot pregnant.

Airspeed, altitude or brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

I remember when sex was safe and flying was dangerous.

Mankind has a perfect record in aviation; we never left one up there!

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.

When a flight is proceeding incredibly well, something was forgotten.

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

Advice given to RAF pilots during W.W.II. When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.

The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)

If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover - renowned aerobatic and test pilot)

If an airplane is still in one piece, don't cheat on it; ride the bastard down. (Ernest K. Gann, author & aviator)

Though I Fly Through the Valley of Death I Shall Fear No Evil For I am at 80,000 Feet and Climbing. (sign over the entrance to the SR-71 operating location Kadena, Japan).

You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore - test pilot)

Never fly in the same cockpit with someone braver than you.

There is no reason to fly through a thunderstorm in peacetime. (Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970).

The three best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time. (Author unknown, but someone who's been there)

"Now I know what a dog feels like watching TV." (A DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320).

If something hasn't broken on your helicopter, it's about to.

Basic Flying Rules; Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Scenes From the October Meeting



Mike Ingham displays his 6 oz Fat Freddie.



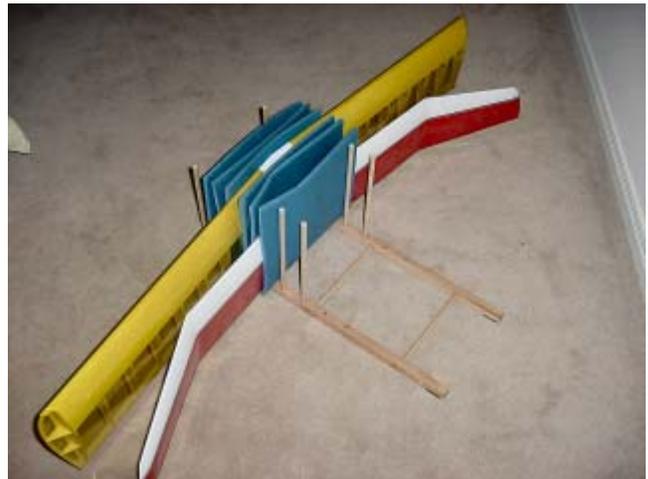
Mark Shaw presents his Gee Bee.



Pierre Gagné with is Vario Evolution Helicopter

TIPS from the QFO Newsgroup

Wing Rack



We often bring more than one model to the field and for those of us who do not have a van, it is not easy to fit more than two models in the trunk. The attached picture showed a 'wing rack' I made out of dowels and 1x1 cedar. Carpet under pad made for a good cushioning material and keep the wings from sliding. I also glue a strip of Velcro (the hook side) to the under side of the rails so that it does not move in transit. The wings with the most dihedral go on top of those with less and I have transported 4 models at one time when I fly in Montreal.

Contributed by Kezia Cheng from QFO Online Group

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If you need to thin oil based paint and don't want to pay a lot for the little jars of thinner at the hobby store and don't need a litre of varsol then do what I do.

I use lighter fluid to thin the paint and wash small brushes. It can be very accurately dispensed with the nozzle and comes in just the right sizes.

Contributed by Rob from the QFO Online Group

Merry Christmas and a Happy New Year!

I would like to thank all the people who helped me over the past years to put this newsletter and the web site together: Erich for the minutes, Dan for the addresses, Gerry for his articles, and to the members who contributed articles! Special thanks to Richard Robichaud at Discount Hobbies for the copying, folding and stuffing of the newsletter!

- John Jackson, Editor and Webmaster