



Stetson Flyer

Stetson Flyers Model Airplane Club

November 2007

GLUEBOX

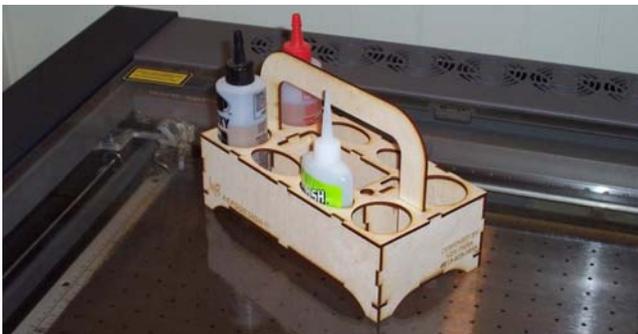
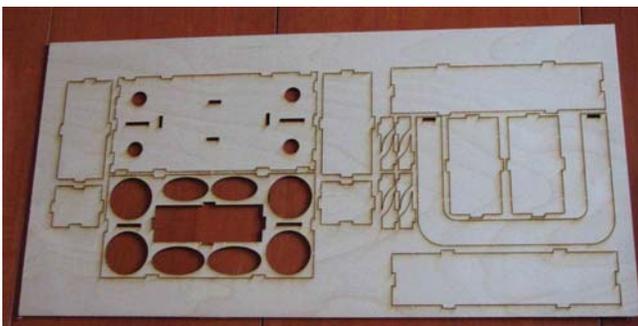
By Ken Park

I've designed a new tap/slot CAD 1/8" ply "GlueBox"
The gluebox is being laser cut from Martin Rousseau
of MR Aerodesign in Northern Quebec. As the de-
signer I get a small percentage of each sale, which I
plan to put towards the running of the Dynamic Hob-
bies SMALL event 19-20 July 08

The Glue Box can handle the following:

- ◆ 4 round Epoxy bottles - i.e. 2 x 30 min epoxy and 2 x 6 min epoxy
- ◆ 2 Standard oval shaped CA bottles 2 oz
- ◆ 2 Standard oval shaped CA bottles 1 oz
- ◆ Center section open for glue sticks or Xacto blades etc
- ◆ Center section has place to stand 2 Xacto knives

GlueBox's go for approx 10\$ cdn plus shipping - You
can get your name/club logo or hobby shop name
laser burned on for a bit more. Martin will soon up-
date his own web site with the Glue box (<http://www.mraerodesign.com>)- Till then you can simply
order them by email - Tell him Ken Park sent ya.



Regular Meeting

Tuesday, November 27th
7:30 pm

At the Museum

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



Coming Stetson Events...

November 27th

January 1st

January 29th

Regular Meeting

First Flight of 2008

Regular Meeting

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

Club Officials and Contacts

President	Don Glandon 613-656-4296 president@stetsonflyers.com
Vice-President	Ford Somerville 613-283-9096 vicepresident@stetsonflyers.com
Secretary	John Jackson 613-445-5726 secretary@stetsonflyers.com
Treasurer	Daniel Marcotte 613-830-3861 treasurer@stetsonflyers.com
Membership	Ford Somerville 613-283-9096 vicepresident@stetsonflyers.com
Chief Flying Instructor	cfi@stetsonflyers.com
Webmaster	Simon Nadler webmaster@stetsonflyers.com
Newsletter	John Jackson 613-445-5726 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:

\$70.00 per calendar year; \$30.00 for students under 18

Meetings

The Stetson Flyers meet at 7:30 on the last Tuesday of each month, except for December, June, July or August. The meetings are held at the Canada Aviation Museum in the Bush Theatre.

Use the back door to the museum! To get to the back door follow the roads around to the extreme left side of the museum. Pass through the gate in the fence and proceed to the back door.

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

Please visit our web site at

<http://www.stetsonflyers.com>

Our web site is hosted as a community service by



BUSINESS SERVICES

Newsletter Questions and Answers

Receive this newsletter via email!

Instead of sending a printed newsletter by Canada Post, we can send you an email notice with the web site address where you can download the newsletter each month. The file is an Adobe Acrobat PDF file, which means that you need to use a FREE Acrobat Reader software to view or print the document. There is a link to the Adobe site to get the FREE software on our web site.

The benefits to you are faster delivery, colour pictures, less cost to the club, and environmentally friendly to boot!

How do I open the electronic newsletter?

You *the latest version* of the free Adobe Acrobat Reader software installed on your computer. You can download this from:

<http://www.adobe.com/products/acrobat/readstep2.html>

Why do I get errors opening the newsletter?

Most likely you have an older version of Acrobat – perhaps version 3 or 4. Please the install latest version as described above. It usually fixes all the error messages when printing or opening the newsletter.

I used to get emails about club events, but now only get a printed newsletter – what happened?

Mostly likely your email address changed or failed and we were not given a new one. When this happens we revert to printed newsletters. To get back on to electronic distribution, just send an email to editor@stetsonflyers.com. By default, those with email addresses will be notified when the electronic version is ready for download. If there are any other questions, please contact me at editor@stetsonflyers.com.

Photo Credits:

Unless noted otherwise, photos in this newsletter are by our webmaster Simon Nadler, or our newsletter editor John Jackson.

General Meeting Minutes

30 October 2007

Canada Aviation Museum

A motion was made to open the meeting by Dan Murphy, seconded by Gerry Nadon. The meeting was opened at 7:45 PM and 34 members were in attendance.

A motion to accept the minutes as published was made by Dave Asquini, seconded by Wayne Smith.

The treasurer reported that the GIC's were deposited into the regular account and will be moved to a higher interest account shortly. There is now approximately \$15,000 in our account. Invoices for grass cutting and brush cutting are still pending.

Membership reports 93 paid members to date.

Newsletter editor made available printouts of names and addresses as requested by some members. Approximately 5 were distributed. It was noted that we do not publish the list electronically because of privacy concerns.

Field Report – some members are using the fire barrel for a garbage can. We have no garbage service at the field so please bring home what you bring in. The grass cutting contract has passed from Benny Ruiters to Mr. Ross who will cut our grass next year at the same rate as Benny was giving us. The out house needs pumping and some peoples dogs are crapping on the runway. A suggestion that a sign be erected "Dogs must be on a leash" was suggested. A sign with club rules was also suggested.

CFI Reports that there were 8 students this year.

Old Business. A discussion of the tabled motion to build setup tables was brought into discussion. Some concerns were noted about the number and closeness of the proposed tables might interfere with grass cutting and become a hazard in the pit area. It was suggested that the tables be retained by the member on a first come first served basis while at the field and it was also noted that the idea of starting planes on the tables was contrary to our policy of no starting in the pit area – planes should be started at the flight line. The final motion was to build six tables from 1 X 6 PT wood with non rusting screws to be placed east of the gravel entry way as per plans at an approximate cost of \$50 each. The motion was made by Wayne Smith and seconded by Gerry Nadon. The motion passed with two dissenting votes.

Safety Speech – People must use common sense. There were six MAAC incidents in 2007 so far, five in Ontario, one with personal injuries and another where a real aircraft was damaged at significant cost. Fly planes that match your skill level and follow the rules. If your plane is in trouble ditch it safely rather than try to wrestle it in for a landing possibly endangering those in the pit area. There have been crashes at our field BEHIND the flight line so this is happening at our field too, we have just been lucky so far that there have been no injuries or property damage.

A motion was made to postpone any discussion or amendments to our bylaws (constitution) was made by Daniel Marcotte and seconded by Gerry Nadon. This was a one time situation because the bylaws were not available to members to review before the meeting in order to propose changes.

Elections:

Don Glandon volunteered to be president and was acclaimed.

Ford Sommerville volunteered to be vice-president and was acclaimed.

John Jackson volunteered to continue as secretary and was acclaimed.

Daniel Marcotte volunteered to be treasurer and was acclaimed.

Simon Nadler will continue as webmaster and John Jackson will continue as Newsletter Editor. These are appointed positions.

Jacques Des Becquettes made a motion to thank Scott Clark for all the work he has put in to the club for the past several years.

The meeting ended with a motion to close by Rich R and seconded by Dan Murphy.



WAYNE'S WARBIRDS

By Wayne Smith

Many of you are probably aware, but for those who are not, five Messerschmitt Me 262 jet fighters have been built in the United States, since 1992. One of these can be converted from a single seat to a two-seater in a matter of minutes. The test pilot, Wolf Czaia has written an aircraft journal and a forty-five minute DVD called "Project 262" is also available. If you are interested, you can order these at www.twentyninesix.com.

The Me 262 "Swallow" was for all intents and purposes the first turbo-jet aircraft used in WW II. For various reasons, its success was short lived although it was a very advanced aircraft at the time. Fuel shortages, and not putting it to its best use spelled doom for what was essentially a good aircraft. Its high speed, over 100 mph faster than the most advanced propeller driven aircraft (e.g. P-51 Mustang) gave it a distinct advantage. It did however require a larger turning radius and because of this and its closing speed on the enemy, made it difficult to Messerschmitt stay in a position of advantage (i.e. to the rear). It was most susceptible to being attacked during take-off or in particular landing when fuel was too low to engage the enemy. Allied pilots soon figured this out and as a result, played havoc with the jet during these critical stages of flight.

In last month's newsletter, I referred to Adolf Galland. It was in this aircraft that he finished the war. It was therefore necessary for the Luftwaffe to protect the 262s as they came in for a landing. This job was left to the Fw 190D.

In other news (as they say), I read in Warbirds International, that the Battle of Britain Memorial Flight, (a Lancaster, Hurricane and Spitfire) has refinished the marking of their bomber. In celebration of their 50th anniversary, it now wears the markings of both 100 and 550 squadrons and a very interesting piece of nose art with the name Phantom of the Ruhr (121 missions). The port side bears the markings of 100 squadron with the code letters HW*R while on the starboard is 550 squadrons markings BQ*B.

Wanted

40 and 60 size engines rear-exhaust in good condition. Please contact Maurice Edkins at 613-841-3264 or at tolespin@magma.ca.

Their Spitfire has also been repainted, for the 50th anniversary, with new markings of a Spitfire Vb, EN 951, RF*D which was flown by Jan Zumbach as Swiss national of Polish decent, flying for 303 Kosciuszko Squadron (Polish), Royal Air Force. Zumbach finished the war with 13 1/3 kills, five probables and one damaged. He was awarded the Silver Cross of Virtuti Militari, the Polish cross of Valour with three bars, and a DFC and bar. This aircraft also is adorned with interesting artwork of Donald Duck, just ahead of the canopy on the port side, plus two different Polish symbols.

Finally. This year, flying with the formation was Hurricane IIc BE581, JX*Y, which was flown by Flight Lieutenant Karel Kuttelwaser, DFC, of No 1(F) Sqd. This aircraft was known as "Night Reaper" painted on the starboard side and swastikas indicating confirmed kills were painted under the canopy on the port side. He finished the war with 18 confirmed kills, several locomotives and E-Boats.

Both the Spit and Hurri are painted in the grey/green camouflage scheme. (To learn more about the BBMF, Google Battle of Britain Memorial Flight.)

I have taken the liberty of attaching a photo of my Sea Fury at the present stage of building. Obviously the cowl is just fitted for the picture.

