



The Stetson Flyer

November 2012 Issue

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

President's Message:

Thanks to all those taking leadership roles with the Stetson Flyers in 2012; the work completed and the responsibilities have been handled very well. At the October Election Meeting, the same executive as last year were re-elected for 2013 and I am pleased to work another year with them and make this club one of the best in Canada.

We understand that we still have a lot of challenges in front of us with the developments at our field. We will work closely with the new owners taking every possible step to keep our airfield as long as we can and we will keep the members informed of any new developments. We will always stay positive!

Our hobby continues to grow and morph in unusual directions as evidenced by the great advances in electric powered aircraft and the huge airplanes now being flown. RC Drone and Ducted Fan Electric Aircraft are now more evident all across the country and electric powered aircraft are here to stay.

We will have several opportunities to promote our hobby this year and I hope you will participate. I still love to see new flyers at the field and our club members helping them with the setup and flying no matter if it is electric, nitro or gas planes.

I hope you will take every opportunity to promote our hobby and to help recruit new members and reclaim our non-active members. To this end, I will try to diversify the club activities so that more of your individual interests will be addressed. If you have suggestions about how we can continue to appeal to your interests please let your executive know.

Enjoy the nice cool weather and winter opportunities to fly. The winds are coming! See you at the airfield!

Daniel Marcotte
President

Coming Stetson Events:

Tues. Nov. 27: Stetson Club Meeting

***Tues. Dec 11: Stetson Christmas Dinner
6PM @ Emerald Buffet.***

***Wed. Dec 12: 7:30 PM @ Aviation Museum
Theatre. Radio Seminar with Mark Betuzzi &
Richard Barlow: 2.4 radios, FPV, etc.***

Jan 1: First Flight of 2013! 9AM.

***Tues. Jan 29: Stetson Club Meeting and
Swap Shop***

MCHUMOR.COM by T. McCracken



"There's really no need for confusion.

Page 95, section 33,

paragraph L clearly explains ..."

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Club Officials and Contacts

President	Daniel Marcotte	613-299-1970
Vice-President	Hal MacDonald	613-764-1950
Secretary	John Jackson	613-445-5726
Membership	Daniel Marcotte	613-299-1970
Treasurer	John Jackson	613-445-5726
Chief Flying Instructor	Simon Nadler	613-883-3367
Webmaster	Simon Nadler	613-883-3367
Newsletter	Gary Robertson	613 746- 4209
Events Coordinator	Gary Robertson	613-746-4209
Field Coordinator	Marc Lanthier	613-700-0281
Safety Officer:	Hal MacDonald	613-764-1950

Contact your executive at: contact@stetsonflyers.com

Snail Mail Address:

The Stetson Flyers Model Airplane Club
3940 Innes Road
PO Box 91542

Club Dues 2013:

General Member :	\$80.00
Student Member: (21 Years old and under, full time student)	\$40.00
Junior Member: (18 Years old and under)	\$40.00
Family Membership :(Two adults plus youth/students)	\$130.00
MAAC Membership: (required)	\$90.40

Please obtain your MAAC membership from MAAC directly. This is easily done online at www.maac.ca

Please visit our web site at

<http://www.stetsonflyers.com>



Newsletter Questions and Answers

Not Getting Yours?

Get us your correct email address and we'll get you on the list!

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.

Bring and Brag:

Each meeting we encourage members and guests to bring something of interest to show to the group. It could be a new plane, a build in progress, or a demo of a technique.

Use the back door to the museum!

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

Photo Credits:

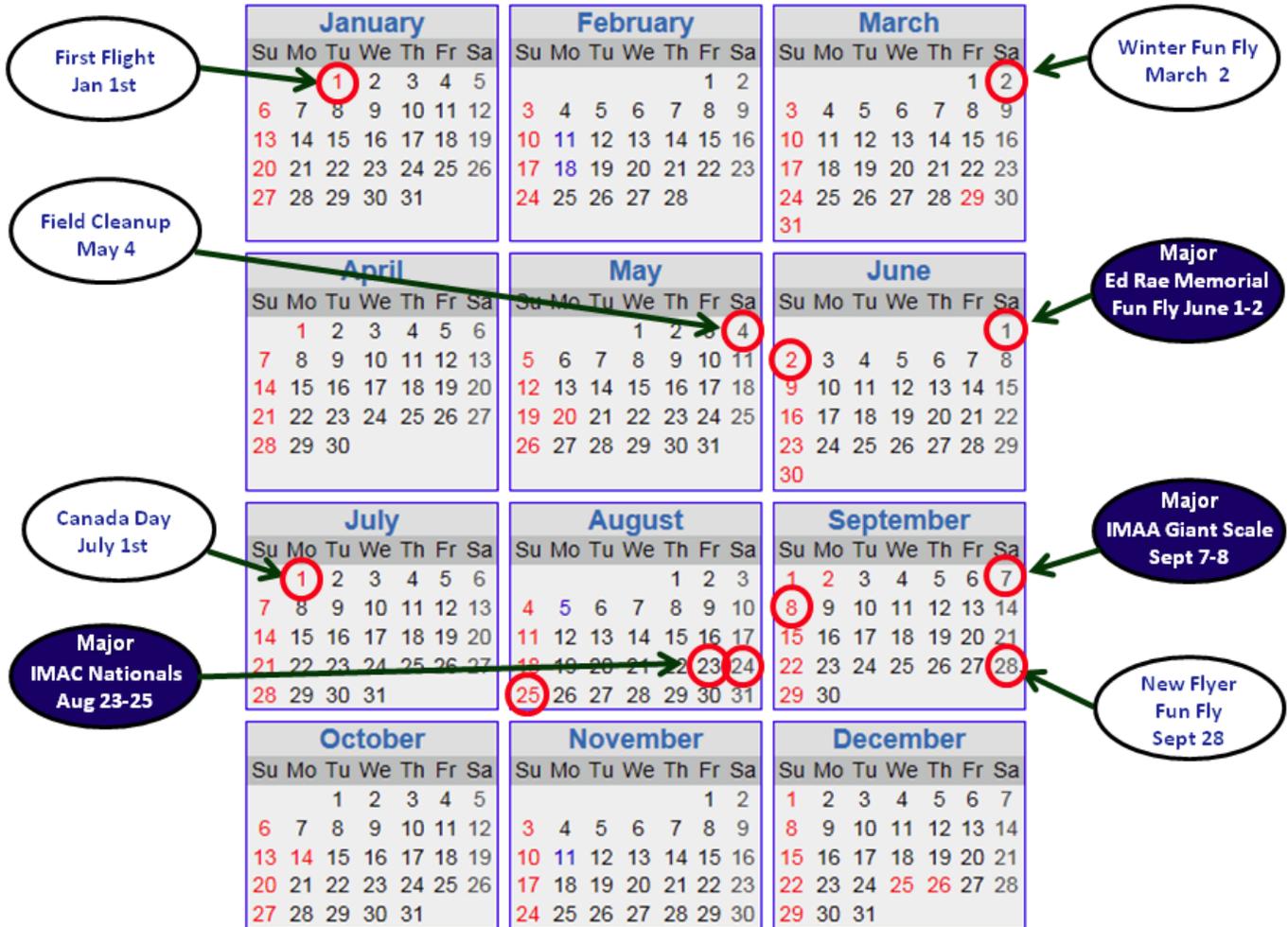
Unless noted otherwise, photos in this newsletter are by our webmaster Simon Nadler, our newsletter editor John Jackson, or our Vice President Hal MacDonald.

Want to propose something?

Members in good standing can bring motions from the floor at any regular meeting. The motion will need to be seconded, then discussed and voted on by the members present. Sometimes the outcome is that the motion is tabled so more information, implications, etc. can be gathered and presented.

You can help speed up the process by giving the executive a "heads up" by sending an email to contact@stetsonflyers.com, ideally before the executive meeting which happens the Tuesday before a regular meeting. This will allow the executive team a chance to research the idea in advance of the meeting and gather any required information.

2013 Proposed Stetson Flyers Calendar of Events



Call for Volunteers:

Your flying buddies need your help! As everyone knows, many hands make light work.

Please step forward and volunteer to assist at the events noted above.

Ed Rae, IMAC and IMAA Giant Scale are our three big events this year, and each could use many helpers.

Canteen help, scribes at the IMAC contest, registration table, event specific and general assistance plus cleanup are all required on the day of the event.

You CAN enter the events and also assist with some of the tasks too! It's allowed and appreciated.

Send us an email if there is a job you are willing to take on. It's never too early!

There is no better way to take part in a club event than to help out. You are a part of the action!

Meeting Minutes Oct. 30, 2012:

Minutes of the General Meeting

30 October 2012 at the Canadian Aviation Museum.

The meeting was opened at 7:30 pm with a motion by Rick Ramalho, seconded by Bob Butterworth. Motion carried.

There were 35 people in attendance.

New members and guests were welcomed.

A motion to accept the minutes as published was made by Scott Clarke, seconded by John Rest. Motion carried.

The financial statement was presented by John Jackson. A motion to accept the treasurer's report was made by Rick Ramalho, seconded by Scott Clarke. Motion carried.

Dan reported that we presently have 148 members.

Webmaster – no report

Newsletter – no report

Field Report – Thanks to all who showed up in May to help with the field. Troublesome trees are now gone; switching to pure maintenance mode for a while such as patching the runway until we see what will happen with the new landlord. The new fence only acquired 1 hole this season. Painting the starting tables turned out to be a great idea.

CFI Report – Flight school is now closed for the season. Planning started for next year. The instructors were thanked for all their hard work.

Old Business – MAAC AZM – Hal reported there was a session on scale documentation as well as a Q&A from the Zone Director. There are about 900 members in our zone.

New Business – Weather station upgrades discussed in light of new potential sponsor.

New pilots were not present to receive their wings certificates.

Gary Robertson made a motion for the Stetson Club to host the IMAC Nationals August 23,24,25, seconded by Rick Ramalho. After a discussion, the motion carried. Revenue for club is through canteen and perhaps a dinner.

There will be a Radio Seminar and FPV update by the MAAC director of Radio Spectrum Committee on December 12th at 7:30 pm at the Canada Aviation Museum. There is no cost.

There was a discussion to purchase a shelter and propane heater on sale at Canadian Tire for our fall and winter flyers. There were questions / concerns that the trailer was for winter use; the response from Dan was the trailer is used for secure storage of our equipment (generators, etc.).

Bob Butterworth put forward a motion to purchase the items, seconded by Gary Robertson. Motion carried but was not unanimous.

Concerns were raised after the vote about fire extinguishers and propane costs.

There will be an informal Christmas Social gathering at the Emerald Buffet on Montreal Road on Tuesday December 11 at 6:00 pm. Let Gary know if you are coming and if you are bringing a guest, so that reservations can be adjusted.

Scott Clarke mentioned that some were looking for indoor flyers. A school gym might be available for \$50/hour in 4 hour blocks in the Bank and Heron area.

Safety – no reported insurance claims. Hydro have repaired the lines at the end of the runway.

There is a theatre presentation of Billy Bishop goes to War at the Gladstone Theatre. Static WW1 models needed, and those that loan a plane such as an SE5 would receive two complimentary tickets to the play.

Update on the dump site – very slow process.

Dan mentioned that the contact@stetsonflyers.com address received 1889 emails in the past year, 484 from members.

A Certificate of Appreciation was presented to the MacDonald family for all their hard work in all aspects of the club.



Elections – Gerry Nadon was Sergeant at Arms for the elections. A motion to open elections made by Scott Clarke, seconded by Peter Barnes.

Position	Candidate	Moved by	Seconded by
President	Dan Marcotte	Norm Kihl	Rick Ramalho
Vice President	Hal MacDonald	Rich Ramalho	Bob Butterworth
Secretary	John Jackson	Gary Robertson	Rick Ramalho
Treasurer	John Jackson	Gary Robertson	Rick Ramalho
Event Director	Gary Robertson	Dave Hubenig	Norm Kihl

A motion to close nominations and acclaim the slate of offices was made by Rich Ramalho, seconded by Sue MacDonald. Motion carried. Gerry Nadon thanked the executive for all their hard work.

The meeting was closed with a motion by Sue MacDonald, seconded by Rick Ramalho.

Tips & Tricks:

Excerpted from the AMA Insider, Sept.2012.

Get Clean!

If you forget to use a barrier cream or latex gloves to prevent your hands from getting sticky when using epoxy, don't use alcohol, acetone, or other solvents to clean them. Besides being harsh on your skin, those chemicals always leave a sticky residue no matter how many times you wipe your hands.

Instead use hand lotion to remove the epoxy residue. Just wash your hands with the lotion, rinse it off and the wash again with regular hand soap. It works like a charm and your hands will smell great!

—from Allen Rice, Boca Raton, Florida

Gloves for CA

If you're allergic to latex, one thing that works really well as an alternative—and is really inexpensive—is to use cheap plastic sandwich bags to cover your hands. They work well and are thin enough that you can feel that heat of the glue as it sets.

This works really well when you are applying glass cloth with CA, because you can hold the cloth to the balsa and feel when the glue sets. It lets you use very little CA to put down the cloth and saves quite a bit of weight.

—from Bob Furr, the Eugene Prop Spinners, Eugene, Oregon

Need a bench?

Need an extra workbench, yet don't have the space for a permanent one? How about an ironing board? If has a padded top (if you choose), is adjustable for height, and you can even sit down while covering or doing close-up work. Best of all, you can fold it up and put it away.

—From The Tail Spinner

SAFETY ITEM: Binding Spektrum Rx's:

When binding a DSM2/DSMX receiver, you should release the bind button/lever within a couple of seconds after turning on the transmitter. If you hold it through the whole bind process, it may prevent the preset fail-safe settings from being memorized.

This is particularly dangerous where the setup requires that the throttle channel be reversed, as it can mean that the throttle goes to FULL on loss of signal.

You don't need to hold the switch as the transmitter stays in bind mode until turned off.

Here's one official source for this advice (which is not mentioned in most of the Spektrum manuals):

page 11 of DX4e manual

CAUTION: "Continuing to hold the trainer button during the binding process prevents preset failsafe positions from being learned by the receiver."

Received with thanks from Nigel Chippendale.

Aerobatics Corner:

Way to go Aerobats! This past year has been a turning point for us. We have grown our ACTIVE flying numbers very significantly and continue to add names to our list of interested members. Woo Hoo! We are growing, learning and enjoying!

As we rapidly approach the 'off' season, it is time to take stock of your equipment and plan for next year.

Maintenance: DO go over your aircraft thoroughly and make a list of repairs, maintenance and changes you want to make. Tack it on the aircraft somehow so it stays with it.

Practicing on your simulator over the winter is a really great way to keep your skills up and learn moves. Just as we try to practice aerobatics with a flight plan in mind, you want to set aside some time and fly the sim with a specific goal. This will optimize your success and learning curve.

Check out this month's article on Straight and Level flight for a starting point.

SANTA? Selecting that next aerobatic aircraft is always exciting! Talk to others about what works and what doesn't, and check the online forums for the 'global' view. There are some great airplanes out there, sometimes where you wouldn't expect them.

POWER: Gas vs. Glow vs. Electric is a wonderful decision that you will work through, based on your preferences primarily, but also influenced by the size of the aircraft and your fuel budget! For great aerobatic performance, plan on building the airframe very strong and as light as possible, while using the most powerful motor size the airframe is rated for, and even have a look at using one size larger, if it can be done safely. (not always possible...get some help if you are in doubt) Without question, a great power-to-weight ratio *really* helps when flying aerobatic manoeuvres.

SIZE MATTERS: Yep. Bigger flies better. The larger size aircraft definitely fly smoother and better in all wind conditions. Unfortunately costs increase rapidly with size too, so you need to be realistic. However, given the opportunity to go larger, I'd recommend it. The new 30cc size of 72-75 inch wingspan aerobats are a good place to start looking if you are graduating from a small glow engine aircraft.

Airframe, engine and servo costs for these 30cc sizes will run you around \$1K or a bit more, depending on your choices.

If you are able and willing to go straight into a larger airframe, the very popular 50cc size ARFS, with 85-88 inch wingspans will get you into a size that is quite stable and well suited to learning and flying aerobatics. This size of Giant Scale aircraft is well populated with many excellent airframes and engines. Expect to spend around \$1.5K or a bit more for this size.

NAMING NAMES: OK, which one performs best, you ask? Cutting to the chase, you want tapered wings with fully symmetrical airfoils and no dihedral, and if looking to fly IMAC events, it needs to be a 'scale' model of an aerobatic aircraft.

Names to look at: *Extras, Edges, Yaks, Sukhois, MX2 and MXS-Rs, Slicks, Ravens and Sbachs* are the targets. All are scale models of real aerobatic aircraft. When set up properly, they all have excellent flight characteristics for learning and flying aerobatics. Most all of the modern ARF versions are also well suited to the 3D world as well, so if you are looking forward to learning rolling harriers and other advanced 3D manoeuvres, these aircraft are all excellent choices.

HELP: We enjoy a huge brain trust of knowledge and experience in our Club. Add the internet to this and it is pretty much limitless. If you are in need of assistance on any matter, holler out to the club, visit the hobby shops, and talk to your buddies. Sometimes there is almost too much information, so do sort through it thoughtfully.

Especially regarding internet comments, there is a lot of junk commentary made by obviously inexperienced or inept people. Using websites like www.rccanada.ca and www.flyinggiants.com will give you pretty good information from serious fellow modelers who are also available for questions.

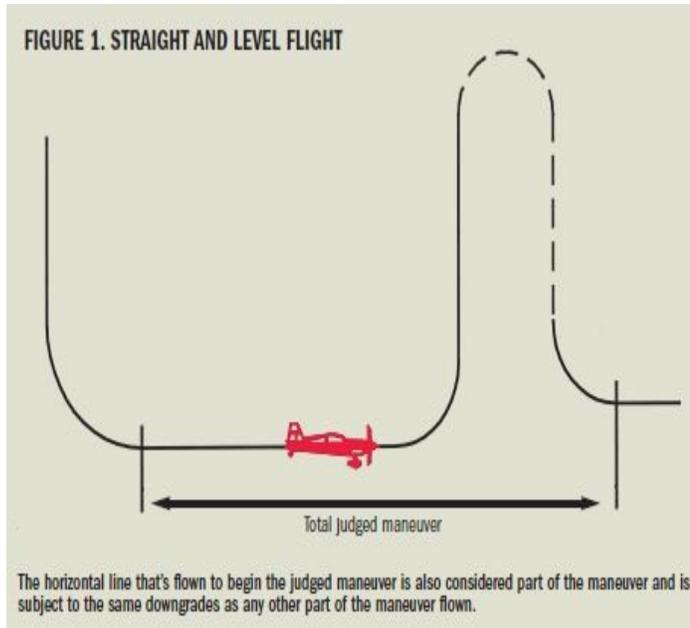
COLD WEATHER STARTING GLOW ENGINES: Starting Glow Engines is a problem as the temperature drops, so use Lighter Fluid (Ronson, Zippo, etc.) as a prime. A few drops in the carb, flip through a few times, then connect a WARM glow starter battery, and you will be running.

See you out there, aerobats! Gary.

Master the basics: straight and level flight

-from *Model Airplane News E-newsletter*

If you've seen individual IMAC maneuvers, you've probably noticed one factor that ties everything together: straight and level flight. When flying an aerobatic sequence, you must start and finish each of your maneuvers in straight and level flight. Since straight and level flight signifies the end of one maneuver and the beginning of the next (see Figure 1), it's fitting to discuss this portion of your sequence.

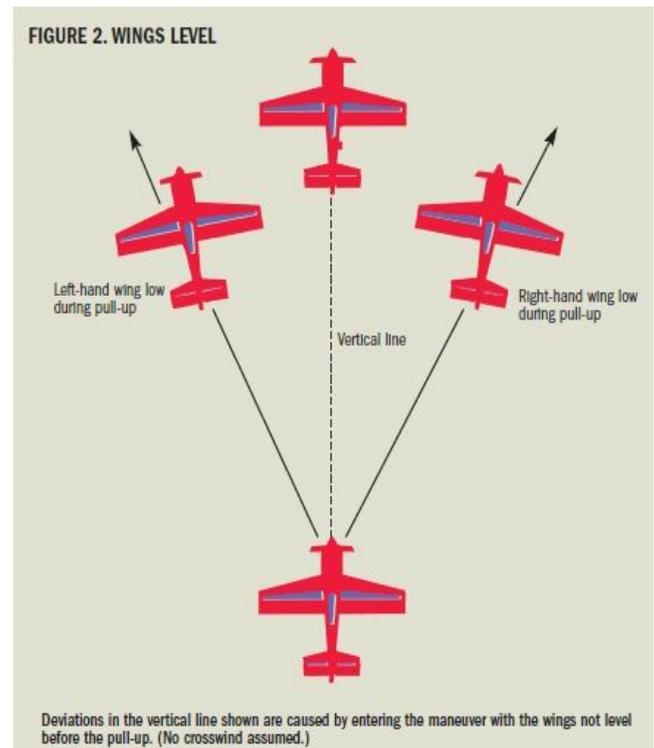


You should practice straight and level as much as you do any other maneuver. It is also where new precision-aerobatics pilots should begin. It may seem like the most boring thing to do, but in reality, straight and level flight is one of the most difficult maneuvers to master. Sure, rolling circles, tail slides and multiple snaps each have their own levels of difficulty, but think about what comes before and after each one of these: straight and level flight. One of the most difficult things to do after performing a rolling circle or a snap is to retain the same flight path. The judges look for your ability to regain control and execute the exit of the maneuver. To score well, you must learn what "wings level" looks like at various flight altitudes and box positions. And for this, there is only one solution: practice.

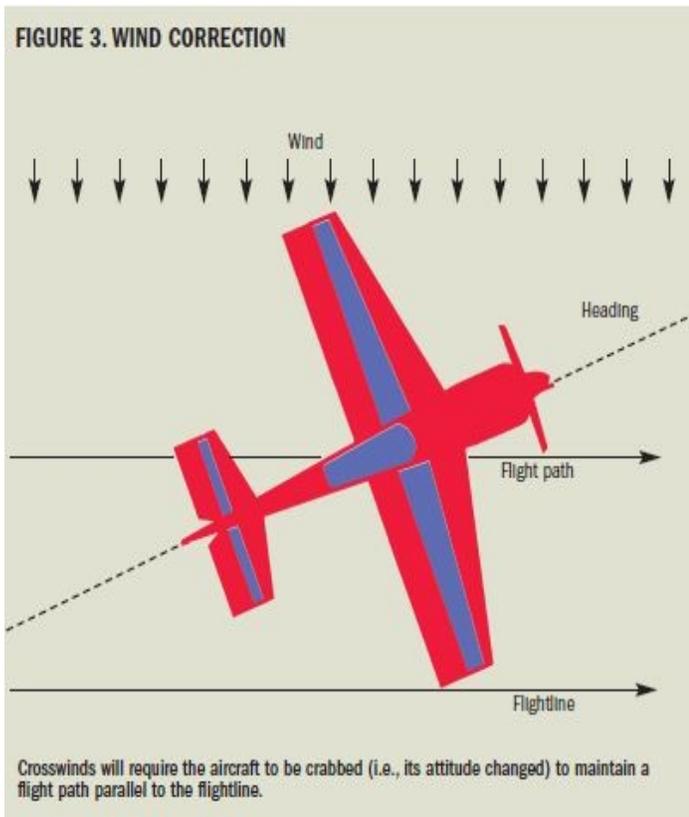
Begin by flying your plane parallel to the runway about 100 yards away from yourself. When you reach the end of the aerobatic box (1,800 feet wide maximum), pull the plane vertical. If your plane does not head straight up, you didn't have your wings level (see Figure 2). Typically, most fliers hold their in-board wing too low during what looks to them like straight and level flight; when the plane is pulled into a vertical climb, it will start to come in toward the pilot.

Continue doing this at various altitudes until you can achieve a vertical pullout. As the plane continues upward, other forces such as prop torque will affect your plane, but you need only concentrate on the initial pull up for this exercise. If you find that you have to apply rudder immediately after you "pull" up-elevator, then you are not flying level. High-wing, mid-wing and low-wing planes will all look different in flight with respect to the ground. Your paint scheme can also "throw off" your perception of your plane's attitude. Learn what wings-level looks like by practicing it over and over.

Now let's take the wings-level exercise one step farther: inverted. Yep, throw out your previous sight picture and start again. In an aerobatic sequence, straight and level flight is not limited to upright flight only. In fact, you may spend as much as 30 percent of your flight time inverted while in between maneuvers. You also need to know what inverted wings-level flight looks like. Push down-elevator to enter into a hammerhead at each end of the box, and notice which way the plane immediately leans. Fix the lean angle on the next try with your ailerons immediately before adding the elevator push from straight and level flight. Once the push begins, only rudder should be used. The same thing goes for upright flight. Use the ailerons before the pull, and then use the rudder to correct during and after the pull into the vertical.



Wind correction is another factor that will influence straight and level flight and your vertical lines. (Note: "wind correction" means that you must lean the plane's heading slightly into the wind to keep the plane's flight path parallel to the runway and perpendicular to the ground during a vertical climb. See Figure 3.)



If the plane is crabbed during a vertical entry, it will immediately lean toward the direction of crab. You may need to take some of the crab out of the plane with rudder immediately before the pull. (I emphasized the word "some" to signify that there is no hard-and-fast rule concerning how much to remove.) A certain amount of crab-angle wind correction should be maintained to keep it parallel to the runway. In IMAC competition, you may want to leave in some of this crab since all vertical maneuvers are affected by the wind direction. Each plane will act differently depending on its weight, the length of its tail moment and the amount of crosswind velocity. The only way to find how much crab angle you'll need to remove is by practicing.

It may seem simple, but I can't over-emphasize how important it is to master straight and level flight—for aspiring aerobatic pilots and seasoned veterans, as well. Think of it as the glue that holds your sequence of maneuvers together.

BY DAN WOLANKSI

RC (Funny) Incidents:

(no Stetsons were involved...or were they?)

My battery and deans connector were stuck and I tried to pry them apart with a METAL ruler. The thing shorted and I had a mild shock. Good thing it was mild, or else I might not be here today.

Riding in the back of a truck doing about 70 on the way to the field flying a 40 low-wing next to us and nailing a sign. No plane left.

Super gluing my finger in my nose.

Not turning on the glider before launch, twice in a row.

Hand launching a running EZ Bee with the wrong tx. R and E were reversed, but I flew it out and landed.

Driving off with a plane still in the shade under the car. Plane gone.

Liquid refreshment run with Sun shade still tied to the bumper.

I'm still a newbie, but my best "oops" so far was flying my SuperStarEP with only 2 elastics holding the wing on. I had a party in the garage the night before and just to get the plane out of the road I threw the wing on quick with just two bands. Got up to fly the next day....fired the plane and radio in the truck and hit the field. Upon takeoff the plane did a graceful loop over my head and into the ground!

Had an open-bed truck and I used to transport my 80" Morris Hobbies Big Boy to and from the field in the bed. No tie-downs or anything (the wing was NOT on the plane of course). It was a 20-minute 65 MPH ride to the field. I got away with it for a few months until the wind was just right and picked up the fuse just as pretty as you please and dashed it onto the highway. I came to a screeching halt and luckily the two cars behind me were paying attention and swerved to avoid it. I picked up the fuse, heart racing, and went home. Luckily the only damage was some scrapes and ground-down wood.

Merry Christmas from Hal, your Club Safety Officer!

New Shelter at the Stetson Flyers Airfield

As President of the Stetson Flyers, I would like to thank the following club members who were there this morning to help to complete this project



John Hutchins & Mervyn Blizzard



Steve Tessier & his helper Zachary



Tom Pellow helped for the final touch



Zachary was sleeping on the job

2012 Photos from around the Club:



Timmy's Fix for all the helpers on a working day!



Remember Spring on the Flight Line?



Going Wild!



Cutest picture of the summer. Thanks Hal!



Goose and Scott's machines at Doug's Fly In this summer.



Mike's incredible Corsair maiden flight.



Fred's beautiful flying Yak55 at Stetson IMAC.

© TimeCapsules Photography, July 2012



John Rest carves it up in his first IMAC Contest.

© TimeCapsules Photography, July 2012



Pierre flies topless with the giant Edge

© TimeCapsules Photography, July 2012



...see you all again soon, Stetsons!