



# Stetson Flyer

Stetson Flyers Model Airplane Club

October 2002

## Coming Events...

Oct. 27<sup>th</sup> 10:00 am Zone Meeting  
Oct. 29<sup>th</sup> Election/Swap Shop Meeting  
Nov. 26<sup>th</sup> Regular Meeting

## Next Meeting

Tuesday, October 29<sup>th</sup>  
7:30 pm

## Elections Swap Shop

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

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



Gary Baughman was the winner of September's Pranged Pig award. He shown living in the lap of luxury.



Bill Pryde shows off his latest creation during the workshops tour in September. "I am still trying to trim it out" Bill said when asked how it flies.



Everyone who brings in items for Swap Shop will be entered in a draw for a DeWalt DW411 Palm Sander worth \$100!

Thanks to **DeWalt Canada**

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

## Club Officials and Contacts

<b>President</b>	Gerry Nadon	824-9100
	president@stetsonflyers.com	
<b>Vice-President</b>	Peter Barnes	824-5352
<b>Secretary</b>	Erich Zappe	830-7549
	secretary@stetsonflyers.com	
<b>Treasurer</b>	Dan Murphy	663-5188
	treasurer@stetsonflyers.com	
<b>Chief Flying Instructor</b>	Rick Ramalho	741-3337
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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](mailto: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](mailto:rick@magma.ca) to receive information on discounts for Stetson Flyers members.



### **For Sale:**

Great Plains Fun-One Kit	\$50.00
SIG Kougat Kit, unopened	\$75.00
JR XF622 Computer Radio complete in box with 4 servos, 6 channel receiver	\$200.00

**Contact Maurice Bergeron at 764-2859**

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- September 24, 2002 Aviation Museum**

1.0 The meeting opened with Gerry welcoming all including guests.

1.1 A motion to accept the minutes as published in the last newsletter was supported by Jim Brown and Dave Asquini.

1.2 Dan reported that the current bank balance was \$5277.94 and the GIC is valued at \$6793.20. The membership total for this year is 111. The motion to accept the treasurer's report by Mike Ingham and Paul Bettez was passed.

1.3 Rick Ramalho, our Chief Flying Instructor, reported on the past seasons training nights. Four pilots wings were presented with about 18 students taking instruction. Rick also thanked those that assisted in training. Gerry thanked Rick for his fine work.

1.4 The events for the past year were reviewed. On June 2 was the Ed Rae Memorial Fun Fly which was affected by bad weather. Michel Boulerice and his wife Julie hosted a successful Breakfast on June 9. Canada Day was the club's annual participation at the Aviation Museum with 26 Models on display and a flying demo. The Pattern Event on the Labour Day weekend drew 14 participants from 4 clubs and enjoyed good reviews. The Giant Rally attracted 46 pilots this year with an income of \$1100.00 for the club. Gerry thanked all of the volunteers who helped out to make this year's events the successes they were.

1.5 Gerry added thanks to supporters of the Giant Rally, Brian Wattie and the IMAA, and Robert Rouleau our Zone director for MAAC.

1.6 John Jackson spoke on our club's newsletter. He reminded members that in order to read your newsletter you require a recent version of Adobe Acrobat Reader. This is free and can be downloaded online. Those that John cannot email to will receive newsletters by mail. If you have changed email addresses please inform him. John also wished to thank Rick Ramalho and Magma for servicing our website, and John Matheson for contributing and looking after photos.

Any ideas to further improve our website would be welcomed.

John was thanked for his work on the newsletters and the website.

1.7 The Pranged Pig Award was heavily contested for with Gary Baughman drawing the most support.

1.8 Gerry asked for volunteers to fly the airship at the Ottawa 67's home games. Those that are interested can contact him. Thanks to Ed Whynott and Dan Champagne for looking after the task last winter.

1.9 Safety and concerns at the field were discussed.. Topics included taxiing in the pits, not putting transmitters back into the impound, walking away from planes with running engines, and visitors not being

aware of our club's field rules.

2.0 Gerry reminded all that elections were to take place next meeting with any nominations welcomed. Changes to the constitution to be considered can be submitted at this meeting as well. Next meeting will have a Swap Shop for members to sell or trade items, big or small. Sellers will be entered in a draw to win a Dewalt sander donated by Legere.

2.1 Gerry commented on the status of work to be done at the field. Top soil is to be brought in for the North-South runway. Drainage work may also be done around the parking lot. Brush cutting that was done in September cost \$600.00. The shelter project was raised with the idea of a temporary structure to be considered as well. This will be revisited at a future meeting.

2.2 A motion to adjourn the meeting by Paul Bettez and Claude Brunet was accepted.

Ed Whynott presented Dan Champagne with a fire extinguisher for his tribulations with gasoline and a flammable airplane. Dan graciously accepted explaining his follies with fire. A visit to the museum workshop followed, allowing everyone to see the recently acquired Pitts Special up close.

## **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](mailto: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](mailto:editor@stetsonflyers.com).

## PROP NUT THREAD SIZES

Manufacturer	Engine Designation	Thread Size
ASP	.21 ABC - .46 ABC	1/4" - 28
ASP	.61 all models, .75 ABC, .91 ABC, .65 4-C, .80 4-C	5/16" - 24
Enya	SS.25, SS.25BB, SS.30, SS.30BB, .35X, SS.40, SS40BB, SS.45 Ring, .46 4-C, .41 4-C	1/4" - 28
Enya	.15, SS.15, .19, .19X, .21CX, .25X	6.0 x 1mm
Enya	.35, .40, .40X, .40CX, .49X, .45, .45CX, GP.45CX, .50CX, .60FXIII, GP-60XF-4, GP.60XF-4H, .60XLF, GP.60XLF-4, .60 4-C, .80 4- C, .90 4-C, 120 4-C	7.0 x 1mm
Enya	R120 4-C, R120GP 4-C	8.0 x 1mm
Fox	.19RC, .19CL, .25RC, .25CL, .35CL, .40RC, .40CL, .50RCBB, .45R C Schnuerle, .40 Quickie	1/4" - 28
Fox	.60 - .74 Eagle	5/16" - 24
Fitzpatrick	.61 ABC	1/4" - 28
HB	.20 - .61 all models	1/4" - 28
HP	.21 - .61 all models	1/4" - 28
HP	VT.21 4-C, VT.49 4-C, .40FRT Gold Cup, .61FRT Gold Cup	6.0 x 1mm
HP	1.20	5/16" - 24
Irvine	.20 - .61 all models	1/4" - 28
K&B	.20 - .65 all models	1/4" - 28
Magnum	GP.25, GP.40, Pro.25, Pro.36SE, Pro.40SE, Pro.46SE	1/4" - 28
Magnum	GP65SE, Pro.61SE	5/16" - 24
MDS	.46	1/4" - 28
MDS	.25 - .40	6.0 x 1mm
MDS	.61	5/16" - 24
Merco	.33 - .40	1/4" - 28
Merco	.50, .61	5/16" - 24
Moki	.61 Long Stroke all models	1/4" - 28
Moki	.51RC	6.0 x 1mm
Morris	.45 - .60	8.0 x 1.25mm
MVVS	.15 - .61	6.0 x 1mm
OS	.20 - .50 all models, .61SFN-H Ring, .61RFN-H ABC, FS-26 Surpass, FS-40 Surpass	1/4" - 28
OS	.60FP ABC, .61SF all version, .61RF ABC, .61RF-P, .61RX- H, .61SX-H, .61VR-M ABC, .65VR-M ABC, .65VR-DF ABC, .91VR- DF, .81VR-M, .91FSR, FF-240, FS-70 Surpass, FS-91 Surpass, FS-120 Surpass II, FS-120 Surpass SP, FS-61, FS-90, FS-120, FT-120II, FT-160	5/16" - 24
Picco	.21 - .45 all models	1/4" - 28
Quadra	Q-35	5/16" - 24
Rossi	.21	6.0 x 1mm
Rossi	.40 - .90	8.0 x 1.25mm
Royal	.25RC BB ABC, 28RC BB ABC, .40RC ABC Schnuerle, .45RC BB Schnuerle ABC, .46RC BB Schnuerle ABC	1/4" - 28
Saito	.40 - .60 4-C	6.0 x 1mm
Saito	.65 - .90 4-C	7.0 x 1mm
Saito	1.20 - 2.70 4-C	8.0 x 1.25mm
Supertigre	.19 - .56 all models, .60G, 60ST	1/4" - 28
Supertigre	S-90K, S-61K, X61K ABC RE	5/16" - 24
Thunder Tiger	GP25, GP42, PRO25, PRO46, F-54S	1/4" - 28
Thunder Tiger	GP61, PRO61, PRO120, F-91S	5/16" - 24
Webra	.21 - .60 all models	1/4" - 28
Webra	.80 - .90 all models	8.0 x 1.25mm
YS	all 2-cycle models	8.0 x 1.25mm
YS	all 4-cycle models except .53	8.0 x 1.0mm
YS	.53 4-C	6.0 x 1.0mm

# Engine Care and Maintenance

Taking care of your model engines, whether they are two or four strokes, is the easiest way to ensure a long enjoyable operating lifespan for them. Here we will give you a few tips on just how to keep your little gem performing . . .



## Day-to-Day Maintenance

There are three basic steps one should take on a day-to-day basis to ensure you continue getting the most from your engine:

1. Keep your engine clean on both the inside and outside. By keeping particles of dirt out of the workings of your engine, the operating surfaces will remain smooth and therefore less wear and better performance will result. Always use a fuel filter between your tank and the engine to catch any particles in the fuel. When operating in dusty conditions, use an air filter on your carb to keep particles out of your air intake. When done for the day, use a motor spray to clean off the dirt from the outside of the engine, especially the carb and linkages.
2. Use an after run at the end of the day. Since fuel contains elements that are hydroscopic (they absorb water), any fuel left in an engine will attract moisture and therefore contribute to rust. It is important that you run the engine dry after your last flight or run to remove the last of the raw fuel. This can be done by simply pulling the fuel line from the engine and letting the engine run out. Apply several drops of after run oil into your carb and turn the engine over to ensure the oil gets distributed throughout the inner workings, coating the metal and protecting it from rust.

3. Ensure all of your nuts and bolts are tight. Between flying or running sessions, check that all of your bolts, such as the head bolts, backplate bolts, muffler bolts, engine mounting bolts, and carb mounting screws, are tight. Also, check that prop nut to ensure you won't be launching a spinning prop on your next flight. An over revved engine, particularly a four stroke, can cause damage without the load of a prop or flywheel.

## End of Season Maintenance

When the flying season is over, a small amount of engine care can ensure a successful beginning to the following season.



Remove your engine from the model and give it a visual check—essentially perform the same checks you would do at the end of a day. Make sure that all bolts are in place and tight. It is not necessary to disassemble the engine unless you feel that there is internal damage or that the bearings require replacing. Replace any stripped bolts or rough running bearings. Clean the entire engine with motor spray to remove all dirt. Finally, load up the engine with after run oil, turning it over to ensure that all moving internal parts are covered. This will go a long way to reducing the chance of your engine rusting in the off season. Store the engine in a baggie to keep the dirt out and the oil in!

## Beginning of the Season

The first thing to do before re-installing your engine is to replace the plumbing in your model. Remove the fuel tank and take out the rubber stopper and all brass and silicone tubing. There are components in the fuel that break down brass over time and if left, the tubing will eventually crumble or at the least allow air to enter the line. Clean the residue from the tank itself with a bit of isopropyl alcohol and then install a new rubber stopper assembly with new brass and silicone tubing. Reinstall your tank.

*(Continued on page 6)*

*(Continued from page 5)*

Take your engine from its baggie and use spray motor cleaner to get the after run off the outside of the casing. Re-install your engine to the model. When you are ready to run your engine, remove the glow plug and flush fresh fuel through the engine, turning it over with your thumb over the carb. This will clear out the storage oil. Replace the plug and start your engine as normal.

## In Case of a Crash

We all hate to consider the possibility, but crashes are inevitable and the more we can salvage from them, the better. Quite often the engine can fair well in a crash unless your model has gone headlong into a rock or pavement.

Crashing on land will most certainly leave the engine dirty, inside and out. **DO NOT TURN YOUR ENGINE OVER!** Damage to the internal workings could result from the ingested grit. It is important to disassemble the engine as soon as possible because raw fuel will be in the crankcase which will create rust damage if the engine is left any length of time. For more detailed information on engine disassembly, please refer to the various publications on model engines.

Clean all of the parts with your motor spray. Inspect each component for breakage or wear. This is as good a time as any to replace any worn parts. Once you are satisfied that everything is clean and all components are serviceable, reassemble the engine.

If you crash into water, you probably don't have any broken engine parts, nor will there be dirt, however, the water must be removed from all internal parts immediately. Remove the glow plug from your engine, empty your fuel tank and refill with fresh fuel. Using an electric starter, spin the engine over, drawing the fresh fuel from the tank, until it flushes all water from the engine through the glow plug hole. Replace the glow plug and start your engine as normal. Be sure to run the engine dry and use after run oil when you are finished.



### Credits:

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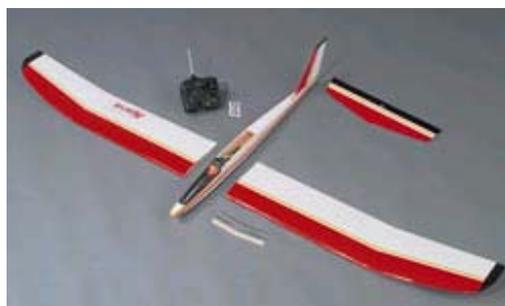
## For Sale

### Glider—Spirit Select RTF

Wingspan 78.5 inches  
Includes Hitec Focus 3SS radio with two HS300 servos and an elastic Hi-Start.

Bought new summer of 2002 for \$350—asking \$200.00

Contact Normand Breton  
Normand.breton@tsb.gc.ca  
Home 819-827-9081  
Work 819-953-1581



## For Sale

*(reasonable offers accepted)*

**Complete Wooden Field Box** with starter, tools, power panel, glow-starter, fuel, fuel pump—\$75.00 for everything.

**Airtronics FM-PCM Receiver** Model 92965 on CH 54—\$75.00

**Airtronics Flight Pack**—Radio receiver - Airtronics Model 92765 Narrow Band FM on Channel 32. Servos - two model 94102 and two model 94635. Battery, Switch Harness—\$75.00

**Scratch Built Plane** with Super Tiger .34 engine, 76 inch wingspan—\$75.00 for plane and engine.



These items will be available for viewing at the SWAP SHOP at the October 29th meeting, or contacting John Jackson at [editor@stetsonflyers.com](mailto:editor@stetsonflyers.com) or by phone 613-228-5131 (leave a message)