



# Stetson Flyer

Stetson Flyers Model Airplane Club

September 2001

## President's message

This summer has certainly been one of our best. I hope everyone has taken advantage of this fantastic weather.

This region has had a windfall of events, with more than one on some days. Our anniversary event was cancelled due to poor weather. July 1<sup>st</sup> at the aviation museum was a good one. We had 27 aircraft on display, on the museum display area. Our flying demo with Mike Portugais, Eric Dainty, Ed Whynot, Dan champagne, Jeff Daly and Martin Lefebvre with his turbine F86, made a first class show for an appreciative crowd. Following our demo, a Mitchel B25 did a few fly bys. A few minutes later a Canso flying boat performed low passes as well. Then the ultimate Micheal Potter's Spitfire thrilled the fans with a low pass. The show at the runway of the museum finished with a superp performance by the military Skyhawks aerobatic parachute team.

The 8867 visitors enjoyed a aviation aferternoon at it's best.

Jim Brown's crapshoot was a good one. Attendance was great and the fun as well. Jim to report.

The pattern event was held on the Sept. long weekend. This event was well attended and well run. Most competitors were from out of town, and all enjoyed themselves. All plan to return next year. Report to follow.

The **giant event**, last weekend was a grand success. 51 pilots attended from all surrounding regions. We even had a spectator from Spain and Newfoundland. The weather on both days was perfect. A lot of flying was enjoyed by the numerous visitors, with over 60 aircraft in the pits. The fellowship among everyone present was catchy to say the least. Ed Whynot put in the first flight at 9:00 am sharp both days, Telling us something of course. The canteen, headed by Erich Zappe, with the help from Richard Robichaud and Dan Murphy was very smooth. The frequency control, impound and flight line was run by Peter Barnes. Registration was amply accomplished by Rick Romallo and his helpers. The cooking of the pig, which supplied 92 hungry mouths, was headed by Dave Asquini, with Ed Whynot, made them the heroes of the day. Yours truly manned the microphone and tried to unsuccessfully control some parking. Ha! The field was full

## Next Meeting

Tuesday, September 25<sup>th</sup>  
7:30 pm

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

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

of people, included with representation from every model club around. The club netted a nice profit of \$1000.00. A special thanks to those mentioned above. Also to the ones who helped them and myself on set up on Friday and tear down on Sunday.

Please note Oct. 21<sup>st</sup> we will have our MAAC zone meeting at the museum. Come and enjoy, bring a plane for display, your latest project to show off. Time 10:00 am to 4:00 pm.

## Elections for executive is next month.

If you wish to participate on the executive or would like to suggest someone. Call Mike Ingham at 836-6544 or e-mail

Any changes wanted to be made in the constitution, are to be submitted at the September meeting.

## Safety

This is a neglected subject.

Observation of the flight line

Standing on the pilot stones

Fast fly bys

Proper frequency pin

Airplane tie downs should be emphasized

Storage of transmitters between flights

No one is special, the above is for everyone.

Next meeting, we will have something special come and join us, Sept. 25.

## Club Officials and Contacts

|                                |   |
|--------------------------------|---|
| <b>President</b>               | Gerry Nadon 824-9100<br>gerald.nadon@sympatico.ca   |
| <b>Vice-President</b>          | Peter Barnes 824-5352                               |
| <b>Secretary</b>               | Erich Zappe 830-7549                                |
| <b>Treasurer</b>               | Christine Devlin 830-7533                           |
| <b>Events</b>                  | open  |
| <b>Chief Flying Instructor</b> |   |
| <b>Field</b>                   | open  |
| <b>Webmaster</b>               | Roger Hiscocks 837-0186<br>hiscocks@idirect.com     |
| <b>Newsletter</b>              | John Jackson 445-5726<br>john.jackson@netmanage.com |

### **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 [john.jackson@netmanage.com](mailto:john.jackson@netmanage.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.

## T-Shirts—2nd Chance!

Any members who missed the run on the Stetson Flyer shirts or would like another, can contact me (Doug Tufts) as I have five requests for another run. The shirts are \$20 each, and sweatshirts are \$35.

There is a minimum of 20 shirts per run. You can reach me at 613-745-0041 or e-mail [doug\\_tufts@hotmail.com](mailto:doug_tufts@hotmail.com)

## Moving to Electrics Sale

### **Planes with Engines**

Liberty Sport with K&B .61 ..... \$150.00  
DynaFlite Spitfire with OS .40 FP ..... \$125.00

### **Engines**

OS Max .25..... \$40.00  
K&B .20 Sportster..... \$60.00

Contact Dell Pehresson at 837-3332

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!

## Report from our CFI

Overall, this year proved very successful. Both in terms of accomplished new pilots, and cooperative weather. We only missed three Tuesday nights due to bad weather, which is very good, in my opinion. Throughout the course of the summer months, a total of 16 new club members joined up for the student training including two people who came for some refresher lessons, as they have been away from the hobby for a number of years.

We had a number of bumps along the way. Not that it was totally unexpected, but we did have our fair share of crashes, overpowered landings, dorks, dirt-naps - hey, where did that tree come from? Well you get the picture. Kudo's to the designers and builders of these trainer aircraft. They really do put up with a lot of abuse and punishment. They crash, a little CA, epoxy, time and covering, then their flying again. What more could you ask for?

I would like to send out a big THANK YOU to all the instructors who helped out this year. They all volunteered their time, patience, expertise and wisdom. Without their help, we wouldn't have had as many new pilots as we did. In total, we successfully passed 8 new pilots. The others are still "in training".

The instructors that helped out this year were: Al Caverly, Doug Tufts, Daryl Niekamp, Claude Brunette, Bob Butterworth, Ed Whynott, Darcy and Joseph Whyte, and yes, even our fearless leader, Gerry Nadon helped out. Once again, thanks you. Your assistance was greatly appreciated !

At this point, I would like to introduce our newest pilots. Congratulations to: Rick Bell, Andre Hebert, Yvon Lafleche, Etienne Lafleche, Sylvain Lavallee, Greg Marshall, Rene Rouette, and Nigel Vezeau.

Although the Tuesday night training is over for the year, I would like to remind the other students not to put your stuff away just yet. You are all still welcome to come out to the field on the weekends, weather permitting, and any of the instructors would be more than willing to help you out. The key is to practice, practice and practice.

In closing, I would like to remind all club members to ensure they lock the chain across the entrance to the field when they are the last to leave. This summer, on several occasions, I arrived at the field only to discover that it was unlocked and nobody else was there. As well, please remember to take your garbage and trash with you. The safety, security and cleanliness of our club is the responsibility of all members.

Please do your part.

Thanks,

Rick Ramalho, CFI

## SMALL Building Project

The ORCC SMALL building project for 2001 is nearly ready and we are taking orders now! We would appreciate a 10\$ downpayment to reserve your RV-4 The kits will be ready for pickup possibly by October.

Please check out the model under the small planes button of the ORCC web site [www.ottawarcclub.com](http://www.ottawarcclub.com) I should be visiting your club meeting also if you wish to sign up!

Please send you donation to  
Ken Park  
66 Fieldgate Dr  
Nepean, Ont.  
K2J 1T9



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## Coming Events...

September 25<sup>th</sup>  
Regular Meeting

October 21<sup>st</sup>  
MAAC Zone Meeting

October 30<sup>th</sup>  
Elections

November 27<sup>th</sup>  
Regular Meeting

## **The Pattern Experience— Enter the Sportsman!**

Picture this! It's the Labor Day weekend and you have nothing special to do. So this is what I did when I found myself in just this situation. I went looking through the model airplane calendar for any sort of event to go too. Luckily for me the Stetson Flyers in the south-east end of Ottawa was holding its annual Pattern contest. There will be plenty of time on Monday for all that yard work that's been piling up. So I grabbed my trusty 40 size fun/fly plane the "Wild Thing" and headed out for the field. I arrived just before 9am to find the infield covered with a large assortment of beautiful large models. Well to say the "Wild Thing" didn't quite belong in this group was obvious. For a brief moment I was thinking maybe I had bitten off more than I could chew. Oh well I'm here now, better make the best of it! So I got myself registered and was happy to find only 5 guys in the most basic level called "Sportsman".

The first thing I did was to get myself a copy of the "Sportsman" routine so I could at least have the first clue before I was asked to do any flying. I was expecting to do some Snap-rolls, Spins and Cuban Eights. One of the guys kindly gave me a small laminated card with the Sportsman routine on it. The card reads as follows:

### **Canadian Sportsman**

|   |                              |   |
|---|------------------------------|---|
| 1 | Takeoff                      | 1 |
| 2 | Straight Flight out          | 1 |
| 3 | Procedure Turn               | 1 |
| 4 | Straight Flight back         | 1 |
| 5 | One Inside Loop (U) upwind   | 1 |
| 6 | Immelmann Turn or Stall Turn | 1 |
| 7 | One Roll (D)downwind         | 1 |
| 8 | Rectangular approach         | 1 |
| 9 | Landing                      | 1 |

I almost broke out laughing, "That's easy!" I know I can do that for sure. Well I was feeling much relieved I got my plane ready before my name was called. The pattern contest was running 2 flight lines, one at each end of the field. Since this was my first contest they assigned me a "Caller". The Caller was big help telling me what I should expect on each pass my plane made before it happened. The Caller also called out to the judges the maneuvers I was going to make saying "Starting now" and then saying "Complete" when I had finished the maneuver. I ran through the sequence twice before we made a landing. Then I joined the other line at the other end of the field and did the sequence again twice.

The judges at the end of the routine even told me what I should try to fix. They noted most was that

my Stall Turns were not Stall Turns but Wing Overs. I didn't mention the stiff cross wind breeze blowing in all day long. Anyway learning from one's mistakes I opted to do Immelmann turns from then on. Why you would need to have a choice in Sportsman is beyond me. So the next round went much better with the Immelmann turns put in the routine. The Caller coaching me kept trying to get myself to fly slower and to make my loops and turns bigger. This would slow my pace and make it look and flow more nicely. So I did just that, the plane was flying at least half throttle and I guess the judges like it also as the scores I was getting kept getting better each time I flew.

The pilots of the pattern contest are a great bunch of guys and everyone was laid back and extremely friendly. In fact the Saturday night was given over to a group Steak Dinner at one of the local Steak Houses and my wife Deborah was very pleased to be called out for a steak dinner. Everyone had a great time. Sunday morning rolled around and again Sportsman were up first doing the same routine yet again. This time we had no wind and it was so much easier to see every mistake you made. I'm sure the judges saw them too. The wind direction was switching around by late morning and I was about to take off when I notice a 180° switch. So I turned around and took off in the opposite direction that I had flown all weekend. Aw! Nuts Opps! On my procedure turn which way do I turn first? I completely goofed it up with a jog to the right wrong first then I did it correctly. That's going to hurt my score. Oh well keep going and make the best of it. Finally at the end of the day we put in one more set of flights and again Mr Luck was not with me. I ended flying side by side with the other pilot who was flying with me. We did turn for turn getting closer and closer. Finally I had to pull out of the loop to avoid a midair. Yuk! that's one ugly loop, not what I could call round. So to say my scores could have been a bit better at the end is easy to say but like all contests. Luck! whether good or Bad! is part of every contest. I was told I slipped from second to third by only 5 points. Not bad I would say. Heck I had never even practice this routine before. I was awful happy with myself. All the guys at the end of the contest shook my hand and said "Hope to see you next year!" So there will be a lot of thinking this winter if I'm going to continue with this Pattern Stuff but in the short I was a great fun weekend with a great bunch of guys who know how to have a good time.

So don't moan "But I don't have a pattern plane". I'm proof anybody off the street with any type of model can do this stuff. If you see me there next year Look out! I've been practicing already.

Ken Park

**Courtesy of Scobie Puchtler, scobie@seanet.com, November 1999]**

I don't know that I qualify as a 'real builder' but I do have a pretty complete shop and a couple ideas about sanding:

I keep a little rack of sanding blocks that I have made for specific jobs around and if I can't find a block to do the job, I make a new one in a few seconds from scraps of hardwood, hard plywood, whatever, sometimes customizing the block shape on my tablesaw first.

If I'm sanding something where the 'hard edges' of the block might catch and score the material adversely, then I'll quickly round just the edges of the block... with a sanding block, of course... and then stick on the sandpaper of choice.

For some jobs, it's particularly important to have a flat, hard 'reference' surface for your sandpaper, and for those I make a point of using MDF or melamine covered particle board.

For other jobs, it can actually be bad to have the sanding surface too hard, and here, EPS or blue foam. Sandpaper spraymounted to a small scrap of EPP can make a somewhat flexible block for some jobs.

Ever get frustrated trying to make small round-bottomed grooves in balsa or foam? Threaded rod is just the ticket... comes in lots of sizes and acts as a very effective rasp in these soft materials. Look for types that have the sharpest 'thread edges'.

Basically if you keep around the technology to stick sandpaper to stuff, then your imagination is the only limit for what kind of sanding tools you can create. Aluminum extrusion, flat or T or L in section can be a great sanding tool.

The other 'trick' in my book is more of a 'concept' than a trick and that is to stay open minded about what moves and what doesn't. Some small parts are MUCH easier to sand holding the part and dragging it against a fixed sanding surface. I use melamine covered particle board for all my workbench surfaces (for SO many reasons, don't get me started), and that lets me lightly spraymount down a piece of sandpaper (whole sheet, half sheet, or just a tiny strip, depending on the job) to a very flat hard surface that is truly heavy and unmoving when ever and where ever I want. This is incredibly handy. Usually, if I've used the right amount of spraymount, the paper comes back up just fine from this surface. If not, the surface is so hard that I can scrape any residue

off with a few quick swipes of a cabinet scraper.

You can achieve this 'fixed block' idea by clamping down a sanding block, but that's fussy by comparison, the clamp is usually in the way, and once you try the deal where a small part of your worksurface magically becomes abrasive, you'll likely be hooked.

I also keep scraps of aluminum and plastic tubing around for making round sanding tools. Cutting a narrow strip of sandpaper and spiralling it up the tube can often be easier than trying to wrap a rectangular piece around the tube.

Okay, enough for now.  
Lift, Scobie in Seattle

## **Minutes from Meeting April 24, 2001 Aviation Museum**

1.0 The meeting began with Gerry welcoming all in attendance including visitors from other clubs including Cornwall, Brockville, Rideau, and Brockville.

1.2 Minutes from the March meeting were not in the April newsletter but will appear in the next month's.

1.3 Christine reported that the current bank balance is approximately \$5500.00. Membership total to date is at 87.

1.4 John Jackson reported that April's newsletter in colour was not to be a regular format. If anyone is not receiving the newsletter please see Christine or John.

1.5 Darcy Whyte was commended on his "Calmdays" site accessible through our website. This site features an event schedule for the region as well as classifieds and chat.

1.6 Rick Ramalho has accepted the position of the Chief Flying Instructor. Tuesday nights for students will begin soon. Any students are asked to come out Tuesdays or can call Rick for further information.

1.7 The Stetson's 25' Anniversary Funfly on June 3, will be sponsored by Richard Robichaud of Discount Hobbies.

1.8 Work Party is scheduled for May 12 at the field. Gerry asked all for their support on this day.

1.9 Gerry reminded all members at the field to keep

safety in mind with the start of the flying season.

1.10 Next meeting will feature some seminars on various topics.

2.0 The Pink Pig was awarded to Mike Gratton who won out over a few other crashes by fellow members.

2.1 Other events planned for the region included the Rideau Club's Electric Funfly July 7,8, Cornwall's Funfly June 23,24, and Brockville's on July 7.

2.2 Jim Brown made a motion to adjourn the meeting with Dan Murphy seconding. The Auction followed with Terry Satchell, officiating.

## **Minutes From Meeting May 29, 2001 Aviation Museum**

1.0 Gerry welcomed all to the last meeting for the summer.

1.1 Minutes from the last meeting were not included in the last newsletter. They will be in the June newsletter.

1.2 Christine reported a bank balance of \$5987.50 including Workparty day expenditures. Membership total at this time is 95.

1.3 Gerry asked that the sofa that was dumped at the gate be moved to the back of the parking lot.

1.4 John Jackson mentioned that the Giant Event had the wrong date posted in the last newsletter. John has also been updating our website.

1.5 Rick Ramalho reported that there are currently seven students coming out to Tuesday training nights.

1.6 Next event planned is our funfly June 3 to celebrate our 25th anniversary, Richard Robichaud of Discount Hobbies is sponsoring the event. Gerry thanked Richard for his contribution of coffee and nuts for the Workparty day.

1.7 Canada Day at the Aviation museum will include a static display by Stetson members and a flying demo. Members are asked to bring their planes out at 8:30 AM and pickup around 4 PM. Admission is free.

1.8 Gerry thanked all who helped out on the Workparty day. Special thanks were given to Mike Ingham and Calvin Howse for their carpentry skills and expertise in

refurbishing the shelter, Paul Bettez for picking up lumber and supplies with his truck, and Ed Whynott for preparing a delicious lunch.

1.9 Gerry was selected to the honourable keeper of the Pranged Pig for the summer. Gerry had reversed ailerons in his plane. When changing servo brands polarity can be different so check servo direction.

2.0 Gerry mentioned that the backhoe will be clearing the ditches at the field.

2.1 Jim Brown reported that Flying Models magazine wrote a complimentary report on the Aviation Museum in an article after a visit and tour provided by Gerry. A copy of the magazine was donated to the museum.

2.2 A motion was put forth by Mike Ingham to adjourn the meeting with Andre Matte seconding.

2.3 Bring'n'Brag followed with a draw for a gift certificate provided by Richard of Discount Hobbies. Thanks to Christine for selling tickets for the 50/50 draw which included additional prizes.

## **Field renovations**

Gerry Nadon

For those of you who have been by our field will have noticed a few changes,

As planned we got a backhoe in last spring. As luck would have it, it rained as soon as the unit showed up and we learned how quickly this field can deteriorate. The ditch along the road was cleaned and resulted in a mess on the road which Brian cleaned up.

The plan was to run a ditch from the north and south runway to the gate. Make little run off ditches from the pits to this main ditch. Also to clean the ditch along Frontier road between culverts. This has been done.

The cutting of the long grass was accomplished with a mower.

A bulldozer was used for a lot of the work and therefore a rototiller and discs were used to clean up. Walter Hill is our contractor. We have spent so far approx. \$3500.00.

I would like to thank Walter for his efforts and to George Pepper for his help.

## Pattern Event September 1st and 2nd



Event sponsored by Multi-Hobby in Hull.

## Giant Scale Event September 15th and 16th



Sponsored by David Asquini Appraisals

## Field Improvements September 2001

