



Stetson Flyer

Stetson Flyers Model Airplane Club

September 2002



Giant Pig for Giant Event—Richard Robichaud and Dave Asquini mad sure that our roast pig supper was done to perfection.



Richard and Dave (left) prepare the roast pig for carving while Ed Whynott carefully guards his first in line status for the trough. Over 85 guests were served roast pork, chili, beans, salads, rolls and drinks followed by cake and many prizes from the event sponsors.

Next Meeting

Tuesday, September 24th
7:30 pm

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

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



This masterpiece was the real icing on the cake Saturday night!

Coming Events...

Sept. 24 th	Regular Meeting
Oct. 27 th 10:00 am	Zone Meeting
Oct. 29 th	Regular Meeting
Nov. 26 th	Regular Meeting

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

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	Rick Ramalho 741-3337 cfi@stetsonflyers.com
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.



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!

Stetson Flyers Pattern Contest

The Stetson Flyers hosted our annual Pattern Contest on the 31st of August and the 1st of September. This year was the 6th annual event and we were blessed with sunny skies for most of the weekend. The Labour Day weekend has often brought wet and very windy weather for at least one day of the contest but not this year!

Our numbers were down this year with 14 competitors out of 16 registered pilots. This has been a pretty hard year on aeroplanes and pilots with several of our regulars out of the game early in the season after crashes and many people caught up in work-related commitments. Both the AMA and MAAC made major changes to the sequences this year. MAAC aligned the Advanced and Expert classes with the AMA in an attempt to encourage cross-border competition. There was a significant increase in the level of difficulty in the new Advanced sequence and this year's change represented the second in the Expert pattern in as many years. Several of our regular competitors found the new sequences, in combination with their limited practice time, a bit too much for this year.

We flew the new Sportsman sequence at this year's contest and by all accounts it was a big hit. I am rather proud to be the designer of the new Sportsman pattern. We set off to address many of the complaints heard from both competitors and judges about the entry class. All the feed-back received from the pilots on the sequence has been very positive and it is much more interesting to judge.

We had several new Sportsman pilots this year. The Stetson Flyers own Darcy Whyte placed first followed closely by his son Joe in second and Paul Brine of Fergus, Ont. in third. Dave Crocker rounded out the class flying his old Saturn. Joe was leading after four rounds but decided not to fly the last two rounds allowing Darcy to sneak through. Paul was in the thick of things until his SuperTigre decided to eat its piston. Unfortunately, Dave's plane developed a problem and it was lost in the cornfield on Sunday in the 6th round. These guys all impressed the judges with their flying.

Intermediate had only two competitors this year. Dan Woolney of Dorchester, Ont. placed first and Lloyd Graham of Agincourt, Ont. was close behind in second. Dan had a lot of trouble with his YS140 "Dingo" all season but things went really well for him in Ottawa. Advanced also only had two flyers; my good friends Alan Hewson of Thornton, Ont. and Xavier Mouraux of Laval, PQ. Xavier placed first in the class based on Saturday's successful rounds and, with the blessing of the FAI flyers, moved over to FAI on Sunday placed first in the class.

Expert has become a busy class in Ontario. Kim Vasiliadis of Mississauga, Ont.; Tim Pascoe of Hamilton, Ont.; Jim Eichenberg of Oakville Ont.; and Karl Mueller of Brampton, Ont. ran a very tight race. Tim placed first, with Kim very close in second place, and Karl close behind in third. Jeff Stevens of Millbrook, Ont. and Harry Ells of Cobourg, Ont. came to compete in FAI. Our good friend Richard Vigneault

was called away at the last minute so he could not compete. Jeff finished first and with Harry close in second. These guys make the very difficult FAI pattern look easy. Harry is the MAAC Precision Aerobatics Committee chairman.

This year's contest was not as well attended as anticipated this year but was still a very successful event based on the feed-back from the flyers. The winners will receive photo plaques and everyone present will receive a 5 x 7 photo of himself with his aeroplane. We intended to have custom trophies made up for this year but my prolonged illness upset many of our plans. Hopefully, next year will be better.

We would like to extend our gratitude to those who helped out with the event and those who lent a hand when we need it. These people include several members of the Stetson Flyers, the wives of the competitors and the pilots themselves. All of the contest participants pitch in to set-up the tents, judge, scribe, enter scores, etc. aided this year by several pairs of willing hands from Stetson members. Charmaine (Mrs Langille) did her usual outstanding job as contest 2IC. She, as usual, baked muffins, made coffee, ran the canteen, did the registrations, prepared lunch both days and took care of a hundred other details. The contest could not happen without her unflagging support. Thanks also to my daughters, Sarah and Justine, and my son Zachary who spent many hours scribing scores, running the scoring computer and helping with the canteen. We extend a special thank-you to Richard Robichaud for the loan of his generator and to the Stetson Flyers club membership for their continued support and the use of the field. The event this year was sponsored entirely by the Langille family.

The amenities of the Ottawa area and the club facilities continue to receive compliments from all who attend the event. We have done well with this event and are already planning for next year's contest. Hopefully, the membership will continue to support us and keep the event going.

Ken Langille, MAAC 22731
Contest Director

	TOTAL	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
Sportsman							
1 Darcy Whyte	3995.192	995.192	966.019	985.646	1000	1000	1000
2 Joseph Whyte	3952.195	1000	966.019	1000	986.175		
3 Paul Brine	3582.452	658.654	1000	933.014	990.783		
4 Dave Crocker	3061.211	764.423	703.883	832.536	760.369	700.980	
Intermediate							
1 Dan Woolney	4000	1000	1000	1000	1000	1000	1000
2 Lloyd Graham	3627.146	898.263	907.357	839.378	964.384	822.581	857.143
Advanced							
1 Xavier Mouraux	4000	1000	1000	1000	1000		
2 Alan Hewson	3876.853	839.018	931.783	945.070	876.731	1000	1000
Expert							
1 Tim Pascoe	4000.000	990.010	976.127	1000	1000	1000	1000
2 Kim Vasiliadis	3962.865	1000	989.390	986.952	970.687	986.523	966.192
3 Karl Muller	3771.005	919.081	1000	862.069	911.223	940.701	851.423
4 Jim Eichenberg	3511.626	632.368	903.625	921.715	878.559	807.727	693.950
FAI							
1 Jeff Stevens	4000.000	977.604	1000	1000	1000	1000	1000
2 Harry Ells	3870.900	1000	948.637	916.905	953.307	863.967	969
3 Xavier Mouraux	1621.517	1.000	2.000	3.000	4.000	792.316	822.201

From SMALLnet Posting # 431

SMALLnet's Web Site address is:
< <http://www.eskimo.com/~smallnet/> >

Don Typond < dtypond@warwick.net > wrote:

Windshields for Small Models

Here's how I make windshields for small models from clear MonoKote: I cut it out just as you would an acetate one, then tack it with the iron along the roof line -- then onto the vertical side posts, keeping the front bottom edge tight against the cowl. (Pretty much as you would with glue.)

Do not heat-shrink the MonoKote!

All we're doing here is using MonoKote as we would a thin acetate, and not for its heat-shrinking abilities. The advantage is primarily being able to attach its edges without having to use glue, with glue's attendant smearing.

But another real advantage is MonoKote's "floppiness." As you know, acetate and butyrate are "springy," acetate more so than butyrate. That means you have to pin, tape, or hand-hold the windshield in place until the glue dries. With MonoKote you just wrap and heat-tack. So simple!

It's also good for flat side windows too, although on lightweight models I prefer cellophane for the side windows because it's lighter than MonoKote, and easy enough to glue in place. But on larger models, MonoKote is perfect because it's almost invisibly thin, and on the side windows you CAN heat-shrink it so it has NO wrinkles.

I glue a narrow strip of wet colored tissue along the bottom edge junction at the cowl with thinned RC-56 glue and a fine brush. This attaches the windshield to the cowl with a realistic-looking joining strip. The strip of tissue was cut across the grain, by the way, which allows it to conform to the curve of the windshield-cowl intersection without buckling.

Where did Hobbypoxy go?

I know exactly why Hobbypoxy paints disappeared, because Pettit asked for my input before they decided to discontinue that product line.

Hobbypoxy paints were a spin-off from Pettit's "Polypoxy" brand of two-part epoxy marine topside paints. (Hobbypoxy represented only about 2 percent of Pettit's business volume!):

About 14 years ago the EPA began cracking down on VOC emissions, which would put an end to two-part epoxy paints as we knew them. Since the two-part epoxy topside paints for boats were very high-end, and didn't have nearly the sales volume as the lower-cost Pettit paints, they decided to discontinue that line of finishes rather than go through the R&D to reformulate.

And so Hobbypoxy paints disappeared too. Actually, the timing wasn't all that bad, because with the hobby going more to shrink-film coverings and ARFs, paint sales were falling off anyway.

(K&B's supplier did reformulate their paints, but I don't know if they're still around.)

Another factor was the EPA ban on lead, which killed Hobbypoxy's particular reds and yellows.

All in all, for a loss of less than 2% of their business, Pettit decided (and I concurred) it was wiser to discontinue Hobbypoxy paints than to try to reformulate for a shrinking market. They did continue to market epoxy glues, but I don't know if they still do. I have so much Hobbypoxy glue in my shop, I'll probably never have to buy any more.

To sum up: environmental regulations put an end to the availability of Hobbypoxy paints. Don



An EDF (Electric Ducted Fan) MIG belonging to JC Teratez. TOP: a look under the canopy. BOTTOM: The MIG set up for catapult launch at the OREO Fun Fly.

Giant Scale Fun Fly held Sept. 14/15



Mike Ingham, President of the local IMA Chapter 217 (pictured above) and Gerry Nadon, President of the Stetson Flyers, organized the Giant Scale event. Both of these guys deserve a hearty congrats on a job well done!

Thank you to all the club members who supported the event by staffing the canteen, radio impound, registration tables, parking, etc.



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Giant Scale Fun Fly held Sept. 14/15



A plane this big is no accident. While the event was not 100% incident free, this was merely assembly time.

