



Stetson Flyer

Stetson Flyers Model Airplane Club

September 2007



William (Bill) Pryde

Bill has now flown his last flight. We are going to miss him at the field. For those of us retired types who fly during the week, Bill was almost a fixture there. Bill was one of the most regular flyer before sickness got hold of him. Bill passed away September 11, 2007.

If you needed some help, he was there. He would take part in discussions about any subjects and let you know his opinions about them while staying pleasant and being humorous as well. He endured our kidding at times and was not hesitant to return the favours. Bill enjoyed being a member of our club from early on in its existence and attended meetings and events regularly. Giant Scale airplanes were his main interest for the last decade or so. He built and flew them all, Mustang, Laser, Extra and Sukhoi. He liked their size and the noise of these machines.

Yes, we will miss hearing Bill's Scottish accent, his good humour and companionship.

Our condolences to Bill's family who were very supportive to the end.

Special Meeting

Tuesday, September 25th



7:00 pm

**Different Location
Earlier Time**

Our first meeting of the season is at the Vintage Wings Hangar at the

Gatineau Airport starting at

7:00 pm and will include a hangar tour. Please bring warbirds for display in the hangar. Directions available from their website at:

www.vintagewings.ca

Coming Stetson Events...

September 15 th /16 th	Giant Scale Event
September 25 th	Vintage Wings Meeting
October 30 th	Regular Meeting
November 27 th	Regular Meeting

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

Club Officials and Contacts

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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>

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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.

Meeting Minutes 29 May 2007 Canada Aviation Museum

A motion to open the meeting at 7:55 pm made by Dan Murphy, seconded by Mike Gratton. Approximately 28 members were in attendance.

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

Treasurer reports approximately \$9548.00 less about \$1100 in field expenses. A cheque for \$41.04 for our clubs share at the zone auction is also included.

Membership chairman reports 81 paid members.

The editor thanked the audience for their contributions of original content.

Field Report – on Saturday May 26th there were 22 volunteers including Simon's at the field painting, repairing fences and tables, extending the driveway, removing the old outhouse, leveling the sign, and other needed tasks. Thanks to all who helped out.

CFI reports 8 students in the Wings program and all going well.

Events – Ed Rae memorial fun fly canceled since Michael Potter was unveiling his Corsair same day.

Safety Speech – all members must be aware of the rules and must police themselves. Make sure you use the transmitter impound, no flying behind the fence, and you must use restraints when starting your engine.

A motion to close the meeting was closed at 8:27 by Ed Whynot, seconded by Peter Barnes. All in favor got up and left the room.



Bill Pryde passed away September 11, 2007 and will be sadly missed by all his friends in the modeling community.

History of Spread Spectrum by Roy Bourke

EMFSO Newsletter

Spread Spectrum systems on 2.4GHz are slowly making their way into all disciplines of the R/C modeling world as a system that is quite immune to most, if not all the interference and glitching problems of the lower bands on 27, 72 and 75 MHz. Modern spread spectrum systems can operate on two versions of the technology, Direct Sequencing (DSSS) and Frequency Hopping (FHSS). In the original concept, the transmitted frequency changes several times every second (frequency hopping), but the name "spread spectrum" and the Direct Sequencing method came at a much later date.

The idea of a "frequency-hopping " system originated



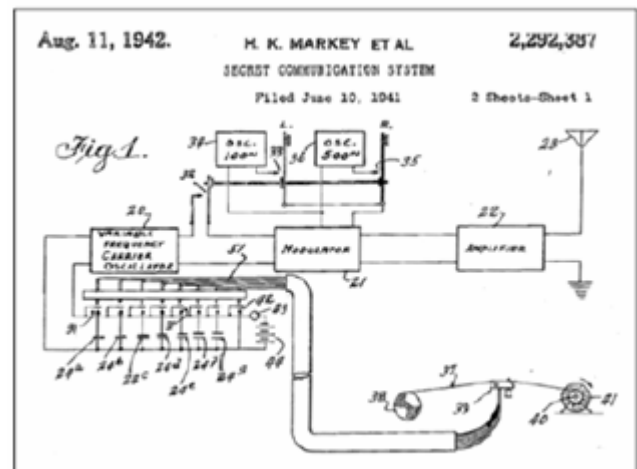
Hedy Lamarr

over 60 years ago at the beginning of World War II as a method of preventing the enemy from monitoring or jamming the radio signals to radio controlled torpedoes. The original idea, and subsequent patent, was attributed to one of the most glamorous movie stars of the day, Hedy Lamarr, a very smart Austrian girl who hated the Nazis and who developed the idea with the help of a musician friend, George Antheil. Here are some excerpts from various accounts of Hedy Lamarr's amazing accomplishment.

Hedy Lamarr was born Hedwig Eva Maria Kiesler in Vienna, Austria and died in Altamonte Springs, Florida (near Orlando). Her father Emil Kiesler was a bank director; her mother Gertrud (née Lichtwitz) was a pianist. When not yet twenty, Hedy married a man thirty years her senior, Fritz Mandl, an arms manufacturer who sold munitions to Germany. They occasionally socialized with Adolf Hitler and Benito Mussolini. Mandl was a very controlling person who had her watched at all times. She hated him and his Nazi friends and finally escaped to London, reportedly by drugging him and the French maid he had hired to spy on her. While in London, she signed a contract with MGM and moved to Hollywood to become a film star.

Beautiful and smart as a whip, Hedy befriended a maverick musician, George Antheil. They met at a Hollywood party where they discussed the war in Europe and the threat to America from Germany and Hitler. The following afternoon, Antheil went to Lamarr's home to discuss what they could do to stop Hitler.

With Antheil's help, Lamarr designed a new kind of guidance system for torpedoes. Even though her formal education consisted of private schools without technical training, she had absorbed quite a bit about weaponry during her marriage to Mandl. Her role was the proverbial "arm piece." She was present at all of her husband's business meetings, but her brain was always in high gear. Hedy knew that "guided" torpedoes were much more effective hitting a target, a ship at sea for example. The problem was that radio-controlled torpedoes could easily be jammed by the enemy. Neither she nor Antheil were scientists, but one afternoon she realized "we're talking and changing frequencies" all the time. At that moment, the concept of frequency-hopping was born.



Hedy Lamarr Patent

WAYNE'S WARBIRDS

By Wayne Smith

I recently came into possession of two editions of the BACKYARD FLYER, magazine. I didn't buy them, as I'm not into electrics. However, I did find a couple of interesting articles.

The first, was in the September 2005 issue and an article titled "Warbird Favorites – Our Top 10 Picks" with a military flavor (the spelling is American). These aircraft range in size from a P-40 Warhawk with a wingspan of 31.9 inches to a P-38 Lightning, at 43.75 inches.

The aircraft featured are:

At-6 Texan made by Wattage and appears to have good detail. 36.5-inch wing, 4 channels – aileron, rudder, elevator and speed control. Distributed by Global Hobbies.

F4U Corsair, made by GWS, apparently a good flyer, 35" wing – 3 channels - aileron, elevator and speed control. Distributed by GWS USA. It is easy to fly.

Focke-Wulf FW-190 – made by Alfa Models – short nosed version - 33.4 inch span, 3 channel – distributed by Hobby Lobby – good flight performance

Fokker D-VII – made by SIG – well detailed, 32.75 inch span – 3 channels
Distributed by SIG Mfg. - apparently good slow flight performance.

Curtiss Jenny JN4 – made by SIG – 32 inch span – 3 channels – good in small confined areas – distributed by SIG Mfg.

P-38 Lightning – made by Flying Styro – 43.5 inch span – 3 channels – excellent detail, distributed by Hobby Lobby.

P-40 Warhawk – made by Flying Styro – 31.9 inch span, 3 or 4 channels, dummy landing gear folded into the wings – good flyer – distributed by Hobby Lobby

P-51 Mustang – made by Alfa Models – 33.5 inch span, similar in appearance to Top Flite's P-51 trainer – 3 channels, excellent flight performance – distributed by Hobby Lobby

P-51 Mustang - made by GWS – 34 inch span, 4 channels, well detailed, foam construction – retracts available – reliable – distributed by GWS USA

PT-17 Stearman – made by Wattage, 32.25 inch span, 4 channels, good flyer – distributed by Global Hobby

The other model of interest appeared in the November 2005 issue. Featured is Kyosho's **P-51D Mustang**. This is apparently easy to assemble, has good

flight characteristics and excellent scale appearance. It's made of all foam and comes with a complete radio system, removable scale landing gear and a fully detailed cockpit. The gear should be removed for grass field operations. It climbs well from an over-hand throw.

If electric and warbirds go together in your mind, then the planes described above may be just what you need. Not wanting to plagiarize the magazine articles, I have outlined only very basic info concerning these birds. As mentioned above, the magazines were of 2005 vintage so there wasn't much point in revealing the costs of each.

Of interest to members who were not at the May meeting, we have been fortunate that Gerry Nadon was able to arrange for us to meet at Michael Potter's hanger in Gatineau, for our September meeting. This will afford us the opportunity to see his collection, up close. Gerry suggests that if you have a camera, bring it. Mr. Potter now has 15 aircraft in his collection (I think). Included are; North American Harvard (T-6 Texan, U.S.), North American P-51D Mustang (Mk IV), Supermarine Spitfire Mk XVI, 2 Hawker Hurricanes Mk IV and MkXII, Fairey Swordfish Mk III, de Havilland Tigermoth, Chance-Vought F4U Corsair (presently in US Marine colours and will be painted in Royal Navy markings of the Corsair, flown by Canadian Hampton Grey, VC., and a P-40 Kittyhawk (due to arrive in 2008). In addition to these warplanes, the collection also has a Beech Staggerwing, Waco ATO Taperwing, de Havilland Foxmoth, DHC-2 de Havilland Beaver, Westland Lysander (newly arrived) and finally a Bellanca Citabria.



On Saturday, 2 June 07, Potter had his hanger open to the public and many of the planes (e.g. P-51, Staggerwing, Lysander, Swordfish) were on stands being serviced. The good news however, is the fact that he flew the Corsair. Also flying was the Tigermoth, and one of the Hurricanes (the other is under restoration). In attendance was Canada's top fighter ace of WWII and his

wingman (see photos). The four men sitting near the Spitfire are from left to right, W/C James "Stocky" Edwards (21 kills, 6.5 probables and 16 damaged), Irving Farmer "Hap" Kennedy, Bill McCrea, and Thomas Hoare who I understand was W/C Edwards wingman. Between the four of them they had shot down 100 enemy aircraft. This was accomplished in North Africa mainly flying Kittyhawks. Mr. Potter's P-40 will be painted as the kite flown by W/C Edwards.



There were other visiting aircraft there including two of my old friends, an Aeronca Chief (one of the first float planes I flew and a J-3 Cub, the first floatplane I flew after I obtained my pilot's licence. A Globe Swift and a utility plane apparently made in France with twin rudders (any guesses?) arrived, while I was there. Sitting on the tarmac was a Piaggio-Messerschmitt, a Pitts Special and a Stearman.

As the warbird movement grows and more and more are being restored, it is truly wonderful that these vintage machines are not only being restored, but to flying condition. Collections in Canada are increasing, finally after many years of MOT and government interference, which resulted in aircraft being sold to collectors outside Canada, or in some cases, being destroyed. If you don't regularly attend the club meetings, I am sure you will find this one most interesting.



The summer brought on a few interesting warbirds. On June 9th at the ORCC fun-fly I came across a 44" electric Mosquito, owned and built by Tom HASTIE from scaled down Brian Taylor plans. Also there was Brian Wattie and his radial powered Finch. Michel Boulerice was there with his blue WACO SRE and Andre Blais with his WACO UPF7. Unfortunately I was unable to attend their warbird meet a short while later.

I was asked by Ken Hanna of Greely, Ontario (a member

of the Typhoon Pilots Association), to display my Typhoon at Vintage Wings and the Canadian Air Museum for a reunion they were having. The reception I received at Vintage Wings was outstanding and naturally with Gerry Nadon's assistance the men were treated very well getting a personalized tour by the museum's curator and Gerry. These men all flew Typhoons during WWII and were very interested in both Potter's and the CAM's Hurricanes as well as the ultimate lineage of the Tiffie, the Sea Fury. All had experience the joy of flying the Hurricane.

I did however get to the Kawartha scale competition meet near Lindsay, Ontario on the weekend of August 19th and 20th. Of particular note there was a 10 foot (1/10th scale) wingspan, Halifax bomber. It was owned and built by Don Taggart and marked in the identical marking of the one he piloted during WWII. It was powered by 4 - 4129 Axi electric litho-poly 5 cell giving 18 volts. It did not fly while I was there.

Sepp Uberlacher, who many of our older members know, belonged to this club in its infancy and had



moved to Florida, is now residing in southern Ontario and had his P-51. It was, as one would expect, a very nice looking aircraft. When he saw my Stetson Flyer cap, he came over and introduced himself and we had a very interesting conversation. He passes his regards on to all those who know him.

Also in attendance there was Hank Simon who flew his 1/6th scale Hawker Typhoon built from Brian Taylor plans with a short kit; Larry Pierce with a very attractive Neiuport 28C and Jeff Stevens with a 1/4 scale Tiger-moth built from British plans.

For those of you who have asked about my Sea Fury I have included a picture of the pieces already constructed.

- Wayne



Field Maintenance Day—May 26 2007



On May 26th club members pitched during our annual field maintenance day. Protective fences were mended, the sign was repaired, and the drive way was extended to better accommodate vehicles with trailers. The runway was rolled and the shelter was power washed.

Canada Day—July 1 2007



Heli Fun Fly



2007 STETSON HELI FUN FLY

