



Stetson Flyer

Stetson Flyers Model Airplane Club

January 2008



Regular Meeting

Tuesday, January 29th
7:30 pm

At the Museum

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



The bragging rights for the first flight of 2008 officially goes to Rick Ramalho.

First Flight Event
Four pilots and several spectators were on hand for our first flying event of 2008.

Coming Stetson Events...

January 29 th	Regular Meeting
February 26 th	Regular Meeting
March 1 st	Winter Fun Fly
March 25 th	Regular Meeting
April 29 th	Regular Meeting
May 24 th	Field Work Party Day
May 27 th	Regular Meeting
June 14 th	Ed Rae Memorial Fun Fly
July 1 st	Canada Day at C.A.M.
August 9 th	Heli Fun Fly

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

Club Officials and Contacts

President	Don Glandon 613-656-4296 president@stetsonflyers.com
Vice-President	Ford Somerville 613-283-9096 vicepresident@stetsonflyers.com
Secretary	John Jackson 613-445-5726 secretary@stetsonflyers.com
Treasurer	Daniel Marcotte 613-830-3861 treasurer@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:

\$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>

Our web site is hosted as a community service by



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 November 27, 2007 Canada Aviation Museum

The meeting was opened at 7:48 PM by Dave Asquini, seconded by Jacques Desbequets. There were 44 members in attendance. All in favour.

New guests Marc Hewitt and Rene LePage were welcomed.

A motion to accept the minutes as published was made by Jacques Desbequets and seconded by Dave Martin. All in favour.

The financial 2007 report presented by Scott Clarke. A motion to accept was made by Rick Ramalho, and seconded by Rich Williamson

Membership chairman reports 93 current members and 2 members signed up for 2008.

Field Report – members were asked to move picnic tables under the canopy for winter protection. Still having a problem with dog's being allowed to crap on the field – approach owners and ask them to clean up after their dogs.

Scott Clarke mentioned that Linda Nadler has volunteered for the position of Event Coordinator for 2008.

Rich Williamson asked if there was any interest in a second visit to Vintage Wings for those that missed the first pass please let him know.

The club trainer for Cadet instruction will not likely be used since the cadets have a new CO with different priorities. There was a discussion on what to do with it. Suggestions included a raffle and storing it in the container at the field. The Skybolt is being finished by Mike Gratton and is progressing although slowly.

Hynek Broulik, Murat Ertem, Chris Miles, Dan Marcotte and Dave Evans were all recognized for achieving their wings in 2007.

A proposal for a 2008 budget was made by Scott Clarke. There were discussions around the amount being transferred from current to saving account, the purchase of a 20 foot container for storage, and what it means if the new budget does not bring in as much as it spends. It was explained that there were one time expenses in the budget and the amount transferred to savings was arbitrary. The executive did not believe it would actually be a deficit and membership may climb in 2008 which would make a surplus. Also the container would be locked and the combina-

tion would be different than the gate and so goods would be protected. The motion was moved by Gerry Nadon and seconded by Erik Gutknecht, and passed unanimously.

A new BBQ was purchased on sale at Canadian Tire to replace the aging BBQs at the field.

Scott Clarke gave a leaving office speech and received a round of applause, and he also thanked Andre Matte our VP who is not returning to office for the coming year.

The meeting was closed around 8:30.

Post Meeting update: After further consideration Linda Nadler is unable to take on the position of Event Coordinator for the club and sent her regrets.

Proposed Event Dates for 2008

Winter Fun Fly	March 1 st
Field Cleanup Day	May 24 th
Ed Rae Memorial Fun Fly	June 14 th
Canada Day at CAM	July 1 st
Heli Fun Fly	August 9 th
Classic War Bird Fun Fly	August 23 rd
Giant Scale Fun Fly	Sept 13 th – 14 th
New Fliers Fun Fly	Sept. 27 th



Our fearless leader Don Glandon retrieves his plane on New Years Day event at Stetson Field.

Stetson Flyers Model Airplane Club
Proposed Budget for 2008

Carry over balance from 2007
Transfer to Savings
Opening balance

\$12,467.40
\$10,000.00
\$2,467.40

Proposed

Expenses

Field lease \$1,300.00
Grass cutting \$1,500.00
Field maintenance/
improvement \$1,650.00
Newsletter – publication &
postage \$200.00
MAAC registration \$25.00
PO Box \$125.00
CFI \$100.00
Office supplies \$200.00
Web \$0.00
Misc. expenses \$250.00
Toilet servicing \$300.00
Fun Fly expense \$300.00
Shelter roof repairs \$300.00
Walter Hill brush cutting \$1,000.00
Storage Container \$2,000.00
Cheques

Total Expenses \$8,950.00

Revenue

Memberships \$6,360.00
Fund raising
MAAC dues received
50/50
Stetson pins
Fun Fly revenue
Donation

Opening Balance \$2,467.40
Total Revenues \$8,827.40

Balance

-\$122.60

Stetson Flyers Model Airplane Club
Financial Statement for 2007

Carry over balance from 2006

\$5,816.12

Proposed

Actual

Expenses

Field lease \$1,300.00 \$1,284.00
Grass cutting \$1,500.00
Field maintenance/
improvement \$2,000.00 \$2,109.30
Newsletter – publication &
postage \$200.00 \$118.26
MAAC registration \$25.00 \$25.00
MAAC payments \$120.00 \$125.08
PO Box \$100.00 \$25.00
CFI \$100.00 \$236.84
Office supplies \$0.00
Web \$250.00 \$1,417.96
Misc. expenses \$300.00 \$159.00
Toilet servicing Fun Fly expense \$139.41
Shelter roof repairs \$280.11
Walter Hill brush cutting \$1,500.00
Cheques \$93.86
Field Protection Fund \$500.00

Total Expenses \$8,895.00 \$6,513.82

Revenue

Memberships \$7,150.00 \$6,629.38
Fund raising
MAAC dues received \$1,285.00
50/50 \$106.00
Stetson pins \$120.00
Fun Fly revenue \$1,175.68
Donation \$250.00

Total Revenues \$7,150.00 \$9,566.06
Balance -\$1,745.00 \$3,052.24

WAYNE'S WARBIRDS

By Wayne Smith

When it comes to oddities, several warbirds used during World War II certainly meet the description. The Fiesler Storch (Germany), Fiat C.R. 42 (Italy), PZL P-24 G (Poland), Polikarpov I-16, Westland Lysander, Fairey Albacore and the Fairey Swordfish are a few examples of aircraft that don't particularly live up to the image we have of the high-flying, heavily armed speed merchants such as the Spitfire, Messerschmitt and Mustang.

One of these, I find very intriguing and that is the Swordfish sometimes affectionately known as the "Stringbag". At a time when the aircraft carriers in the Pacific were carrying, F4F Wildcats, SBD Dauntlesses, (U.S.) and the Japanese the incomparable (at that time) Zero, the British were using a biplane.

Sporting a top speed of (get this!) 224 km/h or 139 mph and weighing 4190 kg/9250 lbs, it was not a small flying machine. Power was supplied by a 650 hp Bristol Pegasus III, 9 cylinder air-cooled radial engine, with a three-bladed, fixed propeller. With a wingspan of 13.87m/45 ft, it could reach an altitude of 3,260m/10,700 ft and had a range of 897km/546 miles. Armament consisted of 2 303 cal. machineguns and a 730 kg/1,610 lb torpedo. Some even carried eight rockets under the wings.

It was a 1932 design, had a metal frame, covered with fabric, and could be used on wheels or floats. The wings folded back to facilitate storage. For recon purposes it had a crew of 3 while for other missions, two men generally made up the crew.

It made a name for itself in disabling the Bismark and in an attack, under heavy anti-aircraft fire, on the Italian fleet at Taranto, in November 1940. There are however, some

rather interesting exploits, not often known in which the Swordfish was used outside its normal activities.

Charles Lamb, DSO, DSC, Royal Navy, has written a book (Arrow Books), "War In A Stringbag". He flew the Swordfish throughout the war and he relates stories of how this old workhorse was used. He was involved when HMS Courageous was sunk at the very beginning of Great Britain's involvement. In the early stages of the war, there was no radiotelephone (R/T) connection to the ship, so once off the deck you were out of contact. At one point extra fuel tanks were installed in the rear cockpits enabling the Stringbags to reach Wilhelmshaven, to bomb and lay mines. He tells of flying clandestine missions, from Malta to North Africa, ferrying agents and VIPs. On one such mission, they had to make a night landing on what was thought to be a dry lakebed, at night, without lights. Although the lakebed was dry, it was far from being solid and once the wheels touched down, it quickly sank into the earth and nosed over. In making good their escape from the plane, they were subsequently caught and turned over to the enemy (Italians) and spent several months in captivity until the allies overran the prison. It goes without saying, after reading this book, that the Lysander had nothing on the Stringbag. The Swordfish's versatility, slow speed, and fabric construction made it a unique aircraft, to say the least. It would sure make an interesting model in 1/6th scale.

Here in Ottawa, there are now two samples of this remarkable aircraft. One is in the National Aviation Museum and the other at Vintage Wings, in Gatineau.

Wayne

Six Keys to Success for New Pilots

By Ed Anderson

<http://www.rcgroups.com/forums/showthread.php?t=355208>

Whether you have a coach or you are trying to learn to fly on your own, you will need to be mindful of these six areas if you are going to become a successful RC pilot. After two years of working with new flyers at our club, and coaching flyers on the forums, there are a few things I have seen as the key areas to stress for new pilots. Some get it right away and some have to work at it. They are in no particular order because they all have to be learned to be successful.

1. WIND
2. Orientation
3. Speed
4. Altitude
5. Over Control
6. Preflight Check

1) Wind

The single biggest cause of crashes that I have observed has been the insistence upon flying in too much wind. If you are under an instructor's control or on a buddy box, then follow their advice, but if you are starting out and trying to learn on your own, regardless of the model, I recommend dead calm to 3 MPH for the slow stick and tiger moth type planes. Under 5 MPH for all others. That includes gusts. An experienced pilot can handle more. It is the pilot, not the plane that determines how much wind can be handled.

Let me share a story:

The wind was around 8 mph steady with gusts to 12. That was strong enough that some of the experienced pilots flying three and four channel small electric planes chose not to launch their electrics. This new flyer insisted that he wanted to try his two and three channel parkflyers. Crash, Crash, Crash - Three planes in pieces. He just would not listen. Sometimes you just have to let them crash. There is no other way to get them to understand.

Many parkflyers can be flown in higher winds by AN EXPERIENCED PILOT. I have flown my Aerobird in 18 mph wind (clocked speed) but it is quite exciting trying to land it.

Always keep the plane up wind from you. There is no reason for a new flyer to have the plane downwind EVER!

2) Orientation

Knowing the orientation of your plane is a real challenge, even for experienced pilots. You just have to work at it and some adults have a real problem with left and right regardless of which way the plane is going. Licensed pilots have a lot of trouble with this one as they are accustomed to being in the plane.

Here are two suggestions on how to work on orientation when you are not flying.

Use a flight simulator on your PC. Pick a slow flying model and fly it a lot. Forget the jets and fast planes. Pick a slow one. Focus on left and right coming at you. Keep the plane in front of you. Don't let it fly over your head.

FMS is a free flight simulator. It is not the best flight sim, but the price is right and it works. There are also other free and commercial simulators.

The links below take you to sites that provide cables that work with FMS that allow you to use the trainer port on your radio to allow you to fly the simulator. This is an excellent training approach.

<http://www.allthingsrc.com/webshop>

<http://www.simblaster.com/>

An alternative is to try an RC car that has proportional steering. You don't have to worry about lift, stall and wind. Get something with left and right steering and speed control. Set up an easy course that goes toward and away from you with lots of turns. Do it very slowly at first until you can make the turns easily. Then build speed over time. You'll get it! If it has sticks rather than a steering wheel even better, but not required. Oh, and little cars are fun too.

3) Too Much Speed

Speed is the enemy of the new pilot, but if you fly too slowly the wings can't generate enough lift, so there is a compromise here. The key message is that you don't have to fly at full throttle all the time. Most small electrics fly very nicely at 2/3 throttle and some do quite well at 1/2. That is a much better training speed than full power. Launch at full power and climb to a good height, say 100 feet as a minimum, so you have time to recover from a mistake. At 100 feet, about double the height of the trees where I live, go to half throttle and see how the plane handles. If it holds altitude on a straight line, this is a good speed. Now work on slow and easy turns, work on left and right, flying toward you and maintaining altitude. Add a little throttle if the plane can't hold altitude.

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4) Not enough altitude

New flyers are often afraid of altitude. They feel safer close to the ground. Nothing could be more wrong. Altitude is your friend. As stated above I consider 100 feet, about double tree height where I live, as a good flying height and I usually fly much higher than this. Fifty feet, is minimum flying height for new flyers. Below that you better be lining up for landing.

5) Over control

Most of the time the plane does not need input from you. Once you get to height, a properly trimmed plane flying in calm air will maintain its height and direction with no help from you. In fact anything you do will interfere with the plane.

When teaching new pilots I often do a demo flight of their plane. I get the plane to 100 feet, then bring the throttle back to a nice cursing speed. I get it going straight, with plenty of space in front of it, then take my hand off the sticks and hold the radio out to the left with my arms spread wide to emphasize that I am doing nothing. I let the plane go wherever it wants to go, as long as it is holding altitude, staying upwind and has enough room. If you are flying a high wing trainer and you can't do this, your plane is out of trim.

Even in a mild breeze with some gusts, once you reach flying height, you should be able to take your hand off the stick. Oh the plane will move around and the breeze might push it into a turn, but it should continue to fly with no help from you.

Along this same line of thinking, don't hold your turns for more than a couple of seconds after the plane starts to turn. Understand that the plane turns by banking or tilting its wings. If you hold a turn too long you will force the plane to deepen this bank and it will eventually lose lift and go into a spiral dive and crash. Give your inputs slowly and gently and watch the plane. Start your turn then let off then turn some more and let off. Start your turns long before you need to and you won't need to make sharp turns.

I just watch these guys hold the turn, hold the turn, hold the turn, crash. Of course they are flying in 10 mph wind, near the ground, coming toward themselves at full throttle.

6) Preflight check

Before every flight it is the pilot's responsibility to confirm that the plane, the controls and the conditions are correct and acceptable for flight.

Then and only then can you consider yourself, your plane, radio and the conditions right for flight. Based

on your plane, your radio and local conditions you may need to add or change something here, but this is the bare minimum. It only takes a couple of minutes at the beginning of the flying day and only a few seconds to perform before each flight.

If this all seems like too much to remember, do what professional pilots do, take along a preflight check list. Before every flight they go down the check list, perform the tests, in sequence, and confirm that all is right. If you want your flying experience to be a positive one, you should do the same. After a short time, it all becomes automatic and just a natural part of a fun and rewarding day.

I hope some of this is useful in learning to fly your plane.

Pre-Flight Checklist

Plane

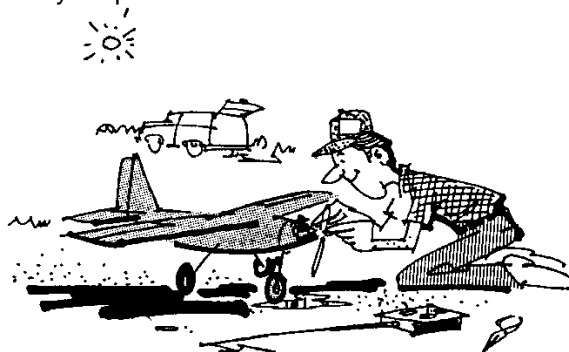
- Batteries at proper power
- Surfaces properly aligned
- No damage or breakage on the plane
- Everything secure

Radio

- Frequency control has been met before you turn on the radio (pin on frequency board)
- A full range check before the first flight of the day
- All trims and switches in the proper position for this plane
- Battery condition is good
- Antenna fully extended
- For computer radios - proper model is displayed
- All surfaces move in the proper direction

Conditions

- No one on the field or in any way at risk from your flight
- You are launching into the wind
- Wind strength is acceptable (see wind above)
- Sunglasses and a hat to protect your eyes
- All other area conditions are acceptable
- Planes and pilots in the air are compatible with your plane and skill level





Reminder for Flying in 2008

Just a reminder that to fly at Stetson Field you need to be a Club Member (2008 Dues Paid) as well as have proof of current 2008 MAAC membership.

Both can be paid at the Discount Hobbies in Orleans, or to the club at a club meeting.

You can also pay your MAAC online at:
www.maac.ca

Please note that organizers of club events are required to validate the MAAC membership of pilots before they fly at a club event. So if you would like to participate at the up-coming Winter Fun Fly please get your paperwork done now!

TRAINER RAFFLE

The club has a trainer that was donated to the club last year. Originally the club was going to partner with the Air Cadet Squadron in Russell and use the plane as a teaching aid. However, due to a change in Commanding Officer at the Air Cadets this project will not go forward at this time.

Since storage and maintenance of the plane is an issue, the executive have decided to raffle it off.

The raffle will be drawn at the Winter Fun Fly which is proposed for March 1.

Tickets will be \$5.00 each with all proceeds to the club. You do not have to be present to win.

Details and pictures will be available soon, but included in the draw is:

- ✦ A completely built and flown .40 size trainer
- ✦ .40 size engine
- ✦ Servos and receiver (installed)
- ✦ Futaba radio
- ✦ Complete field box including accessories

Support the club by purchasing a ticket at either of the next two meetings!

BOB'S TOP TEN RULES OF MODEL AIRPLANE CRASHES...

#10 Batteries only last as long as the warranty on the radio.

#9 If it's gotta go in, make it one worth talking about.

#8 If it does turn out to be a crash that legends are written about, don't exaggerate on it's retelling - others will do that for you.

#7 Bask in your moment of glory while you can - some other damn fool will out-do your crash tomorrow.

#6 There is no such thing as "fool proof".

#5 Unbreakable props do, untearable fabric does and seamless tanks aren't...

#4 Any landing that the engine walks away from is a good one.

#3 Canopies do not make good landing gear.

#2 Trainer cords should not be used to lynch pilots who turn their radios on when someone else has the frequency.... that's what they make rope for.

#1 Never let them see you cry.... especially if there's women around.

From: <http://www.soldcentralfl.com/flyingpenguin/coop4.htm>

Aircraft Cleaner

Author... John Lavery

I don't remember where I read this but it was in one of the modeling mags. The formula below makes one gallon of cleaner. It works good just watch out for the fumes from the amonia when you mix it.

- ✦ 10 Parts Water (90oz) (11 1/3cups)
- ✦ 2 Parts Denatured Alchohol (18oz) (2cups)
- ✦ 1 Part Amonia (9oz) (1cup)
- ✦ 1/4 Part Dish Detergent (2oz)