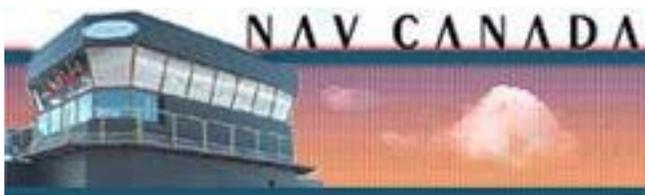




# Stetson Flyer

Stetson Flyers Model Airplane Club

April 2004



Stetson members got a real treat for the March meeting where we toured NAVCAN facilities. Thanks to Pierre Voyer for arranging this wonderful evening!



## Next Meeting

Tuesday, April 27<sup>th</sup>  
7:30 pm

## SWAP SHOP

Bring your surplus goods  
And your cash!

*Don't forget your "Bring'n'Brag"!  
Use the back door  
to the museum!*

**Note Date Change**  
for Ed Rae Fun Fly  
Event moved to  
Saturday June 12<sup>th</sup>  
Rain Date June 13<sup>th</sup>

## Coming Stetson Events...

April 27 <sup>th</sup>	Swap Shop Meeting
May 25 <sup>th</sup>	Monthly Meeting
June 12 <sup>th</sup>	Ed Rae Memorial Fun Fly
July 1 <sup>st</sup>	Canada Day Display at CAM
Aug 6 <sup>th</sup> /7 <sup>th</sup>	Team Trials—Field Closed
August 15 <sup>th</sup>	Combat/Competitive Fun Fly
August 27,28,29 <sup>th</sup>	NATS at Stetson Field
September 18/19 <sup>th</sup>	Giant Scale Event

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

## Club Officials and Contacts

<b>President</b>	Gerry Nadon	613-824-9100 president@stetsonflyers.com
<b>Vice-President</b>	Peter Barnes	613-824-5352 vicepresident@stetsonflyers.com
<b>Secretary</b>	Erich Zappe	613-830-7549 secretary@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:**

First Year:

\$90.00 per calendar year; \$50.00 for students under 18

Renewals:

\$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 Canadian Aviation Museum in the Bush Theatre.

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.

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## 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>

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 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](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).

## Meeting Minutes March 30, 2004 NavCan Ottawa Airport

1.0 The meeting minutes as published were accepted through a motion put forth by Greg Marshall.

1.1 Dan Murphy was absent due to health concerns of his father. Best wishes were expressed.

1.2 Membership to date is 55 with the current bank balance approximately \$3000.00.

1.3 On April 1 the new gate code will take effect at the field.

1.4 Notices and emails to former members who have not renewed will be stopped beginning in April.

1.5 Rick Ramalho our Chief Flying Instructor reported that the Ground School he hosted was attended by six students. Student nights will begin either on the second or third week of April.

1.6 Gerry mentioned some points reported from the MAAC AGM. Our field layout will meet regulations now revised from earlier rules. Other rulings will be reported at the next meeting as more information is received. Our zone director, Richard Barlow was elected to VP of MAAC. Wayne Bransfield, our former president, was named a life member.

1.7 To ensure all pilots flying at the field have their MAAC membership it was decided that MAAC cards should be visible at the field, preferably on field boxes. A copy would be acceptable. The club will look into purchasing a laminator.

1.8 The next club meeting will feature a swap shop. There will be Bring'n'Brag as well. The business portion will be brief but will focus on preparations for Workparty Day at the field.

1.9 The shelter cover will be repaired soon and will be installed on the Workparty Day.

2.0 Pierre Tessier reported on the Winter FunFly. Twenty-two pilots turned out with many spectators. After expenses and prizes the event raised \$115.00 for the club. Thanks to the organizers and also Dave Asquini, Richard Robichaud of Discount Hobbies, Hobby 2000, and Gerry Rochon for snow removal.

2.1 The Pranged Pig was awarded to two winners this month, Maurice Edkins and Frank Reaume.

2.2 Greg Marshall and Maurice Edkins made a motion to conclude the evenings business. Thanks to Pierre Voyer for organizing the meeting at NavCan. Tours by members of the staff concluded the evening.

## How to adjust a two-needle carburetor

By PAUL GEDERS

Typically, carburetors come from the factory close to being pre-set. If you have torn down your carburetor for a thorough cleaning and examination or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needle until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off against the stop screw. This is so we can shut the engine off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 easy steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about  $\frac{1}{4}$  to  $\frac{1}{2}$  turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out  $\frac{1}{2}$  to  $\frac{3}{4}$  turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just  $\frac{1}{4}$  turn. Repeat step 9.

When you are finished, at about  $\frac{1}{2}$  trim setting, you should be getting a good fast idle at high throttle trim. You should be able to shut the engine off at full low idle trim. That's all there is to it!

from Flight Lines  
Spirits of St. Louis R/C Flying Club  
Walt Wilson, editor  
St. Charles MO

## Mel's Corner—Using the Rudder

*This particular article is intended for intermediate RC pilots. This article courtesy of the Burlington Radio Control Flyers, <http://www.burlington-rc.com>*

I've been thinking about ways to improve my landings and the more I thought about it the more I realized that I should be using the rudder more. First I'll bring back some memories and then I'll tell you why it makes sense.

Did you ever wish you could quickly snap the plane to the middle of the runway and so you bank hard and you end up catching a wing or just about cracking up and find that you didn't get the result you wanted? Compare the huge difference between rudder action and aileron action to realign an approach.

So you've done your cross wind leg and now you're coming out of the turn and low and behold you're parallel with the runway but not OVER the runway! Rats you mutter under your breath as your knees begin to knock a bit.

### Aileron Action

So you give it some aileron. This causes the a/c to bank thus pointing the lift vector towards the airstrip. Oh, yeah, now you have less lift so you drop a bit (unless you also give it some up elevator to compensate or more throttle). If you banked left, say, your left wing is now closer to the ground (plane no longer parallel). You get the desired motion towards the middle of the runway. Now you bank again towards the right and get the lift vector to do the opposite and get you lined up. Not so easy, is it.

### Rudder Action

You give it a bit of left rudder. This causes the plane to turn about the vertical (or yaw axis) and point the thrust towards the runway. And guess what, no banking. After translating you give it a bit of right rudder to end up at the center. Done. Easy.

The rudder action is more immediate. There's less of a delay as you're using the pointing of the thrust to swing you around immediately rather than banking to get the lift vector acting sideways to swing you around like a rock on a string.

And guess what, with the rudder turn your wing didn't tip threatening the much dreaded cartwheel action. Actually it's like driving a car when you do it that way. The plane's wings stay parallel to the runway. If a gust pushes you down, no problem, you're parallel. I saw an RC plane in a stiff wind a couple of weeks ago drop 3 feet instantly and land. If he had been

banking, it would have been very ugly. Of course, planes with dihedral will tend to bank a little with rudder action but that's a secondary or less violent effect than banking with the ailerons.

So here's what I did when I had this revelation. I started doing approaches and practiced correcting with the rudder only and not the aileron. It's sweet. At first it's a bit weird, but after a while you realize it's like taxiing.

There's another benefit. If there's a crosswind, by keeping the plane flat, you're not exposing the entire wing to the cross wind, only the fuse profile. That can be sweet too when you consider that we only have two runways and often have a bit of a cross wind.

You see how those hours driving in Route 123 traffic can pay off? It got me thinking anyway.

I've talked to an experienced pilot (actually just one, Dave Palermo) and he pretty much agreed that it's a good thing to use the rudder when landing. By the way, if you ever lose an aileron or two it could save your ship to be able to bring it in with rudder only. Not only that, it makes for much sharper turns when you do decide to kick in the aileron.

— Mel Suarez

## Fiberglass Resins

*Some advice offered on the web on resin choices for fiberglass fuse repair (small electric) by Kezia Cheng of Ottawa:*

There are two kinds of resins. Namely Polyester/Vinylester and epoxy. Further, polyester is available as finishing or laminating.

Finishing resin has wax added so that when the resin cures, the wax floats to the surface sealing off the air so that it cures hard.

Laminating resin does not have wax and it cures tacky. It is used for laminating so that the subsequent layers of resin can form a chemical bond.

Polyester resin will not cure over epoxy. Epoxy resin bonds well to well sanded finishing resin but poorly to laminating resin.

It is therefore important to know what resin the fuse was made of before the repair. Having said that, for low stress joints, CA would probably do.

— Kezia Cheng