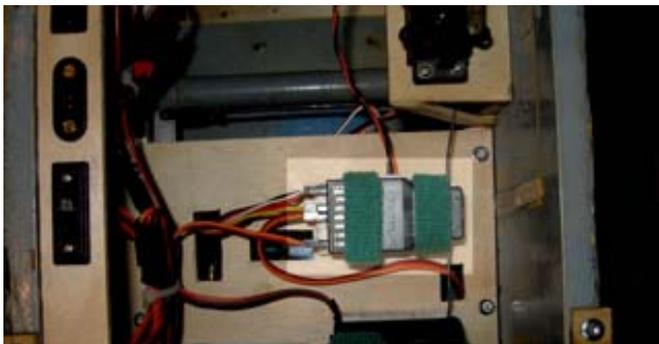




Stetson Flyer

Stetson Flyers Model Airplane Club

April 2007



A view inside the fuselage showing a Spektrum receiver installed—2.4 GHz. The two grey wires running up and down from the right side of the receiver are the antenna. They are about 2 inches long.

Next Meeting

Tuesday, April 24th
7:30 pm

Swap Shop!

At the Museum

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

Discount Hobbies Battery Recycling

Drop off your old batteries:

- ◆ NiCd
- ◆ NiMh
- ◆ LiPo
- ◆ Small Lead Acid Batteries
- ◆ Cell Phones

NO non-rechargeable batteries such as Alkaline, Mercury, etc. or large lead acid batteries.

106-1803 St. Joseph Blvd., Orleans
(613) 830-2373

Coming Stetson Events...

April 24 th	Regular Meeting
May 29 th	Regular Meeting
June 2 nd	Ed Rae Memorial Fun Fly
July 1 st	Canada Day—C.A.M.
July 7 th / 8 th	Zone Fun Fly (Smith Falls)
August 11 th	Helicopter Fun Fly
September 15 th /16 th	Giant Scale Event
September 25 th	Regular Meeting

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

Club Officials and Contacts

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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



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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>

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 3-27-2007 Canada Aviation Museum

The meeting was opened at 7:45 by a motion from Pierre Voyer, seconded by Dave Martin. Motion carried.

Guests and new members included Tanya Wadman, Daniel Marcott, Steve Givson and Pierre Valin.

A motion to accept the minutes as published was made by Gerry Nadon, seconded by Dave Asquini. Motion carried.

Treasurers report \$7150.00 in the bank, with about \$500 owing to Doug Tufts.

Webmaster reports interest in forums which we have; Simon will make the forums link more prominent. A section as been added "what you missed at the meeting" to encourage turnout at our monthly meetings.

Newsletter editor reminded those present that as of 1 April the newsletter is only mailed to those who have renewed. The gate code will also change 1 April.

Field conditions – mostly clear of snow, but pits and runway are soft and should be avoided for a bit yet.

CFI – Maurice Edkins has volunteered to take the CFI position again this year. One change will be the enforcement of MAAC rules that all instructors must be approved by the executive in order to provide instruction.

Scott reported that the MAAC AGM was this past weekend, but no report as to the goings on as of yet. Two members passed away this past month – Mike Hughson and Serge Martin.

The donated equipment from Gerry Wanless has been picked up and the LT40 is ready to fly. The Skybolt needs some covering which will be happening and Gerry invited to see it fly.

A request for a swapshop for next meeting was made by Maurice Edkins and seconded by Pierre Voyer; the motion carried.

A suggestion to have another student fun fly was made and tabled until we have a better idea of a suitable date in the fall.

A motion to close the meeting was made by Ed Whynot and seconded by Gerry Nadon.



The above shots were taken from an R/C Plane in the Lebreton Flats area of Ottawa before the Canadian War Museum was built. The top two pictures show parts of the EB Eddy plant between Ottawa and Hull, and the lower shot is of Lebreton Flats with the Parliament Buildings just visible on the right.

I believe it was Andre Matte that sent these to me for the newsletter; if it was someone else I will let you know at the meeting.

WAYNE'S WARBIRDS

I'm back!!! After a very good vacation in the Port Charlotte area of Florida, it's time to settle in to the routines of home.

While in Florida, I was fortunate to fly almost every day. I took two planes with me, my P-51 and my Twinstar. The 51 flew well as usual, but a mole hole on my penultimate flying day, tore the port wheel out of the mounting block. As for the Twinstar, it flew well. However I had considerable trouble with one of the engines and in fact, one seized so has to be sent in for assessment. So I bought another 25FX (\$99.00) and that seemed to resolve most of the trouble. Carburetion was a problem with the second original engine and it gave me nightmare getting it resolved. Where were you Ed when I needed you?

Cape Coral, 40 minutes from Port Charlotte hosted a Meeting of the Giants during one weekend while I was there and so with my wife, sister and brother-in-law in tow, I went to it. I was most impressed with the concrete runways and taxiways the club has. Unlike most meets I've seen here, it was promoted very well and had lots of sponsorships and dealers hawking their wares.

Warbirds were plentiful and I believe this is because many of the men in the hobby actually flew or had some association with these planes of yesteryear, during their service in WWII, Korea and Vietnam. It's amazing also how many of these men, now in their late seventies and early eighties still fly well and have so much vigor. Life there must be good for the elderly.

Before getting on with the warbirds I saw, there was a couple of planes that I was particularly impressed with. One was a Pilatus Porter PC-6 with a 10-foot (est.) wing and a

turbo-prop engine. The owner flew it several times and each time it was very interesting to watch.

The other was a "Euro jet" which was also put through its paces many times. I suspect, it was sponsored by JR as it was amply decorated with JR logos, as was the pilot's clothing.

MiG15/17 (I'm not sure which), Republic P-47 Thunderbolt, Lockheed P38 Lightning, North American P-51 Mustang, Macchi 202 Folgore, Grumman F6F Hellcat, Tigermoth, Boeing P-12 (I think), Douglas C-47/DC-3, North American T-6 Texan, Messerschmitt Me 163 Komet (propeller driven), Focke-Wulf Fw-190 and a Stearman were in evidence. I'm told there were others there on Saturday. Having had other plans for the Saturday, I went on Sunday and some had gone home. While here I learned that I had missed, two weeks earlier, a Warbirds meet. I won't miss it next year.

I did my flying at the Charlotte Sport Modelers Soc. Flying Field. Here too, warbirds were quite evident. On one day, there were six Hanger 9 Progressive Trainer P-51 Mustangs. The club there allows no more than 4 planes in the air at the same time and for a brief few minutes there was four Mustangs in the air. Other warbirds seen at the club were a P-47D, a Lockheed Lightning (electric) and a Hanger 9 P-40 Warhawk.

I also attended an Air show in Punta Gorda (I go every time I'm there) and was somewhat disappointed in the lack of warbirds, in the air. A Nakajima Kate, which was replicated from a Vultee BT 13 and a T-6, took to the air with a torpedo slung under it. This aircraft was made for the movie, "Tora Tora Tora". For me the highlight of the day was a solo pass by a P-51 which had just finished a Heritage a couple of fly-bys in company with an A-10 Warthog and an F-16.

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On static display were two L-4 (Piper Cubs) in military markings, a B-25 Mitchell, a Jet Provost, a Huey Cobra, DC-3, and an F-18. In typical American fashion, the show was a major production and featured a new US Army helicopter team and the Red Baron Pizza Stearman team. A wing walk act with Gene Soucy at the controls of a modified Grumman Agcat was also quite interesting. Manfred Radius, a German born Canadian from Toronto, did his glider routine. I also managed to watch, from a different vantage point than the airport, a night show on Friday night where all the planes were adorned with lights or pyrotechnics from the wingtips. A Mig-17 also participated in the show making several passes over the flight line.

My brother-in-law (Lloyd Thomas) who took up this hobby about 5 years ago and his friend both from Peterborough, live in Florida all winter (October-May). They belong to the Kawartha club near Peterborough and both were in the process of building Unionville Hobby Supply 85" Norseman kits. This gave me another outlet as I helped him from time to time. Both modified the kits to their own liking. It is the second one Lloyd has built and he decided that he could build it better, even though his first one flies really well. Neither he nor his friend was impressed with the quality of the plans and kit.

Lloyd was visited by Dick Esseltine. Dick is a member of the Kawartha and Lindsay clubs at home and the Lakeland club in Florida. Some of you will know Dick from seeing him at meets with his "mini-bolt" business. I saw photos of a Found Bushhawk, which he is building. He went to the Found Aviation Company in Parry Sound, from which he received permission to copy the aircraft. With their "ok" he took pictures and measurements of almost every part. Having a metal shop at home, he has manufactured all the parts, to scale, including working Fowler flaps that slide out and down. Dick

is in my mind a master scale builder. He hopes to enter it in the scale competition at their meet in August.

After being away for 6 weeks, my wife and I were glad to get home and filled with many good memories of a most enjoyable holiday.

till next time

Wayne Smith



P-47



P-47



P-38 Lightning



C47



Tiger Moth



MIG



HellCat ME-163



Mustang



Focke Wulf 190



Boeing P12



Macchi 202 Folgore

*The photos on this page and the pre-
ceding page were supplied by
Wayne Smith and were mostly taken
in Cape Coral, FL.*