



Stetson Flyer

Stetson Flyers Model Airplane Club

April 2011



Ground School for Stetson Flight Training was held on Tuesday April 19th. Over a dozen club members showed up to listen and learn about the Stetson club, the basics of owning and operating r/c aircraft and details about the Stetson Flight School program. They we also introduced to several of this years instructors who turned up to support the club... thank you!

Huge thanks goes to **Hal MacDonald** who brought an entire hobby shop worth of equipment to support the discussion and as visual aids. Thank you!

More information about the flight school available on the web site.



Regular Meeting

Tuesday, April 26th

Regular Meeting

7:30 PM

**Don't forget your
Bring and Brag!**

**Prize draw whenever there are 3 or
more bring and brag items.**

Coming Stetson Events...

April 26 th	Regular Meeting
April 30 th	Community R/C Day
May 14 th	Field Cleanup Day
May 31 st	Dinner Meeting
June 4 th	Ed Rae Memorial Fun Fly
June 25 th	Classic & Warbird Fun Fly
July 1 st	Static Display at Aviation Museum
July 16-17 th	Zone Fun Fly—Smith Falls
July 30 th	Electric Fun Fly
August 6-7 th	IMAC Event
Sept 10 th —11 th	Giant Scale Fun Fly
Sept 24 th	New Flyers Fun Fly

Important Reminder!

You must have 2011 MAAC Membership and 2011 Stetson Membership to fly at the Stetson Field. This is for insurance purposes—you are covered by the insurance only if you have both. If a serious accident were to happen the club would be in trouble for not enforcing the rules.

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

Club Officials and Contacts

President	Daniel Marcotte 613-299-1970 contact@stetsonflyers.com
Vice-President	Hal MacDonald 613-764-1950 contact@stetsonflyers.com
Secretary	John Jackson 613-445-5726 contact@stetsonflyers.com
Membership	Daniel Marcotte 613-299-1970 contact@stetsonflyers.com
Treasurer	John Jackson 613-445-5726 contact@stetsonflyers.com
Chief Flying Instructor	Simon Nadler 613-883-3367 contact@stetsonflyers.com
Webmaster	Simon Nadler 613-883-3367 webmaster@stetsonflyers.com
Newsletter	John Jackson 613-445-5726 contact@stetsonflyers.com
Events Coordinator	Gary Robertson 613-746-4209 contact@stetsonflyers.com
Field Coordinator	René Lepage & Louise Gélina contact@stetsonflyers.com

There is always room to add your name here too!

Mailing Address: *new as of August 2010*

The Stetson Flyers Model Airplane Club
3940 Innes Road
PO Box 91542
Ottawa ON K1W 1K0

Dues:

\$80.00 per calendar year;
\$40.00 for Juniors under 18
\$40.00 for Students under 21 attending full-time courses
\$130.00 for families—two adults plus youths/students

Please visit our web site at

<http://www.stetsonflyers.com>

Our web site is hosted as a community service by



Newsletter Questions and Answers

I used to get emails about club events, but they stopped coming – what happened?

Most likely your email address changed or failed and we were not given a new one. When the electronic version is ready for download we send out a reminder as well as for important events and notices. To get back on our mailing list, send your email address to: contact@stetsonflyers.com

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.

Bring and Brag

Each meeting we encourage members and guests to bring something of interest to show to the group. It could be a new plane, a build in progress, or a demo of a technique. Where there are three or more items brought to the meeting we will try and have a prize draw. Items for sale are welcome but are not eligible for the Bring and Brag prize draw.

Use the back door to the museum!

To get to the back door follow the road around to the extreme left side of the museum. Pass through the gate in the perimeter fence and proceed to the back door.

Photo Credits:

Unless noted otherwise, photos in this newsletter are by our webmaster Simon Nadler, our newsletter editor John Jackson, or our Vice President Hal MacDonald.

Want to propose something?

Members in good standing can bring motions from the floor at any regular meeting. The motion will need to be seconded, then discussed and voted on by the members present. Sometimes the outcome is that the motion is tabled so more information, implications, etc. can be gathered and presented.

You can help speed up the process by giving the executive a “heads up” by sending an email to contact@stetsonflyers.com, ideally before the executive meeting which happens the Tuesday before a regular meeting. This will allow the executive team a chance to research the idea in advance of the meeting and gather any required

Meeting Minutes

29 March 2011

The meeting was opened at 7:31 pm by a motion from Norm Keil, seconded by Michael Carriere. There were 28 members in attendance.

A motion to accept the February minutes as published was made by Michael Carriere, seconded by Hal MacDonald. Motion carried.

A motion to accept the financial statement as presented was made by Gerry Nadon, seconded by Hal MacDonald. The summary appears elsewhere in this newsletter.

Membership report – there are currently 76 members including 8 students.

Newsletter report – nothing to report.

Field report – see New Business.

CFI Report – 8 new students, 12 students from last year, but only 2 instructors. Help is needed!

Old Business – A summary of what happened at the Presidents meeting was presented, in particular the motions going before the AGM and the Annual Zone Fun Fly July 16-17 2011.

New Business – IMAC would like to use the field August 6 and 7 for a competition (not the Nationals). Gerry Nadon made a motion to NOT give the field to IMAC, seconded by Ed Whynott. 6 voted for, 8 against, 8 abstained. It was noted that the motion was confusing, so Gerry Nadon made a new motion to host IMAC August 6 and 7, seconded by John Jackson. 10 votes for, 6 against, 8 abstained. Motion carried.

Field improvements and budget were presented by Dan Marcotte. Two items were considered in need of review: the number and orientation of the large scale restraints at openings between the pit area and the runway. Most felt that five was too many; one at each entrance was adequate. The second item was location of startup tables. While there were some that felt we did not need more tables, the majority felt that startup tables were worthwhile since they are heavily used. The fact that they will reduce usable pit area for large scale events where pilots set up canopies was noted. It was also noted that we are building the facilities for the paying members, and we

should build for day to day use by majority of members and not for one or two weekends of guest users. Gerry Nadon made a motion to have the proposal reviewed by the executive and re-presented at the next meeting. It was seconded by Gary Robertson, motion carried.

Gerry Nadon noted that it was hoped that the Snow-Birds would appear for Canada day. There was also a suggestion of projecting movies onto the Museum wall.

The majority of members were in favour of having the May meeting a dinner meeting at the D&S BBQ in Vars as was done last year.

The weather station will be set up in a few weeks; it had been removed for winter months.
Safety Speech – Nil.

A motion to close the meeting was made by Wayne Smith, seconded by Rick Williamson.



Items from the March Bring N Brag!



Radio Control Hobby Day:

Saturday April 30, 2011. 9AM to 4PM.

**Community Pentecostal Church,
1825 St. Joseph Boulevard, Orleans**

FREE! Meet the hobbyists! See and learn! FREE!

Model Aircraft, Helicopters, Sailboats, Power Racing Boats, Race Cars, Trucks, Dune Buggies, Model Rockets and more will be on display.

Representatives from regional R/C clubs will be present to explain the hobby to the public, show how the equipment operates, and answer questions.

Operating demonstrations of cars, trucks, aircraft, helicopters and more will be held throughout the day, as weather permits.

Movies will be shown continuously on the many types of R/C activities, including car racing, competition aerobatics, freestyle flying, boat regattas, power boat racing, etc.

R/C Flight Simulator will be present for you to try your hand at flying an R/C aircraft, for free!



Financial Statement from March 29th Meeting

Investment:	
-TD Term Deposit GIC renewed for one year at .75% including Shelter fund	\$11,292.67
Bank balance	
- As of February 22, 2011	\$ 3,137.18
Revenue:	
- Total revenues from membership, Winter Fun Fly and 50/50	\$ 864.50
Expenses:	
- Bank fees	\$ 12.31
- Refund of membership to Dave Hubenig – volunteer drawn winner	\$ 80.00
- Purchase for Winter Fun Fly, BBQ replacement parts, Publication, Gas & Propane	\$ 253.50
-Total expenses	\$ 345.81
Bank Balance:	
- As of February 22, 2011 (Not including our GIC)	\$ 3,655.87

from the Pikes Peak Radio Control Club, Colorado Springs CO

Choose the right U.S. Air Force insignia for your model

by Keith Davis

Since World War I, The United States has had over eight different aircraft identification markings designed for its aircraft. Four of the insignia changes were made during World War II alone. There were many reasons for insignia changes: looks too similar to enemy markings, hard to identify at a distance, etc.

So if you are interested and have the time, check out this United States Air Force Museum Web site: www.wpafb.af.mil/museum/ (search insignia).

The Web site goes into detail about each U.S. insignia, why it was used, then changed, and how they were placed on the aircraft. Not a bad Web site. Now you'll know not to build a F-4F Wildcat with 1947 markings or design a jet with 1918 markings! And once you get this insignia thing down, you'll be able to identify a RC warbird, and almost tell what war and year that the aircraft flew in.

The evolution of insignia

Below are six of the most common Air Force insignia used from 1918 to present.



1918: red outer circle, blue middle, white center

This design was adopted for easier identification during combat.



1919: white star, red dot, black circle

The star in circle design was used prior to 1918. Its use was resumed in May of 1919.



1942: white star, black circle

The red dot was removed to reduce confusion with Japanese insignia.



1943: white star, black circle, red trim



(August 1943)
white star, blue circle and trim

The first "Bars and Stars" design was easier to make out from a distance. The previous "Circle in Star" designs looked like simple circles from a distance.



1947: white star, blue circle and trim, red bars

This basic design is still in use on United States aircraft today.