



Stetson Flyer

Stetson Flyers Model Airplane Club

February 2008



Gerry Nadon was recognized at the January meeting by MAAC President Richard Barlow for his many contributions to Model Aviation over the years. Zone Director Claude Melbourne was also on hand to congratulate Gerry.



Thrilled with the recognition for his hard work, Gerry models his attire as he now competes for recognition for "Best Dressed Modeler" status at the AGM. Gerry's comments on being presented with his own jacket again were very much to the point. They were not fit for publication, however.

Regular Meeting

Tuesday, February 26th
7:30 pm

At the Museum

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

Winter Fun Fly Saturday March 1st

Stetson Field starting around 9:00 AM

Our goal is to have hot Chili and Coffee available at the event.

Please note that club membership and proof of MAAC will be asked for during registration. If you have not renewed your MAAC yet, you are welcome to come out and watch!

Coming Stetson Events...

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 7 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>

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BUSINESS SERVICES

Newsletter Questions and Answers

Receive this newsletter via email!

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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.

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

Meeting Minutes

29 January 2008

The meeting was opened with a motion from Dan Murphy at 7:55, seconded by Pierre Voyer. Motion carried, 47 people were in attendance.

There was a special presentation of a plaque made by Richard Barlow and Claude Melbourne to Gerry Nadon for all the wonderful things he has done to promote our hobby.

Guests welcomed included Ed Ronen, George Raymond, Claude Melbourne (zone director) and Richard Barlow (MAAC President).

A motion to accept the minutes as published was made by Bob Butterworth and seconded by Tom. Motion carried.

Treasurers report – we have \$15,789.56 in the bank and will be putting \$10,000 in an interest bearing account for our disaster recovery fund. There are cheques for \$1284, \$725 and \$900 outstanding for field lease, brush cutting and grass cutting. A motion to accept the treasurer's report made by Chris Miles, seconded by Mark.

There are currently 37 paid members for 2008.

Webmaster reports that there is some activity on the buy and sell section of the forums on the web site.

Newsletter reminder that you are dropped from lists and gate codes change April 1st.

Field Report – Marcel has been doing a great job at plowing the road to the parking lot. A thank you card and free will donation can be made at Discount Hobbies in Orleans.

Don Glandon has volunteered for CFI for the coming year – there were no objections.

Old business – John Jackson made a motion to close the window for constitutional amendments until next general meeting. The motion was seconded by Scott Clark and all were in favour.

New Business – John Jackson made a motion to give Bennie Reuter a \$50.00 Tim Horton's gift card as a retirement present for all the work done at the field, in light of the fact that he undercharged us for 2007 grass cutting. Ed Wynott seconded the motion - carried.

Claude Melbourne informed us that Bob Nolles passed away recently – a renowned modeler who will be missed.

There was a suggestion that the club trainer be raffled off because the cadet program was suspended and Don was not interested in keeping the model in his basement. We were then advised that our information about the cadet program may be in error. Pierre Voyer volunteered to keep the model and accessories at his place. The motion was made by Scott Clarke and seconded by Maurice Edkins.

Handouts were provided regarding the instructor program - a guide to ensure our instructors meet minimum skill levels to teach students. Student guides to be available later.

Rich Ramalho was congratulated for First Flight of the New Year and a movie taken by Daniel Marcotte was shown.

Events – Here are the event dates:

Winter Fun Fly	March 1 st
Field Cleanup Day	May 24 th
Ed Rae Memorial Fun Fly	June 7 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

Note that these dates are the same as previously published except for the Ed Rae which was moved up a week to avoid father's day.

A motion to adjourn the meeting at 8:45 was made by Chris Miles and seconded by Pierre Voyer.



At our last meeting Simon Nadler bought along a DL50 sporting a Keleo Creations scale functional exhaust, a Sierra Prop extension and NRG Soloprop unit featuring a ground-adjustable pitch 18" propeller.

W A Y N E ' S W A R B I R D S **by Wayne Smith**

Have you ever wondered, just how many aircraft companies have produced how many planes? Well, I'm not going to go into that question at this time. There is one company however, that certainly has produced many different aircraft, and I would hazard a guess, that it has had more successful aircraft designs than any other manufacturer of aircraft. I am speaking of Grumman (now Northrop-Grumman). Leroy Grumman and two partners started business in 1929 and began buy manufacturing the first practical floats (pontoon) and retracts for the United States Navy (USN). Grumman became known for the ruggedness of its aircraft and the moniker "The Ironworks" has been used regarding this company. They have been the major contributor to supply the USN with aircraft.

In researching, I think they have manufactured 31 different types for the military, only 3 of which were not put into production. In addition, they have produced eight, which can be considered civilian aircraft, such as the Gulfstream and they also made the Apollo Lunar Module for NASA.

FIGHTERS

Grumman fighter aircraft are known as "the cats". The first fighter built was the "FF-1" followed by a couple of improved variants (FF-2, FF-3). It was a roly-poly barrel shaped biplane with gear that retracted into the fuselage. It was followed by the F4F Wildcat, a mid-wing monoplane, with the same barrel-shaped fuselage. It too had gear that retracted into the fuselage. It gained fame in the early stages of the war of the Pacific. It was also used by Britain and was know as the "Martlet". Next in line was the F6F Hellcat, which was arguably

the best fighter in USN service, with an incredible kill to loss ratio over the Japanese. In succession followed the F7F Tigercat, a sleek twin; the F8F Bearcat a very high performance fighter to late to see action in WWII; the F9F Panther (the first jet for Grumman) and a later swept-wing variant of the Panther called the Cougar. The F11F Tiger was flown by the "Blue Angels". Finally, came the F14 Tomcat presently in service with the USN.

AMPHIBIANS

All their amphibs were named after waterfowl. The JF & J2F Ducks were both biplanes with a central float, molded into the same basic shape of the fuselage as the FF-1. The retractable landing gear folded into the float. The G-21 Goose was in fact their first monoplane and first twin-engine aircraft. It was used by many countries and had a career also in civil aviation. This aircraft has a special place in my heart as I have many hours flying in the Goose while in the RCMP. MPG is now in the National Aviation Museum. The G-44 Widgeon was a smaller six passenger version of the Goose. After WWII the larger G-111 Albatross and G-73 Mallard completed the list. Many of these served with the USN and have also gone to productive lives in civilian use.

MISCELLANEOUS

In this group of aircraft I include, Anti-Submarine (AS), Airborne Early warning (AEW), carrier based on delivery (COD) and others. The C-1 Trader (COD) a twin eventually became the E-1Tracer (AEW) and the S-2 Tracker (AS). The EA-6 Prowler was a jet powered electronic attack aircraft. The AF (TB-3F) Guardian was a single engine attack aircraft replaced by the Tracker. The E-2 Hawkeye (AEW) a twin engine with twin

vertical stabilizers; the C-2 Greyhound a carrier-based transport; the OV-1 Mohawk used by the US Army, round out the livery of military aircraft built by Grumman.

THE AVENGER

I have purposely left out one of the most famous and that is the TBF (Grumman) and TBM (General Motors) Avenger. (General Motors took over manufacture of this plane in order that Grumman could concentrate its efforts on building the F6F Hellcat.) This large, single engine aircraft served the USN during WWII in the Pacific Theatre. It was the first monoplane aircraft and first with folding wings for storage, of WWII. It had a crew of three, consisting of the pilot, radio-operator/bombardier/turret gunner and a ventral gunner with a hand operated 30 cal. in the ventral position, behind the trailing edge of the wing. It was armed with one 50 cal. gun in each wing and it could carry a torpedo, or a 2000 lb (900kg) bomb or 4-500 lb. (230 kg) bombs in the large bomb bay. It first saw action at Midway. Pilots reported that it was rather docile and flew like a truck! Of its many "kills" it sank the carrier "Ryujo" in 1941 in the East Solomons and claimed one dive-bomber. Other significant victories included the battleship "Hier" at the Naval Battle of Guadalcanal (1941), 30 submarines, the light carrier "Hiyo", after the "Marianas Turkey Shoot". Former U.S. President George H.W. Bush was awarded the DFC for releasing his bombs and hitting the target, before bailing out, after his aircraft has been shot. His two crewmen didn't make it. Also of significance was the sinking of two super-battleships, the "Musaghi and Yamato, the latter of which was Admiral Yamamoto's flagship throughout most of the war.

Avengers also played a part in reducing the submarine threat in the Atlantic theatre and

were used by the Royal Navy.

Post war, Canada replaced its Fairey Firelies with the Avenger, and at the end of military service many went on to be crop sprayers and water-bombers.

SPECS

Length	40' 5.5" (12.48m)
Engine	Wright R2600-20 1900 hp (1,420 kW)
Wingspan	54'2" (16.51m)
Height	15.5" (4.70m)
Max Speed	276 mph (444km/h)
Empty weight	10,545 lbs (4,783k)
Serv. Ceiling	30,100 ft (9,170m)
Loaded weight	17,893 lbs (8,114k)
Climb Rate	2060 ft/m (10.5m/s)

As I am away for the month of March, I will not submit an article for the March newsletter. I will continue with the Grumman story in subsequent issues.

Wayne



Scott Clarke brought along his new Extra for all to admire at the January Meeting. Made by Extreme Flight R/c, this 88.5" wingspan monster features a DL50 for power, state of the art construction and laser cutting and should have a ready-to-fly weight of around 15lbs.

Winter Flying 2008

