



Stetson Flyer

Stetson Flyers Model Airplane Club

October 2000

Stetson Flyers Precision Aerobatics Contest

The 2000 edition of the Stetson Flyers Precision Aerobatics Contest, our 4th, was held on the 2^d and 3^d of September. It was the last Ontario contest of the Millennium and ushered out the century in fine style! Saturday saw very cool temperatures, cloudy skies and periods of rain but the skies cleared through Sunday. The weather didn't dampen the fliers' enthusiasm and, on the plus side, the winds were very light for the whole event.

We had 22 registered competitors and flew all classes: Sportsman, Intermediate, Advanced, Expert and FAI classes. All classes except Sportsman were full this year. Because of the number of competitors, we got daring and ran two flight lines this year with only two judges on each flight line instead of our customary three. The CD was concerned about the proximity of the west end trees to the second flight line but it worked out just fine. We flew the Sportsman flights alone so they wouldn't have to deal with staying within the 150-metre line. This took a lot of the pressure off and made for a more enjoyable contest.

We had four FAI flyers this year including 2 members of the team representing Canada at the World Championships being held in Cork, Ireland in August 2001. Michael Siddel placed first, Dezso Vaghy was second, followed closely by Jeff Stevens in third. Jeff and Dez were on the world team in 1999 while Michael and Dez are on the team for 2001. The other FAI flyer, Richard Vigneault, came all the way from Sept Iles to fly with us! He left promising to be back next year with more practice and a different plane. The scores were very close in FAI.

Expert was busy this year. Tony Kreg finished first in a tight race, Karl Meuller was second and Tim Pascoe was third. Ever smiling Alan Hewson rounded out the class. Tony is the FAI team manager and Karl is going to Cork as Canada's judge. Alan and Tim were flying .61 size planes competitively in their first full year in Expert (the toughest MAAC pattern class) and Richard flew FAI with a .61 as well. There a lot of negative talk about the high cost of starting in Pattern but these people ably proved that high dollar machines are not required to compete.

(Continued on page 3)

Next Meeting

Tuesday October 31st
7:30 pm

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

**⇒ Use the back door
to the museum!**

Coming Events...

October 22	Zone Meeting
October 31 st	Meeting
November 26 th	Meeting

Message from our Chief Pilot

After a successful season the following persons got their wings: Steve Kerr, Roger Guindon, Joe Donnelley, Michael Wendt, Curtis Caverly, Scott Clarke, Greg Parsons, Thor Borysenko, Joseph Whyte, Darcy Whyte, and Philippe Butterworth.

I would like to thank each and every instructor who was able to donate his time to make this program work: Al Caverly, Claude Brunette, Rick Romalho, Ed Whynott, and Daryl Nienkamp. As it is late in the season any other students should make arrangements with any of the above for instruction.

Thanks again guys for all your help.

Bob Butterworth

Club Officials and Contacts

President	Gerry Nadon	824-9100
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Vice-President	Peter Barnes	824-5352
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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:

\$55.00 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 National Aviation Museum in the Bush Theatre.

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!

To receive the newsletter by email, send **your** email address to john.jackson@netmanage.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 to receive information on discounts for Stetson Flyers members.

FOR SALE

Dynoflight 81" Spitfire Kit	\$135
ASP 108 2-Stroke Engine, NIB	\$140
Robart #608 HD 900 Mech. Retracts	\$45
Top Flight Spinner, 4 inch	\$10
Robarts Wheels, 4 inch	\$10
Master Airscrew 15-8 Prop	\$5
Package of above items	\$320
Chuck Cunningham Scratch Built Lacy Ace Bi-plane, 74 inch wingspan	\$75
Super Tiger G90 2 stroke Engine NIB	\$175
Sig Mid-Star 40	\$75
Unionville 72" Beaver	\$100
Props:	\$5 each
Fibreglass	Wood
(2) 14-6	(2) 14-6
(2) 15-6	(1) 16-6
(1) 15-8	(1) 17-6

Contact Del Pehresson at 613-837-3332

For Sale: If you have something you would like to sell, feel free to send me the details and I will add it to our next newsletter!

(Continued from page 1)

There was the usual fierce competition in the Advanced class. Ed Cotton finished first with Walter Ernstberger hard on his heels in second and Bev Colwell third. Eric Schonken found time in his extremely busy schedule to come fly with us again this year, his first in the Advanced class. The scores were really close in this class also.

The Intermediate class had six flyers again this year but most of the faces changed. Xavier Moureaux came from Montreal to take first, followed by Chris Cotton in second and Ron Lawrence in third. Lloyd Graham from the Seaton club along with Daryl Niekamp, Roger Hiscocks and Mark Hiscocks of the Stetsons rounded out the Intermediate contestants. Daryl and Mark had never flown the sequence before the contest and did very well with a bit of coaching from the more experienced competitors. Lloyd had a bit of hard luck with a balky engine and a couple of flameouts, one of which found him well short of the runway. The damage was not very bad and he was able to continue on Sunday.

Sportsman turnout was a bit disappointing this year with only two contestants, Andy Pollit and Dave Crocker. We continued to use last year's successful Sportsman format, which has the flyer repeat the sequence twice on each flight. Andy won the class but both men flew well and Dave made a contest of it. Dave has been plagued with engine troubles over the last couple of years but this time out the YS60 was running strong and it showed in his flying. There were cries of "move up" at awards time, a sure indication that a flyer did well!

This was, by all accounts, an extremely successful contest. Word has spread about the relaxed and friendly atmosphere here which is in part due to the format we follow but in large part due to the wonderful people who come from near and far to compete and to have fun. The Stetsons hosted Ron Lawrence and Bev Colwell from New York; Richard Vigneault and Xavier Moureaux from Quebec; everyone involved with the Canadian World team (except for Chad Northeast of Winnipeg); and many of our good friends from Toronto, Hamilton and locale. Everyone who could make it formed up at the Texas Steak Company for dinner and laughs on Saturday night.

It has been a lot of hard work but it seems like we finally have the contest on the map and we will continue to work hard to promote both the sport and the club in the pattern community to keep our contest growing and vital. This year's contest was sponsored by Multi Hobby again and by Ramjet Enterprises. Serge donated very nice merchandise prizes for the winners in Sportsman and Intermediate. These were well received. Roger provided the computer and the scoring software for the weekend. We actually broke even this year which put an extra smile on my face!

We would like to extend our gratitude to those who helped out with the event and those who lend a hand when we

need it. Thanks go to Charmaine (Mrs Langille) who baked muffins, made coffee, ran the canteen and took care of a hundred other details; my daughters, Sarah and Justine who spent over sixteen hours scribing scores; John Jackson, Gary Clements and Norm Pirollo for transporting stuff; Gordon Giles and Dave Crocker for helping Zachary and I with the field set-up and marking; and Richard Robichaud for the loan of his generator. Terry Vajionis was with us again this year and did his usual great job of frequency control and running the impound. Thanks also to the Stetson Flyers club membership for their support and the use of the field.

I would like to especially thank Roger Hiscocks who really pulled this contest together in my absence and Alan Hewson of Thorton who gathered up registrations on our behalf. Most of my summer has been spent travelling for work and we only arrived back from London via Halifax late on the Sunday night before the contest. Alan had all of the contest registrations, including most of the Stetsons, organised. Roger, assisted by son Mark, organised the scoring software and computer; the sponsorships; the extra hardware for the field markers; and the loaned equipment, then ran the scoring both days. These guys competed in Intermediate, sharing the same aeroplane no less and even judged and scribed scores!

We have achieved many of our original goals for the contest and by all accounts, it is a good contest. The Stetson Pattern Contest and the club itself are being promoted by word of mouth by everyone who has come here to participate and in at least 4 web sites and magazines including the K-Factor, the official publication of the NSRCA (National Society of Radio Controlled Aerobatics). I am gratified by all of this positive publicity and by the number of good-show messages received. There are still a couple of wrinkles to iron out but by and large I am finally very pleased with this event. I will not rest on our laurels, however, because one major thing remains that we really want to change. We wish to increase the number of local flyers who participate, especially at the Sportsman level and we want to promote the spectator aspect of this sport. We intended to run some pattern clinics this past summer to attempt to introduce the sport to more local modelers but work commitments prevented that from happening; maybe this coming year. Hopefully, the membership will continue to support our event planned for the 1st and 2nd of September, 2001 so we can build on our success. Hope to see you at the Zone meeting on the 22nd of October.

Ken Langille, MAAC 22731

Contest Director

The Self Help Group for Hen Pecked Modelers

I.C. (Crackit) Upwell

(Reprinted from MAAC Magazine February 1994)

It's a Tuesday night in late January and nine guys sit down to have coffee in Harry's basement. Harry's wife June has gone to bingo with her friends. Most of the fellows have been coming to Harry's place for a year now. They meet to talk, to model, to watch a little video. But mostly they come to offer support to gentle, considerate and honest modelers who need help.

Yes, help and understanding to mix modeling with married life.

It was Harry who started the group just after Christmas time last year because of the amount of new socks and underwear he had received from his family.

If truth be known he genuinely flipped his lid when the sixth parcel in a row to be opened contained socks and boxers. It could have been the sherry and mincemeat tarts adding to the prevailing discomfort of gas that sent him over the edge, but who can tell.

Harry felt guilty about the things he said to his wife and family. He knew they didn't deserve it and blamed it on the lumpy custard and the cat who had a run-in with a fat squirrel two days earlier.

The incident dwelled on Harry's mind and the day after Boxing Day he checked himself into the famous modeler-psychiatry clinic of Sigmund Freudenthaler. It was there that Harry learned to communicate with his family.

A year has passed and Harry's at peace with himself, his family and his models.

Tonight a newcomer, Troy, was in their midst, a wide-eyed innocent, clean-cut chap of barely thirty years. Sam had met him at the hobby shop on the weekend and just to listen to his pitiful story was all that Sam needed to give Troy the address to Harry's place.

"How's the coffee, Troy?" Harry asked, "It's just fine," he replied. "I don't often get cream, it's usually skim milk. The wife worries about cholesterol, you know". "I know what you mean buddy, my wife is the same so I ask her to get some in for the guys on Tuesday night and it lasts me the rest of the week."

The guys are all sitting, most of them looking at Harry. "Well friends, here we are again. I'm happy to introduce a newcomer to our happy band, say hello to Troy Binford". They all look at Troy, smile, little wave. "Hi Troy". They say in unison. Troy nods back.

"Since Troy's new to our group, why don't you start us off, Jim".

Jim is a big man with fiery ginger hair that hangs long over his collar. His clean-shaven face has character from the rugged lines that follow his cheeks to his mouth.

"Hi, everyone. My name's Jim, and I'm a modeler."

His Mother-in-Law

"Hi Jim", they all answered. "I'd like to start by letting you all know that this week I received two rolls of Monocote from my mother-in-law". Jim waited for the effect. "Oooooooo". They murmured.

"I think she sent them because we took her to that new fancy Country and Western Restaurant on the outskirts of town, you know".

"Which one?"

"Billy Joe Jim Bobs. It was the Trout-arama night. You've seen their ads, "You hook it, we cook it". Mother just loves to dangle a bit of limp spaghetti on the end of a number ten barbless".

"So you're saying that we should have to resort to bribery to get our hobby supplies?" Troy asked.

"No, no it's not that, it's oh just being nice, genuine, really letting the wife know that we care and that we're not single minded".

"I try to be nice. I am nice to my wife but it doesn't seem to matter. She still says "Don't you go bringing any more of those smelly things in the house". I don't know where to turn."

"Well, you've come to the right place for help, Troy. We've all been through it", Harry said. "Well done Jim, I know it's been a struggle for you what with Maw just living round the corner like she does". Jim sits down.

"You know my wife buys a dress nearly every month." Troy looked around as he spoke. "If I so much as look at a modeling magazine she thinks I'm looking for something".

Troy took a sip of his coffee. "I just don't know what to do. We were so much in love in the beginning. Why, she even bought me my first plane when we were going out together, and now Troy held his hands up in despair. His eyes watered up a little.

"There, there, young man. Don't give up. At least you're still able to get to the field on a Wednesday night and there are many, nay plenty of men who can't get past the first three months of marriage without succumbing to their wives whims and wishes".

"It just seems so unfair, I don't drink too much, and I drive an older car".

"What about other women, Tory?" Pete asked.

"Oh you know, I like to look, I think we ill do, but that's as far as it gets".

"You're a Saint Troy, no doubt about it. Sam told him. "If only your wife knew what a good man she had". Jim poured some more coffee for Troy.

The Dreaded Two-Plane Limit

Sam carried on, "Did you see that beautiful Tiger Moth hung up at the hobby

"Yes, it's marvelous".

"Well that one belongs to Pete. He's too scared to take it home with him. After he flies it he takes it back to the shop and hangs it up".

"Isn't that deceitful?"

"Of course it is but what choice does he have? Two years ago his wife limited him to two planes only".

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"Made him sell his favorite Sopwith". Jim butted in.

"So, what your saying is that he's justified?"

"Of course he is. Pete's too nice a guy to stir up trouble at home. He's really thinking of his darling wife when he does it. He's just trying to keep the peace." Sam grabbed a handful of peanuts and raisins from a bowl in the centre of the coffee table.

"We kid him that he's scared to tell her but we didn't think as much about that woman as he does. He'd march right in there and tell her straight to her face, "This is mine and I'm keeping it": But he won't, he's too much of a gentleman".

"Oh, you guys. I wish you wouldn't go on so much", Pete answered, "you know that Sylv thinks they're just toys. It's hard enough keeping the plane at the shop. I could never do half the things you do."

"What does he mean?" Troy inquired.

"We all have our own ways of getting new planes into the house. I personally like Cedrick's way best. Tell him about it, Cedrick". Cedrick slowly wiped the beer foam from his overgrown mustache. "It's like this son, listen carefully. I walk straight into the house, bold as brass, with the new kit under my arm. "Not another kit" she'll say, "you have enough kits to sink a battleship". "It's not for me love of my life", I tell her, "I'm building it for Nevil. "Who's he" she'll ask. "A new guy. You don't know him. His wife's not as understanding as you, my precious." That gets her off my back for starters. If I really want to put on the pressure I open the box in front of her while we have coffee. "I just know that Nevil would have loved to have built this kit," I her, "but no, his wife has tunnel vision with her greyhound racing and butterfly collection."

"And she believes you?" Troy said in disbelief. "Of course she does".

"What happens when you take it flying and then bring it back home?"

"I just tell her that Nevil is a wimp and still too scared to tell his wife". Cedrick reformed his mustache. "After a couple of months she's so used to seeing it that the subject never comes up again."

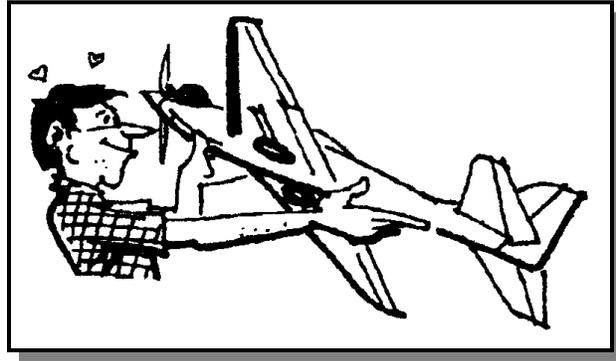
The Same -Colour Technique

"I coverall my planes in blue and yellow covering", a voice from the side said. "I'm Charlie, by the way". He shook Troy's hand. "She never goes into my workshop, says it's a tip, so I just keep adding plane after plane to my collection and keep covering them with the same colours. Since she can't tell one plane from another I feel quite safe."

"I won my last plane in the club's raffle" George smirked. "We have raffles?" Troy asked. "No, of course not silly. That's what I told Sally. She doesn't mind the planes as long as I don't spend the money. So I win at least one a year and get a couple of others that could have been as cheap at an estate sale or moving sale."

"This seems so complicated", Troy said. "How do you all remember what you've done?"

"Practice, and getting together each week for support. Remember, we are here when you need us. Why, some of us will even come round to your house to have you help us build a model that is really yours,"



The Kit Party

Before Troy could wave him off, Harry had filled up his coffee. Troy remembered

"If you get really desperate," Pete added, "just let me know and I'll have a kit party for you".

"What's that?"

"It's a little get-together that we have where the ladies are invited. After a few drinks and nibbles when everyone is feeling good, I bring out a kit that you've paid for and left at the shop. I say "Troy, I've had this kit for ages now and I don't think I'll ever get round to building. I want you to have it, please". Pete demonstrates how he would present it. "Now do you really think that your wife would tell you that you can't have it in front of all the other guys and their wives? Not a chance!"

"What do I say?" "You say "Gee Peter, I don't know what to say, it's so good of you. Look honey, just what I needed now that I've advanced so much passed my wings".

"But don't the wives talk to one another? Aren't you afraid that they'll rind out what we do?"

"Have we talked about women's things to-night? Have we discussed Maud's butterfly collection, PMS or lipstick? Not a chance! And the last thing that wives would talk about when they get together!"

"Wow you've taken a lot off my mind, I can tell you. Now that I realize I can mix married fire and modeling I won't feel so inadequate anymore. I'll be able to start my engine with more assurance. Because my wife pressured me so much about my hobby I was always scared to make fast low inverted passes or throw the plane through all the maneuvers. Boy-o-boy did I have performance anxiety or what!"

With Troy finding help through the kindness and understanding of Harry and the boys, another modeler will carry on and survive the pitfalls that many men happen upon. Hopefully Troy will pass on his building skills to his children and they to theirs.

Support groups like Harry's are few but growing. As modelers around the world come together each week to help the weak, the oppressed, the scared, the wimps, henpecked modelers will rind themselves and so peace will reign in households across the land. Each group shining, twinkling, each one a little different like a distant star trying to be noticed among so many. The plots may change, the strategy a little different but the goal remains the same. Help one another, and so you too will be helped.

RULES OF THE AIR

Thanks Keith Shaw for the forward. Several really apply to us “grounded pilots” as well!

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, runway behind you and a tenth of a second ago.
25. There are old pilots and there are bold pilots. There are, however, no old bold pilots.

From *Australian Aviation* magazine, and subsequently stolen from the *Ampeer* newsletter.
<http://members.aol.com/KMyersEFO/index.htm>

What you missed at the September Meeting...



Bob Butterworth shows off his **SIG AstroHog Bipe**



Paul Bettez describes his **Easy Sport 40**



Marc Shaw shows us the correct way to get a **SIG AstroHog** to sit on command.



Ed Whynott shows us a piece of his **CAP 232**.



Jeff Daly discusses all the extras his Australian **Spectre** jet has.



Ben Tolley's Ugly Stick is towed to the flight line.



Pat Lebrun's Bucker Jungmann



There was plenty of BBQ Pork to go around (and around, and around...)



One of our most excellent sponsors—Nortel Networks



Pattern Contest—From left to right: Ed Cotton/Typhoon, Chris Cotton/Typhoon, Walter Ernstberger/Typhoon, Eric Schonken, Tony Greg/Angel's Shadow, Loyd Graham/Legend, Xavier Mouraux/Cap 232, Richard Vigneault/Saphir, Karl Mueller/USA Star, Tim Pascoe/???, Dezso Vaghy/Vector, Ron Lawrence, Jeff Stevens/Typhoon 2000, Bev Cowell, Michael Siddall/Hideout, Mark Hiscoks/Ultraspport, Dave Crocket/???, Daryl Niekamp/Ultraspport, Alan