



# Stetson Flyer

Stetson Flyers Model Airplane Club

September 2003



## Next Meeting

Tuesday, September 30<sup>th</sup>  
7:30 pm

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

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



## Giant Scale Event

On September 13 and 14 the Stetson Flyers will be hosting their annual giant scale event. This has become one of the premiere events in the area and attracts flyers from a large area including the US.

If you do not fly giant scale, you should still come out and view the event as a spectator. Bring a friend!

If you can stay a while, the event could really use your help. Manning the impound for a few hours, canteen, registration, serving supper or operating the BBQ, parking control, crowd control—it all helps and might even let some of the event organizers stop to enjoy the fruits of their hard work.

If you can volunteer, please contact Pete Tessier at [pete@tesspc.com](mailto:pete@tesspc.com) or call 613-443-1472.



These pictures were taken at the Ed Rae Memorial Fun Fly in June by John Mathewson.

## Coming Stetson Events...

August 30 <sup>th</sup> /31 <sup>st</sup>	Pattern Event
September 13 <sup>th</sup> /14 <sup>th</sup>	Giant Scale Rally
September 30 <sup>th</sup>	Monthly Meeting
October 26 <sup>th</sup>	Annual Zone Meeting
October 28 <sup>th</sup>	Monthly Meeting

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

## Club Officials and Contacts

<b>President</b>	Gerry Nadon	824-9100
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<b>Vice-President</b>	Peter Barnes	824-5352
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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:**

\$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 Canadian 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 [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

### **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 latest version as described above. It usually fixes all the error messages with 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 edi-

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Looking for event dates for other clubs in this area? Check out the calendar on club member Darcy Whyte's web page:

<http://www.calmdays.com/>

If there is an event that is not listed, you can add to the calendar at the top of the page.

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**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!

# Meeting Minutes May 27, 2003

## Canadian Aviation Museum

1.0 Gerry asked for someone to make a motion to accept last month's minutes as published in the last newsletter. Jim Brown did so with Gerry Pronovost seconding and was carried.

1.1 Dan reported that the current bank balance was \$4753.19 with current membership at 99.

1.2 Dan will be receiving club hats soon. Club jackets are ready for those that ordered them. Richard at Discount Hobbies will have a few for those that missed out on ordering them.

1.3 As there is no Chief Flying Instructor for this season, Gerry asked for those that are willing to instruct to let him know. Perhaps putting this list in a newsletter may be helpful for beginners. Names offered at the meeting were Pierre Voyer, Rick Ramalho, and Maurice Edkins.

1.4 Gerry reminded everyone of the fee of \$20.00 for the new shelter. Many have paid to date.

1.5 Upcoming events include the military air show at the museum on June 1, our Ed Rae Memorial FunFly on June 22, and Canada Day at the Aviation Museum. Later in the summer is our Pattern event on the Labour Day weekend and the Giant Rally on September 15, 16.

1.6 Gerry Lalonde is grass cutter for the field this year. Please remember he has priority over flying when he shows up.

1.7 The work party day went very well. Gerry thanked all those that came out to help. Gerry also thanked Mike Ingham for his leadership in getting the shelter up. Cost for the day was \$750.00.

1.8 Other work planned at the field this year is to have Walter Hill expand the parking lot, and increase drainage around it.

1.9 Rick Ramalho was acclaimed as this month's (summer) recipient of the Pranged Pig.

## Quick Tips...

### OIL

Using K2R Spot Remover in spray will get the oil out of the balsa wood. Heavily saturated sections may take several applications. Oil soaked balsa can also be successfully glued with thin CA.

### Curving Balsa

Ammonia (Found the household section of the super-market), put in a spray bottle, works fine. Just both sides of balsa sheet liberally. Carefully bend the sheet to the right shape. You can even tape it to a form, such as aluminium soda cans, and let it dry. Once dry, it may be used as turtle-decks, etc.

### Cutting Balsa

When cutting a piece of wood with an Exacto knife, draw the knife so that it gets "caught" by the grain, it will go towards the scrap piece of material. This should always be done even with the use of a straightedge as the knife could be drawn towards it and possibly push the straightedge out of alignment.

### Dings

There is a way to get these dents out of balsa without additional filler material. Just wet the dented area with plain water. Let it soak in to the wood. Then a Monokote iron, set to its hottest position, gently iron over the dented area. The steam being generated in the wood forces open the compressed section (i.e. the dent)

*The above were taken from an online resource that I no longer have a reference to. The author is gratefully thanked, whomever he/she is!*



**Rick Ramalho** is awarded the Pranged Pig award for inflicting injury to himself.

Once our famed Chief Pilot and Instructor, Rick's new role in life is to serve as a warning to others.

# Combat over Carlsbad

## By Rick Ramalho

If you remember, last year at one of our monthly club meetings, I made a motion to allow combat flying at our club. After a couple of meetings, the membership voted and "official" combat was sanctioned by the club. It was late in the season, and not too much happened last year. There were a few members who were intrigued, and if I remember correctly, we had 2 or 3 combat evenings with 3 or 4 guys. It was very low key, but it was the keystone that sparked the interest into this new (at least for us) facet of RC modeling.

Combat has been around for years and the idea is simple. Tie a streamer onto the back of your plane, and chase each other around the sky trying to cut the other streamers. The streamers that we use are made out of crepe paper and butcher's string. Each streamer is roughly 30 feet long, along with a 15 foot string leader. The nice thing is that the crepe paper is fully biodegradable. As soon as it gets wet, it falls apart. Streamers that are cut and fall to ground out over the field are simply left there. Within a few days (sooner if raining), they disappear. We buy the streamers and string at a Dollar Store. We can make 3 streamers out of one roll of paper.

This year, MAAC has adopted a set of combat rules that cover just about everything. In fact, they are quite similar to the rules we drew up last year and they were based on the rules that are used in the USA. For more information, please visit:

<http://www.rccombat.com> or  
[http://www.maac.ca/committees/com\\_rcopencombat.html](http://www.maac.ca/committees/com_rcopencombat.html)

There are two types of combat. Scale and Open Class. We're all following the Open B class, which basically means a 25 size engine (maximum of .30 cid), and the

plane is of any design and can't weigh more than 3.5 lbs. Our planes are all made out of coroplast and gutter pipe. The scale classes, which are very popular in southern Ontario and the USA, have to be based on a real WWII fighter. They are 1/12 in scale, and follow basically the same set of rules. These are generally made out of balsa, and require considerably more work to build and complete. There are a few brave souls that have tried their hand at scale, but for the most part, we don't bother.

We're all flying coroplast planes ... Gremlins and Dogfighters for the most part. Engines are either OS25FX's or MDS28's. Both have proven very reliable and economical. Occasionally, somebody will show up with their own design. Always lots of fun.

For more information on the coroplast planes, please visit: <http://www.spadtothebone.com>

These planes fly well, are cheap to build, and will take a real beating. A typical Dogfighter will cost you about \$6.00 to make, and takes a couple of hours. You can literally make 2 or 3 in one evening and have them all fully flight ready. As stated above, we use 25 size engines. The MDS-28 is the engine of choice this year. At less than \$100.00, this ball bearing engine offers a lot of bang for the buck. Add a receiver, 3 servos, and a battery pack, and you're ready to go. We usually swing 9 x 4 or 9 x 5 propellers. Combat is about maneuverability, not all out speed. These low pitch props give lots of thrust for accelerating out of sharp loops, and for pulling away vertically from your opponent.

We don't follow any official scoring system. Nothing's written down, the only scoring is "Hey, I cut your ribbon". Strictly bragging rights. When we fly, we ask any spectators to stay behind the fence line, and we always keep our flying "out over the field, and not over the runway".



This year, we have about 15 guys actively participating in our weekly combat events. Weekly? Yes, just about every Friday night, weather permitting, you can find a group of us gathering at the field after work. We'll bring a propane cylinder, have a BBQ, and fly 5 or 6 rounds of combat. Sometimes there will be only 2 or 3 guys, and other times, up to 10 people. However, we limit the number flying to 6, even though MAAC allows for 8 pilots at once. Not everyone shows up for every round, but a good turn out is 5 or 6 flyers. If the weather is nice, it's a great evening. After the flying, we usually just sit around and talk until dusk.

We play it safe keeping a good minimum distance between the people and the machines. We don't want an "incident".

At the end of the day, when we're all flown out, we'll clean up our mess leaving the field and pits in good condition, removing any evidence that we were even there. Friday evenings are ideal, as there usually isn't anyone else at the field.

Next time you have nothing to do on a Friday evening, why don't you come out to the flying field to enjoy some real adrenaline, heart pumping action. Cheer on your favorite pilot or plane, and possibly get involved.

You never know, you might just like it !!

Check your six ....



Cockpit of Airbus A320 Simulator. Photo by Greg Marshall. More photos online at: <http://www.zone12.com/~greg/flightsim/gallery.htm>

## My Day in an AirBus A320 Simulator By Greg Marshall

My friend Jason Walton and I went down to Toronto with his father Tom on July 23rd. We visited with Jason's cousin who is an Air Canada pilot. He had booked us 4 hours on the Airbus A320 simulator and we had a go of it.

The three of us all made survivable landings thanks in no small part to the miracles of the German in the basement (Otto). Auto-throttles are wondrous things. The airplane determines the correct speed based on phase of flight and configuration. Want to slow down? Put the flight director in approach mode and start descending. As you drop gear and more and more flaps, the auto throttles bring you down from 250 knots to the touchdown speed of around 140-160 knots (depending on weight).

Really, the flight control system of the Airbus makes it one of the easiest airplanes to fly that I've ever seen (either in real life or simulated).

It goes where you point it, it will stop you from doing a bunch of truly boneheaded things (pulling into a 20 degree climb and cutting the throttle). When stuff goes wrong (engine fire etc.) it tells you exactly what procedure to follow on the secondary displays. Usually "LAND IMMEDIATELY" features prominently in the list.

I managed to put the airplane down at Gatineau airport with 2 missed approaches, but without the aid of the autopilot or an instrument glide path. I also pulled off a landing at Chicago O'Hare after one engine died, followed by the other engine catching fire and dying. (again, didn't have time to set up the approach in the flight director) It's frightening when all the CRT instruments go black.

Jason succeeded at greasing in a landing on the Don Valley Expressway (please ignore the light standards and cars) after his cousin fulfilled our wish of trying a Gimli-like low fuel flight. Most of the tires burst on that landing. When you have no engines, the anti-lock doesn't work on the brakes. He came to a wonderful careening sideways stop. Most dramatic!

We did manage a couple of off-runway excursions on takeoffs and landings (what happens when you try to take off with only one engine? Oh, the nose wheel and rudder don't have enough authority to keep you straight!) as well as a couple of crashes. One particularly large bounced landing, and me trying to do a slightly-too-low steep bank over the runway. An amazing experience! The motion simulation aspect

*(Continued on page 6)*

*(Continued from page 5)*

was incredible. Just like an amusement park ride. Everything from the aerodynamic shudder of full flaps and spoilers, the thump-thump of the cracks in the taxiways, to the forward rush of acceleration on takeoff.

The graphics were quite good, they got the job done, however the scenery in Flight Simulator 2002 is more impressively detailed. I believe that the scenery in more recent simulators is slightly more dense. But what you can't compare is the 3D effect of the wraparound screen. With your butt firmly planted in your chair, everywhere you look out the windscreen is display area.

From what I've been told, the flight model was impeccable. It felt like flying a video game because that's what the Airbus feels like. Point the nose up and in a bank, and let go of the controls, and the flight control system maintains that attitude (assuming it's safe). Also, there's no feedback at all through the controls, the stick and rudder pedals simply have a linear centering force.

The simulator is a Class D, which means that you can log real flight hours on it. In fact, the first time a crew flies in an A320, there's passengers in the back. There's no need to get checked out in the real airplane once you've been trained in this simulator. Sufficed to say, the feeling of immersion was amazing. All the instruments, all the switches (down to the no-smoking sign switch!) were functional and accurate.

Now all I need to do is scrounge the \$20 million necessary to buy one of these puppies!!! (Oh and find a three story space to house it!)



Airbus A320 Simulator. Photo by Greg Marshall

## Jumping to Conclusions OR Listen to Your Radio System!

**By Ken Myers**

**Editor, Ampeer newsletter**

<http://members.aol.com/kmyersefo/>

Those of you who attended the Mid-Am saw my Vertical RC Cap 232 crash not once but twice. After the potluck picnic, I decided it was time for me to get in a little flying on this plane. With over 40 flights on it, I was feeling very comfortable with this wonderful little flier. There were several planes flying in the perfect evening air. A few minutes into my first flight, the Cap nosed over and dove into the tall grass on the far side of the runway. The only damage was a bent shaft. I was very surprised, since this little plane had shown no signs of problems before. There was no sign of interference (I had a frequency scanner), and a check of the radio showed it to be working, as all servos were working properly, as well as the ESC. Humm!

I replaced the bent shaft, recharged the battery and decided to fly it again. All of the flight functions appeared normal before takeoff. About four or five minutes into the flight, I came out of a maneuver inverted, not as I intended, but decided to let it fly a little and then push it out over the top. When I applied down elevator, nothing happened! When I decided to roll out, the plane dove into the runway. The crash totally mashed the front end of the plane.

I checked the radio and the receiver did not seem to be working. There were a few "odd" wiggles, but no firm commands being received by the FMA Extreme 5. I decided that the receiver had "died."

When Keith arrived early the next morning, we decided to do a full postmortem. The crystal was given a good "shake", as sometimes this will show a broken crystal, not to be unexpected in such a forceful crash. There was no sound. The servos were plugged in over and over in various combinations of functions and the receiver would not follow the commands of the transmitter.

Since I had checked the transmitter with one of the other planes that I fly on it, the conclusion was that something had gone dreadfully wrong with the receiver.

The plane was put away, broken, and I elected not to fly anymore of my planes at the meet. The Cap sat forlornly on the basement floor for several weeks, waiting for me to pull the receiver and send it in to FMA for a full physical.

Two weeks later, Dave emailed me that he wanted to go flying to practice with his new AcroPro. I decided to take my Cutie, and grabbed the required equipment, including my trusty Focus 4 and headed for the field. When I arrived at the field, Dave was already flying his Bantam. I decided to fly the Cutie while he finished his flight. I got the pin, turned on the transmitter and then receiver (Hitec 555), wiggled the sticks, and all was okay. As Dave was about to land, I decided to shut down and chat with him before taking a flight on the Cutie. When I turned the system back on and wiggled the sticks, there was no elevator response and the aileron stick moved the elevator. Huh?

Dave happened to have a Hitec Eclipse 7 with Spectra module, so we change it to my frequency (54) and the Cutie flight was just fine. After landing, I checked my Focus 4 again, and it appeared to be working correctly. There was some more head scratching, but I decided that I no longer had faith in my trusty old transmitter.

It was one week until the PMAC meet, and I had five planes that I used with that transmitter, most of my small air force.

As luck would have it, Keith called me on Sunday evening. We chatted, and then I told him the experience that I'd had with the elevator movement jumping to the aileron channel. He told me that it is possible when a receiver doesn't get a clean signal to move the movement to the next function. He also noted that the Extreme 5 requires a very clean signal to function properly. By now, some lights were coming on!

On Monday I tried the Focus 4 with the 555 in the Cutie again. It appeared to be fine. Leaving the transmitter on and undisturbed, I tried the Extreme 5 in the carcass of the Cap. While the 555 appeared to be working okay, the Extreme 5 was still "flaky." I then tried the Focus 4 with my TigerShark, another 555 receiver, and once again the functions jumped "channels" on me. I shut down and tried the Cutie again several times, and finally it jumped functions on me. My conclusion was that my transmitter was seriously ill.

### **I Need a New Transmitter**

I'd been thinking about a Multiplex Cockpit for a long time, since I held one in my hands about three years ago in Toledo. What a perfect feel. I checked into it online and found that it comes in positive shift only. The majority of my planes have negative shift receivers. Rats.

Online, I read that there was a factory mod that allowed switching the shift. Yes, but ... I also ran into the specifications for the Multiplex Evo. Wow, its design is similar to the Cockpit and can have a synthesized module. Could it get any better?

A call to Glen at Multiplex (part of Hitec now) confirmed that there is no negative shift Cockpit available and the Evo is not shift selectable. Double rats!

It was now Tuesday and my options were running out quickly. I considered the Laser and Flash models from Hitec. I didn't really like the feel of Dave's Eclipse 7, but I decided that now was the time to take the plunge into a computer radio.

I checked all of the local hobby shops and found that the Prop Shop in Warren had one, and the price was fair, as it came out to be about the same as Tower's price with overnight shipping. As I was running out of time, I took the hour drive to the Prop Shop.

While the transmitter was charging, I read the manual the first time. I "played" with it a little, and then I read the manual again. What had I gotten myself into?

Wednesday morning, I reread parts of the manual and set up the Cutie. Ah, got it! Everything appeared to be working exactly as expected. I set up my other flyable planes. I was learning.

Finally, I wanted to find out if the "clean" signal from the new transmitter would "fix" the problem with the Extreme 5. I moved the model select to the next model and tried the Extreme 5. It was still "flaky." Thoughts of sending the receiver in danced through my head.

For one last test, I unplugged all of the servos from the Extreme 5 and started plugging them in one at a time. Success, at least to a point. I'd plugged in the rudder and aileron servos and all was well, then, when I plugged in the elevator servo, the system was "flaky" again! I unplugged the elevator servo, and once again all was well. I plugged a different servo into the elevator slot of the receiver. Everything was working. I then plugged in the one that I had determined as bad – "flaky" – good – all was well once again!

Maybe, just maybe, there was nothing wrong with the Extreme 5. I needed a test bed. Over the next two mornings, I rebuilt the nose of the Cap.

In the meantime, I'd flown the Cutie with the new transmitter at the Midwest field on Wednesday evening. Everything was just fine.

With the Cap repaired and the new elevator servo installed, it was time to check out the Extreme 5.

Thursday evening was perfect for this, so it was

off to Clara Miller Park. A few minutes into the flight, I was feeling very comfortable with the new transmitter. After about eight and a half minutes, I landed. The Extreme 5 and Cap were back!

### What Did I Learn?

1. When your radio system does something "odd", no matter how much you want to fly, find out the real cause. Don't fly until you are absolutely sure about what is going on, and you have fixed it or had it fixed.
2. Don't assume there is something wrong with a receiver, transmitters can go bad. Until this incident, for 41 years of flying, I'd never had a transmitter "die."
3. Carefully and systematically check out ALL possible causes of a radio system "glitch." Transmitters, receivers and servos can all go "bad", and they can interact with each other, which makes diagnosing the problem difficult.
4. No one is that good! Radio problems can and do occur. Avoid flying towards the pits and in too tightly. When you see someone flying in very tightly and constantly towards the pit, move yourself to as safe an area as possible, and keep an eye on that plane at all times. If it is happening while you are flying, land and seek shelter! Remember my warning – NO ONE IS THAT GOOD, just lucky so far.
5. The FMA Extreme 5 is extremely good at "telling" you that there is a problem! In this case, it was telling me there was a "bad" signal from the transmitter, and then that there was a bad servo. Thank you Extreme 5.

### Several Conundrums

A check this morning showed the Focus 4 working with all of my planes on 54, even the Cap with the Extreme 5. There were no signs of "inappropriate behavior" at all. Is the Focus 4 dead? Is it intermittent? Was the whole cause of the Extreme 5 problem the bad elevator servo? What caused the control function jump on the Focus 4 with the Cutie at the field?

The bottom line is that the Focus 4 will not be used with a plane until it can be completely checked out by a qualified technician. Also, I now have my first computer radio, although it is not the one I want.

Don't be surprised to find some good negative shift receivers for sale soon in the Ampeer. I'll have more on the Eclipse 7 soon.

## Model airplane enthusiasts claim record for Atlantic crossing

Wednesday August 13, 2003

By JACK GARLAND, Associated Press Writer

LONDON (AP) It didn't fly high and it didn't fly swiftly, but The Spirit of Butts Farm made it all the way from Canada to Ireland with a few drops of fuel to spare, a group of model airplane enthusiasts say.

They are hoping for a distance record for the flight of 38 hours, 23 minutes over 1,888.3 miles by a model plane that weighed just 11 pounds when it took off from Newfoundland.

For Dave Brown, who was at the controls for Monday's landing at Marrin Beach in County Galway, it was a great moment.

"A great cheer went up when we saw it, and four minutes later I landed it in the field. It was so thrilling," Brown said in a telephone interview.

The balsa wood-and-mylar plane was designed by retired engineer Maynard Hill, 77, of Silver Spring, Md. He launched it from Cape Spear, Newfoundland, on Saturday night.

The nearly 6-foot-long craft was packed with instruments that sent telemetry back to mission control and helped guide the plane. Once in sight of the Irish coast, the plane came back under human control for landing.

Brown, president of American Academy of Model Aeronautics, said he flew to Ireland to handle the landing. Hill kept in touch by telephone from Newfoundland.

"At one point our instruments began telling us the aircraft was inexplicably dipping up and down 100 feet at a time, and then we lost contact of it," he said.

"We thought it only had fuel for 37 hours and we were saying that if it gets there it would get there by pure will, and by God it did.

"There was even about a shot-glass of gasoline left in the tank."

