

FlightLine

A Monthly Publication of Collins Model Aviators

June 1996

☛ **Reminder:** June's CMA meeting is Thursday the 6th.

Rich Dean — "Landings aren't optional"

To help us prepare for this years flying sessions Rich Dean gave an instructional talk on landing techniques at the May CMA meeting.

(see Landings page 2)



June's Featured Model — Jim Doty's Thunder Tiger, Tiger Trainer 40.

June's featured model

No one sent me any pictures of their models so I decided to feature the Tiger Trainer 40 I put together last fall. The model came as an ARF (almost ready to fly) and is all balsa except for the fuselage which has a thin plastic skin over a balsa frame. The Tiger 40 is a typical size for a 40 trainer with a 61" wingspan and is 51" in length. The wing is flat bottomed and has ample dihedral.

The model comes complete with everything (except adhesive, engine, and radio) including landing gear, control linkages, fuel tank, engine mount and servo tray. The only modification I made was to replace the small foam wheels with larger rubber tires, and I used different ends on some of the control linkages to simplify trim adjustments. The linkages provided were perfectly adequate, but the smaller wheels included in the kit may not work well in tall grass.

(see Tiger Trainer 40 page 2)



Rich Dean gives instructions on landing techniques at May's CMA meeting

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Tiger Trainer 40 (continued from page 1)

Although the model is an ARF, it still takes some time to put all the pieces together. The step by step instruction manual really helps, with lots of photographs of the assembly process, and detailed instructions (in very readable English) with plenty of tips and advisories on things to watch out for.

Before I started, I read a review of the Tiger 40 in a modeling magazine. The author pointed out how important it was not to skip any of the assembly steps. I followed this advice closely and kept myself out of trouble. It's not always obvious why certain steps are done first until it's too late.

The toughest part of the assembly process was keeping the CA neat as I glued the windows and tail section to the body. These seams have to be neat because you don't get to cover up the mess with Monocoat after your through. The CA adhesive makes both the black from the front and back window panel plastic, and the red from the tail covering, run onto the white fuselage if your not careful. But other than a few small smudges it didn't look at all bad when I was done.

I used a Thunder Tiger GP-40 engine. This gave ample power, although I did have a little problem with slow throttle response when low on fuel. I'll have to check my fuel line setup before I try to fly again.

The general alignment of the model was good except for a slight twist in the strip ailerons. However, only a small aileron correction was required to bring the plane into trim. I thought I had the balance right (with an empty tank) but the plane still required a lot of nose down elevator trim. I think I'll add a little weight to the nose and shim up the trailing edge of the wing a little. I may also put a little more down deflection in the ailerons so that they are flat with the bottom wing surface.

My flying skills are not really adequate to properly evaluate the model's flying characteristics, but it is certainly very flyable. I did notice a tendency for the model to fall off to one side in slow flight. This may be due to the aileron twist.

Overall, the Tiger Trainer 40 is good way to get a nice looking trainer fast. The kit is well designed and documented with the first time builder in mind. It is also one of the more affordable ARF kits on the market.

J. H. Doty, FlightLine Editor →

Landings (continued from page 1)

Rich's talk included a wide range of hints including: preparing your plane for landings before you even take off (an engine that idles well is vital here); evaluating aircraft stall characteristics; training techniques used to prepare students for their first landing; setting up an approach; controlling glide slope; and flair and touchdown.

Mark Woytassek also added a few tips on energy management and dead stick landings.

Rich's talk was very interesting and just what a novice flyer like me needs after taking the winter off. Although Rich covered all the basics, I'm sure that even the most experienced flyer at the meeting was able to pick up some new perspectives on how to smooth out their landings.

Thanks Rich and Mark for all your help.

J. H. Doty, FlightLine Editor →

From the President

This month I may get an article in the FlightLine. Due to some missed deadlines and an E-Mail mix-up I haven't been doing all that well. But never say die. Try again.

I want to thank Basil Tilley for bringing his airplane to the savings bond rally and joining me in representing the Collins Model Aviators at that event. We talked to a few people, many of whom did not realize that the club existed, so we did generate some interest. Employee services were grateful for our presence, and we got an unexpected free meal out of it.

Last month I thought that by this time we would be wearing out the grass at the field with all the flying activity. With all the rain, that has hardly been the case. Our planned cleanup day after the last club meeting didn't come off (at least I didn't hear that anyone showed up), so I don't know if anyone has ever gotten to the field to mow the grass and put up the fence. If the rain ever stops long enough we can try again.

I'm very interested in seeing the newest planes people have been working on flying. Especially the float planes. Those planes will open a new dimension in flying to our club. Should be fun to fly, and fun to watch.

Finally, with flying season upon us, I am determined that this year I will solo. If I'm to do that I have to get something ready to fly. The savings bond rally was good for that. It forced me to get things closer to being ready so I had an airplane that I could show. So now I'm almost ready, and I intend to keep our instructors busy this season.

Now, we'll see if you get to read this, or I get to reuse the material when I try again next month.

Happy flying, and see you at the June meeting.

John Michael, CMA President →

Editor's note: Sorry John for missing your input. Your EMAILs were going to a workstation account I wasn't using since I transferred to GenAv. I've been back on that account lately, but to be safe you better keep sending the EMAIL to my BANYAN account (the CREMS address on page 5). I try to check that account at least once or twice a day.

Minutes of the May CMA meeting

by Duane Smith

The May meeting of the CMA was called to order by John Michael

Old business

May 22 CMA members will have a display of RC airplanes at the duck pond.

We will try again to have a clean up day at the field 6:00 pm May 09.

Rich Dean reported that he had attended the Sky Hawks field day at the Marion airport. The Sky Hawks hope to enforce field rules at their new flying site.

No New business

Meeting closed

Duane Smith, CMA Secretary →

1996 MOWING LIST

June 09 - John Michael
June 16 - Bill Machin & Tom DeWulf
June 23 - Open
June 30 - Vic Wolfe
July 07 - Basil Tilley & Rich Dean
July 14 - Darrin Nebraska
July 21 - Open
July 28 - John Michael
August 04 - Dave Gillespie
August 11 - Irv Anderson & Bryan Wesner
August 18 - Basil Tilley & Rich Dean
August 25 - Open
September 01 - Irv Anderson & Bryan Wesner
September 08 - Darren Nebraska
September 15 - Open
September 22 - Open

Hannon Lake Float Fly

by: Rich Dean

Basil Tilley and I attended the semi-annual float fly at Hannon Lake park on May 18. It is sponsored by the C.R Skyhawks and was very interesting. I had never attended any kind of a float fly and wondered what kind of success modelers had flying from the water.

Upon arriving there were about sixteen planes at the edge of the lake. Hannon Lake at the flying location was pretty much North South and the 5-8 mph breeze was from the South. We did not have to wait very long before seeing some great flying. Planes were started on land, put in the water and pointed into the wind and they were flying like it was no big deal.

All kinds of planes were present. LT-40s, a Telemaster, a Goldberg Cub, 4-Star 40s, a Stampe biplane, a Goldberg Ultimate bipe, a Sig Senior, a SeaStar(I think), a Sig Cavalier and others. It looked like the planes were a little on the overpowered side to help get off the water and counter the extra weight of the floats, and a couple of planes had added a sub fin at the tail for added stability. I have read that when floats are added they add to the fuselage side area. So if you have a larger fuselage more vertical fin area is needed for the plane to remain stable.

Float planes are a neat variation of R/C flying. They looked good on takeoffs and landings. The only problems encountered were the problems you would see with land planes. But a boat was necessary to recover planes suffering a dead stick landing. And the wind getting under a wingtip and turning the plane upside means getting the water out of the engine and plane if needed before flying again.

Hopefully I will be able to try flying from water soon.

Rich Dean, CMA Flight Instructor →

Thanks for the Help

by Rich Dean

Several members showed up Tuesday for the annual CMA field work day. Grass was cut and the fence was put up. I had taken several broken frequency clips home and repaired them but could not get them back into the frequency box because someone had tried to jimmy open the padlock and it is out of commission but still locked. Actual work did not take too long so flying filled up the rest of the evening. Thanks to Basil Tilley, Tom DeWulf, Wayne Savold and John Crilley for working and providing moral support.

At the end of the evening the Ace PuddleMaster I have been working on was flown. It is electric and is a calm air flier. It was hand tossed for a launch and flew for about four minutes. I landed with some power left to choose the landing rather than dead stick. It was the second flight for the plane and does not have the outrigger floats attached yet. Hope to fly it off the pond soon.

The field is open for business, now if the weather will just cooperate we can get to having fun flying a couple of evenings a week.

Rich Dean, CMA Flight Instructor →

Local Activities

**CEDAR RAPIDS -
SKYHAWKS**

**SATURDAY JULY 13
MARION AIRPORT**

**R/C COMBAT!!!
FLYING STARTS AT 10:00**

**2 CLASSES BY ENGINE SIZE
UP TO .25 AND .26 - .46
FRONT INTAKE SIDE EXHAUST
NO TUNED PIPES
5 POUND MAX AIRCRAFT WEIGHT
\$5.00 REGISTRATION FEE PER CLASS
PLEASE CALL TO PRE-REGISTER**

**PRIZES FOR ALL
PILOTS COMPETING**

THANKS TO:
**R/C ADVENTURES
PEPSI COLA
C. R. SKYHAWKS**

FOR MORE INFO AND A
FULL COPY OF THE
RULES PLEASE
CALL
SCOTT GRADY 366-4309
OR
KYLE FRIAUF 364-3289

**NATIONAL
FLOAT FLY '96**

JULY 19-21

**GREATER OTTUMWA PARK
OTTUMWA, IOWA**

WE'RE READY TO GO AGAIN SO BRING
YOUR FLOAT PLANES AND JOIN US
FOR SOME FUN AND EXCITEMENT AT
NATIONAL FLOAT FLY '96.

The event will be held in conjunction with
19TH ANNUAL OTTUMWA PRO BALLOON RACES
and will include carnival rides, live music, food
venders and many other attractions ON-SITE.
NATIONAL FLOAT FLY '96 will feature a flying
site with 20 acres plus over water. Numerous
prizes will be awarded and the first fifty entrants
will be eligible for a drawing of a HOT AIR
BALLOON RIDE (subject to weather and final
Balloon pilot approval).

The event will be AMA sanctioned by the
OTTUMWA R/C FLYERS, sponsored by
HOBBY CHEST and feature guest announcer
JIM VAN LOO.

For information contact HOBBY CHEST (515-683-4436)

Heads Up, CMA Activities

Thursday, June 6, 4:45 pm—Club Meeting

Friday, June 21, 5 pm—FlightLine Deadline

Friday, July 19, 5 pm—FlightLine Deadline

Because the normal July meeting date falls on the 4th of July, we will need to select an alternate date for this meeting at the June meeting

Note: All meetings and build sessions are held in the 35th street N.E. Facility (main plant) Cafeteria building 140, unless otherwise noted

FlightLine deadlines are flexible if you can let me know ahead of time what to expect

Local Activities

July 13 — C.R. Skyhawks R/C Combat
at Marion Airport,
Marion, Iowa.
Call: Scott Grady 366-4309
or Kyle Friauf 364-3289

July 19-21 — National Float Fly '96
at Greater Ottumwa Park,
Ottuma, Iowa.
Call: Hobby Chest (515) 683-4436

🌀 1996 CMA Staff

President: John Michael
Vice President: Tom DeWulf
Secretary/Treasurer: Duane Smith
FlightLine Editor: Jim Doty
Web Page Editor: Tom DeWulf

Flight Instructors:
Rich Dean
Dave Decker
Dave Dillman
Mark Woytassek

Flight Instructors in training:
Irv Anderson
Tom DeWulf

Test Pilots for first flights of new airplanes:
Rich Dean
Mark Woytassek

➔ Flight Training

Flight Training is available every Tuesday and Thursday weather permitting.

Tuesdays — Beginner training

Thursdays — Advanced training

Check the CMA Hotline 395-8888 for the latest updates on the training sessions.

In case of bad weather on Tuesdays, Thursday will be used for both sessions.

On Saturday mornings with good weather there will usually be someone available to provide additional training.

✉ Send your input for FlightLine to:

James H. Doty
MS 124-300
x2931
jhdoty@crems.rockwell.com

💻 Send your input for the CMA Web Page to:

Tom DeWulf
tvdewulf@cacd.rockwell.com

1996 CMA Membership

<u>M/S</u>	<u>NAME</u>	<u>M/S</u>	<u>NAME</u>
108-103.....	Irvin Anderson	153-163	Darrin Nebraska
108-166.....	Geoffrey Barrance	108-136	Patrick Neu
124-114.....	Ross Beins	108-136	David Neu
124-111.....	Bob Buschette	137-136	Marion Payne
124-115.....	Raleigh Dean	120-105	Elio Picchetti
120-131.....	David Decker	108-136	Gary Prior
153-120.....	Timothy DeWit	124-123	Wayne Savold
153-264.....	Tom DeWulf	139-125	Gerald Showman
153-163.....	David Dillman	108-136	Duane Smith
124-300.....	James Doty	108-136	Brian Smith
106-183.....	Mike Eastman	105-152	Basil Tilley
153-264.....	Doug Emerson	124-111	Robert Tribuno
153-163.....	David Gillespie	124-111	Robert Tribuno (for Peter Tribuno)
153-163.....	David Gillespie (for James Gillespie)	124-111	Robert Tribuno (for Michael Tribuno)
153-163.....	David Gillespie (for Amy Gillespie)	120-131	Ron Menti (for Tony Veit)
120-131.....	Ron Menti	139-142	Charles Ward
108-166.....	John Michael	153-264	Bryan Wesner
108-166.....	John Michael (for Kevin Michael)	107-110	Victor Wolfe
		124-115	Mark Woytassek

John Crilley
2540 Second Ave
Marion, IA 52302

Academy of Model Aeronautics
5151 E. Memorial Drive
Muncie, IN 47302

Is someone you know missing from this list?
Give them a call and ask them to *Come Fly with us in CMA!*