

April 21, 2004

*I missed the April CMA meeting. Just as I was getting ready to head over to Main Plant – I got a call saying my daughter may have broken an ankle. Turned out to be a very bad sprain. From what I heard, a few people showed up, talked airplane stuff, then adjourned.*

*Tom Gorman tells me that the lease for the flying site from Larry Martinson is “in the mail.” Apparently Larry prefers to handle this stuff via snail mail rather than in person. On a related note, Tom tells me that the CMA 2004 membership cards are somewhere in the interoffice mail, on their way to me for an “official” signature. When I get them – I’ll take care of them and should have the cards ready for passing out at the May 6<sup>th</sup> meeting.*

*Speaking of the May 6<sup>th</sup> meeting – it’s only a few days away. Weather permitting, I believe we should shoot for having the meeting at the field, right after work (5:15 or 5:30 “ish” works for me). Bring a plane and the meeting will be short. If the weather is bad – then it’s off to the Main Plant Cafeteria as usual.*

*The April build session came....and went, apparently with no attendance. It was the last one until later on this fall when the weather turns bad and the daylight after work disappears.*

*As most of you probably know, we were invited to be part of the Take Your Kids to Work Day festivities at Rockwell on Thursday, April 22. Seeing as how we only got the notice on Friday, April 16 (I was out of the office that day, and didn’t actually read the email invitation until Monday morning, April 19<sup>th</sup>) – that was pretty darn short notice. I’d like to thank those of you who replied to my urgent email message with offers of planes and equipment – they were truly appreciated. The bad part of the deal is that as late as Tuesday, I wasn’t sure of any of the “particulars” regarding the agenda, where we would be, how much space we’d have, time charging issues.....the usual stuff. Not wanting to put on a really bad performance, I respectfully declined the invitation, but asked the HR staff to keep us in mind for future opportunities.*

*Right after the aborted April meeting, I received an Email from Steve Plantenberg, who expressed his desire to once again take up the mantel of being the Editor-in-Chief of the CMA newsletter “Flightline.” He was so inspired that he actually put together a demo copy for me based on the last published newsletter. I told him to knock himself out and have a good time publishing. Now all he needs is input from us, or it’s going to be either a real boring newsletter, or a non-existent one.*

*I’ve actually gotten out twice this year to do some flying – that was about a month ago. Tuned up a brand new helicopter, a Hirobo Scedu EVO 50, with an OS 50 SX-H. Three tanks of fuel and so far it is a fine flying chopper. I also did a bit more tuning on the OS 70 SZ-H in my fairly new Hirobo Freya. A new Hatori muffler on that engine should let that 70 run with more power than the “el cheapo” muffler I was flying last fall. I got a couple of good flights in on my old reliable Kyosho Caliber 30s. If anyone is interested in starting with a helicopter – I wholeheartedly recommend the Caliber 30. Easy to build, maintain, and flies exceptionally well for a 30.*

*I also got the Goldberg Tiger 2 from last year’s fun fly up on its maiden flight. That flight almost turned out to be its last flight, as well. When I built the kit, I was a bit worried about the wood selection in the kit for the horizontal stab and vertical fin. It uses a built-up framework consisting of ¼ x ½ stock, with some ⅛ x ¼ diagonal ribs. The leading and trailing edge of the stab use some ¼ joiners and the center of the stab a trapezoidal shaped piece of ¼ inch stock to glue to the fuselage. As I was building the fin and stab, I had a gut feeling that the wood in the kit was just too soft. Being somewhat lazy (not wanting to take time out for a drive to the hobby shop), and a bit eager to just finish the kit – I forged ahead and used the wood in the kit.*

***On the Tiger's first flight, I was in the process of trying to trim some right aileron and some up elevator (ask me why I hate digital trim tabs some day – I'll tell you). I had the OS 46 FX at about the ½ throttle setting, flying towards the north end of the field (Skyhawks field) and needed to make a 180 degree turn to start heading south again. I performed a fairly mild split-S and heard some of the most awful flutter I have ever heard from an airplane. I throttled back, set up for an approach and landed the Tiger.***

***When I got back to the pits, I checked the horizontal stab. The entire stabilizer split down the middle – front to back, underneath the rudder. Most of the diagonal ribs were no longer glued to the leading and trailing edges. The only thing holding the entire stab together was the MonoKote. When I got home and started repairs – I noted that the leading edge balsa had split at the butt joint, the triangle shaped reinforcement was broken in half, the trapezoid shaped stab mounting block was split along its full length, and the trailing edge doubler, too, was cracked.***

***I've since rebuilt that assembly using 3/16 x ½ balsa, 3/16 x 3/16 ribs, and the top and bottom of the stab are sheeted using 1/32 balsa. Very rigid and very strong. With some luck, I'll have it fully MonoKoted and the elevator re-installed by this weekend. With a LOT of LUCK, the Weather will be nice, too!***

***The moral of that story is – don't trust kit manufacturers to select the proper wood for the job. If you have a gut feel that the stuff is too hard, too soft, too heavy, too "whatever" – take the time to get the right wood at the hobby shop. A few extra dollars spent on your kit will save you a lot of hours and money in the long run.***

***OK – enough rambling for now. Maybe the next Newsletter will be a nice, shiny Flightline, with all the flash and pizzazz of those older ones out on our archives.***

***Now let's go fly.***

***Dave Shema  
President - CMA***