

FlightLine

A Monthly Publication of Collins Model Aviators

March 1996

☞ Reminder: March's CMA meeting is Thursday the 7th.



March's Featured Model — Tony Veit's Bill Griss Rocket
a small 5-cell 600 mAhr electric

Basil Tilley was custom fitting plywood formers to go inside the fiberglass fuselage of his huge FW-190. A couple are way to the rear of the fuse and hard to reach but he has them fitting good, ready for gluing and says the rest should be easier to install.

Michael Wesner was running an R/C car that he has just about finished and was showing the Sermos connectors he is switching to for the power connections between the motor, speed controller and battery. His experience with an adaptor cord with a Tamaya connector on one end and a Sermos connector on the other was interesting. Using this adaptor cord while fast charging a battery pack showed the Tamaya connector getting quite warm while the Sermos connector stayed cool. This indicates that the Sermos connector has less resistance and is a better connector in a high current environment like the power system of an electric car or plane.

The winter build sessions for this winter are going fast. They have provided a spark to keep us going when there is no flying going on. They sure help me to be more ready for flying when Spring rolls around. I think the annual Beauty Contest is coming in April and an early Summer float fly is somewhere on the agenda so dust off the planes and cycle those batteries. Ahhh I can almost smell the Nitro and castor oil already!

Rich Dean, CMA Flight Instructor ➔

February's Build Session

by Rich R. Dean

The February build session was another good one. Progress was made on the two SeaCat horizontal stabs, they are so large they look like a wing complete with a lifting airfoil. Duane Smith brought an interesting wing to the session that looked suspiciously like a Sig LT-40 wing but it had no dihedral and attach points for two engines. We will stay tuned for more information on this one. Brian Wesner showed up with half a wing to a Northeast Aerodynamics Sport Air 40. What a great looking kit! Many hand cut parts and a lot of good ideas incorporated into the construction should make this one a winner. It is a low wing trike trainer for those not familiar with it and I hope to see it at the field this summer so he can give us a flight report. I have seen a couple of kit reviews on this plane and they were both good.

In This Issue:

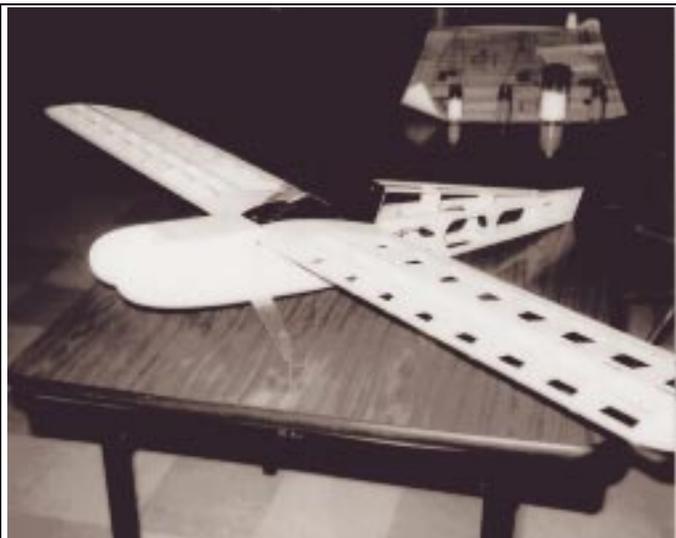
Featured Model	1
February's Build Session	1
February's Club Meeting	2
Minutes of February's Meeting	2
Palo Swap Meet	3
SFA Lawsuit Update	3
Club Business	3
CMA Bylaws	4
Heads Up, CMA activities	7
Local News and Events	7
CMA Staff.....	7

February's Club Meeting

by Jim Doty

I couldn't make it to February's club meeting because I was on a business trip. Fortunately, Tom DeWulf was kind enough to take photos of the models brought to the meeting. Tony Veit brought his Bill Griss Rocket, a 5-cell electric.

Darin Nebraska brought the Midstar 40 model he won at last year's club meeting. Looks like construction is coming along nicely.



Darin Nebraska brought his Midstar 40 to the February CMA meeting. He won the kit at the club picnic. He's planning to use a Fox 46 engine

Michael Wesner brought his RC10-T2 model car. It uses a 1400 mAh 7.2V battery pack. Looks good but where are the wings?



Michael Wesner's RC10-T2 electric car with 1400 mAh 7.2V battery

I like to thank all of you that bring your models to the meetings. Its always good to see what people are up to plus it gives me something to print pictures of.

James H. Doty, FlightLine Editor ➤

Minutes of February's Meeting

by Duane Smith

The February 1, 1996 meeting of the CMA was opened by president: John Michael

January minutes were read

Treasures report: As of the end of January \$1013.64

OLD BUSINESS

Duane Smith has the money for the field rent. Rich Dean and Duane will deliver the money to Dr. Sherman

No report from the changes to the Bylaws committee

Tom DeWulf is going to type up Bylaws and changes

Dave Decker has picked up the free Eagle 2

NEW BUSINESS

Rich Dean suggested a Saturday training schedule

John Michael asked if anyone was interested in the club sponsoring a brown bag this year. No brown bag was held last year. No one made a motion for a brown bag this year.

Tom DeWulf has talked with the new owner of the hobby shop. The owner indicated our club will receive a discount on the door prizes we purchase at the shop.

Irv Anderson asked about the 1996 membership cards.

Duane Smith and John Michael will be working on the cards.

Rich Dean reported: there may be new construction on the north end of the field.

Tom DeWulf reported: the new club trainer flies well with the OS 25.

Meeting adjourned

Duane Smith, CMA Secretary ➤

The Palo Swap Meet Good Deals Go Fast

by Jim Doty

On February 25 I went to Palo for a R/C swap meet. The swap meet was sponsored by the Cedar Rapids Skyhawks. The meet was very successful, with most of the available space filled with tables, and a good crowd of people. The meet started at 10 am and early sales were brisk. By the time I got there at 11:30, most of the good buys were walking out of the door.

There were still a few good deals on larger engines, but I need to be looking for something in particular to make that kind of an investment. There were lots of airplanes and helicopters in all stages of life: kits, built but not covered, newly assembled, and well used.

There was a wide range of vendors: people selling their old models and engines, people with freshly assembled models for sale, R/C Adventures had a table, and there was vendor selling odds and ends and old R/C magazines.

I looked for good deals on balsa and building materials but none of the vendors had anything that interested me. The only vendor with balsa bundles only had short pieces. There didn't seem to be the usual group of balsa, paint, and supplies vendors at this meet.

Mark Woytassek also went to the meet and told me that the vendor who normally has lots of balsa plywood for sale didn't show up this year.

So the only thing I ended up buying was a hot dog and a soft drink at the snack stand. There was still plenty of food and drink long after the early values had left.

Before I left, a lot of the vendors had started marking down their prices for the end-of-meet cleanup, but I didn't see anything I was really interested in, so I left without seeing how low they would go. The old rule still applies: you need to be there first, or be there last, to get the deal.

Anyway, next time I'll be sure to show up early for the best deals. See you there.

James H. Doty, FlightLine Editor →

SFA Lawsuit Update AMA Press Release

by Jim Doty

Last month the AMA sent us a press release on the status of the Sport Flyers Association (SFA) lawsuit against the AMA. The AMA's commercial liability insurance carrier agreed to pay the SFA an undisclosed amount (said to be a small fraction of the \$350,000 spent to date by the SFA for legal fees). The SFA has agreed to drop all of its claims against

the AMA, but the AMA has made no agreement to drop the counter claims against the SFA.

Regarding the settlement the AMA release stated "SFA's willingness to give up now on any remaining claims may be explained simply by a desire to claim victory before those claims are also resolved against it. Certainly, if SFA believed the claims against AMA had merit, it would not agree to release them without an agreement by AMA to release the counterclaims that it has asserted."

I have scanned the release and will make it available Tom DeWulf to put on the CMA Web page, for those that want to read the entire release. If anyone wants a copy of the original release just call or EMAIL me.

James H. Doty, FlightLine Editor →

Club Business CMA Bylaws

by Tom DeWulf

During the last month, I uploaded the CMA bylaws to the CMA home page on the Rockwell internal world wide web. The bylaws are badly outdated and need to be revised. Some points I noted that need revision are:

- Separate Treasurer and Secretary are specified (no longer true)
- Rockwell sponsorship is listed as per person instead of by club.
- Changes to bylaws to reflect current dues structure has not been incorporated.
- Flying site access is no longer restricted by a locked gate.

I will propose several amendments to the bylaws at the March meeting to correct the problems listed above. Anyone planning on attending the March meeting might want to review the attached bylaws before the meeting. Read *FlightLine* next month for an updated copy of the bylaws, or check them out at the CMA home page on the Rockwell web. Until then, I'll see you in the sky.

Tom DeWulf, CMA Vice President →

Collins Model Aviators Bylaws

1. Club Officers

Collins Model Aviators' (CMA) general membership shall elect officers annually to handle business aspects of the club affairs. The minimum set of officers shall include:

- President
- Vice President
- Secretary
- Treasurer
- Newsletter Editor

1.1 Elections

Nominations, from the membership, for club officers may be submitted to any current officer from October 1 through November 15. A ballot will be mailed to each paid member on November 16. Ballots must be returned to the Vice President by November 30. Results of the election shall be counted by the officers on December 1 and made public at the CMA club meeting in December

2. AMA Charter

CMA shall be required to be an Academy of Model Aeronautics (AMA) chartered club. The AMA Charter provides the club, club members, spectators, and the flying site owner with liability and medical insurance. The flying site owner must be named as "additional insured" on the AMA charter.

CMA shall renew its AMA charter each year. Submission of AMA charter renewal forms is the responsibility of the Secretary. The AMA requires the charter renewal forms be received by the AMA no later than March 31 of each year in order to continue seamless insurance coverage.

CMA's charter number is 3257

3. Membership

3.1 Eligibility

Eligibility for membership in CMA shall be limited to the following:

- current Collins employee/spouse
- retired Collins employee/spouse
- current Collins contract worker (member must pay subsidy)
- co-op student

3.1.1 Children

Due to Employee Services' policy, children (dependents 18 years of age and younger of Collins employees) are not eligible for formal membership in CMA. CMA, however, encourages enjoyment of model aviation by all ages. Children will be accepted as *provisional* members who pay no dues and do not appear on the official roster. All other rights and privileges of membership will be afforded to provisional members.

3.2 Dues

Dues shall be paid by members on an annual basis. Nov. 15 shall be the cutoff date (*exception: cutoff date for 1993 calendar year will be May 28, 1993*). The cutoff date is required so Employee Services can set a starting date for their subsidy.

- \$20 annually when paid by cutoff date
- \$20 + subsidy when paid after cutoff date. If the person qualified for membership before the cutoff date. Exceptions to this rule are new employees, employees moving from nights to days, and new spouses.

3.3 Membership Cards

Each paid member shall receive a membership card that identifies him/her as a CMA member for the current year. Production and distribution of membership cards shall be the responsibility of the Secretary.

4. Meetings

4.1 Location

Rockwell-Collins Main Plant cafeteria, Neither employee badges nor property passes are required for this facility.

4.2 Time

CMA club meetings shall take place at 4:45 pm on the first Thursday of each month.

5. Financial

5.1 Subsidy

CMA shall be subsidized by Rockwell Employee Services. The amount of subsidy for the following year shall be determined after review of club membership, activities, and expenses by Employee Services and CMA officers. Cutoff date for subsidy shall be Nov. 15 for the following calendar year's membership.

5.2 CMA Account

All CMA funds from dues collection shall be kept in a corporate account provided by Employee Services.

Funds collected from dues shall be kept separate from subsidy money provided by Employee Services. Money for purchases must first be drawn from the dues account. Once the dues account is empty the subsidy money may be used. The account containing subsidy money shall be cleared to zero at the end of each year. Funds raised from sources other than dues may be kept in a separate account.

5.3 Spending Authority.

Elected officers may spend club funds as deemed necessary and timely. Officers submit an expense report to Employee Services in order to request a check from the club account. All financial transactions must be reported to the general membership at each monthly meeting.

5.4 Assets

5.4.1 CMA Assets

Club assets purchased after May 28, 1993 shall become Rockwell International corporate property. Purchases after May 28, 1993 must have the approval of Employee Services.

6. Flying Site

6.1 Access

The CMA flying field shall have a locked gate at the entrance to prohibit unauthorized entry. Once a member passes a one-time pilot proficiency (e.g. solo) test in the presence of a CMA flight instructor he/she will be issued a key to the gate, allowing unrestricted access. The key must be surrendered when a member terminates his/her membership.

Any individual that flies at the CMA field, regardless if that individual is a CMA member is required to have current AMA insurance.

CMA reserves the right to ban any person from the CMA flying site if that person repeatedly violates flying site rules or is a safety hazard to others.

6.2 Guests

Guest modelers are allowed to fly at the CMA flying site only while under the supervision of a CMA member with flying site access. It is the duty of the CMA member to brief the guest on flying site rules, including mandatory AMA insurance. The actions of the guest are the responsibility of the CMA member hosting the guest.

CMA reserves the right to ban any guest from the CMA flying site if that person repeatedly violates flying site rules or is a safety hazard to others.

6.3 Rental

CMA will pay Dr. Thomas Sherman \$400 in cash each January for the annual flying field rental. This is the duty of the Treasurer.

7. Flight Training

CMA shall have a formal flight training program, with approved flight instructors and a flight training manual.

Each flying season (typically May through October) the flight instructors shall set a schedule for training; listing times when instructors will be present at the flying field, weather permitting.

7.1 Flight Instructors

Individual may become flight instructors by passing a flight instruction test in the presence of a current CMA flight instructor.

8. Amendments

CMA Bylaws may be amended by majority vote of current members present at a club meeting. The secretary shall record the vote and amend the bylaws as voted upon.



Heads Up, CMA Activities

Thursday, March 7, 4:45 pm—Club Meeting

Thursday, March 14, 6-9 pm—Build Session

Friday, March 22, 5 pm—FlightLine Deadline

Thursday, April 4, 4:45 pm—Club Meeting

Thursday, April 11, 6-9 pm—Build Session

Friday, April 19, 5 pm—FlightLine Deadline

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

Coming Up

After the April meeting will be the annual “beauty contest”. Come show us what you’ve been working on all winter. Models don’t need to be finished to compete. All types of R/C models (planes, cars, boats, subs, etc.) and free-flight model aircraft are welcome.

Thanks for your Input

I’d like to thank everyone for their articles this month. I was a little late with the reminders, but I still got enough to fill this issue.

Next month I’ll publish Mark Woytassek’s pattern flying plan.

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

Send your input for FlightLine to:

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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	120-105	Elio Picchetti
108-166.....	Geoffrey Barrance	108-136	Gary Prior
124-114.....	Ross Beins	124-123	Wayne Savold
124-111.....	Bob Buschette	106-165	Gerald Showman
124-115.....	Raleigh Dean	108-136	Duane Smith
120-131.....	David Decker	108-136	Brian Smith
153-120.....	Timothy DeWit	105-152	Basil Tilley
153-160.....	Tom DeWulf	124-111	Robert Tribuno
153-163.....	David Dillman	124-111	Robert Tribuno (for Peter Tribuno)
124-300.....	James Doty	124-111	Robert Tribuno (for Michael Tribuno)
120-131.....	Ron Menti	120-131	Ron Menti (for Tony Veit)
108-166.....	John Michael	181-100	Charles Ward
108-166.....	John Michael (for Kevin Michael)	153-264	Bryan Wesner
153-163.....	Darrin Nebraska	107-110	Victor Wolfe
108-136.....	Patrick Neu	124-115	Mark Woytassek
108-136.....	David Neu		
137-136.....	Marion Payne		

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