

FlightLine

A Monthly Publication of Collins Model Aviators

October 1996



The flightline at September's CMA picnic and fun fly, flyers get ready for the competition

Reminder: October's CMA meeting is Thursday the 3rd at the main plant cafeteria. Bring your photos of September's CMA picnic so we can select photos for a display on the company bulletin board.

drawings for kids and spouses. Bill Mackin kept a list of the winners (see Fun Fly Winners on page 2)

I think everyone had a good time. I'm already looking forward to next year's picnic.

James H. Doty, FlightLine Editor →

September's Fun Fly and Picnic Great fun for all

by Jim Doty

September's fun fly and picnic was a lot of fun. The members and their families brought picnic lunches, and pop was provided. There were a lot of interesting activities including a flying demonstration by Rich Dean of his electric sea plane (this month's featured model).

A lot of great prizes were given away, and members could earn extra chances to win by participating in the taxi, timed flight, or spot landing events. There were even special

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A special thank you photo for Sig — Sig Manufacturing sponsored our funfly with a donation of a LT40 kit. As you can see Sig models are very popular with our members.

Fun Fly Winners

by Bill Mackin and Jim Doty

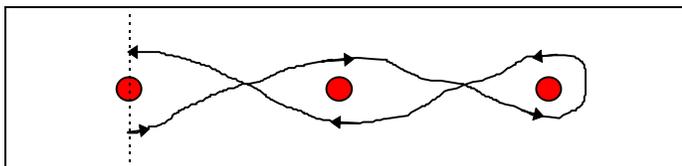
To get everyone involved, there were three sets of drawings, one for the kids, one for the spouses, and of course the big drawing for the members.

Kids drawing: A number of plastic windup airplane and helicopter models were given away, along with several balsa gliders. The kids had a great time with the with these “micro free flights”.

Spouses drawing: As a thank you to the people who put up with our flying activities, there was a drawing for the wives, spouses, girl friends, and significant others (limit one per member ☺).

The following winners received restaurant gift certificates:

- Sandy Anderson
- Sharon Emerson
- Chris Doty
- Karen Smith



Balloon Slalom: The balloon slalom was a timed taxi event around three balloons arranged along the runway center line. Planes started from a standing position with spinner aligned with the first balloon, and had to slalom past the middle

balloon, round the far balloon, back on the other side of the middle balloon, and finish by passing on the other side of the starting balloon.

Slalom Event Times:

- 22.71 Darren Nebraska (Winner!)
- 23.59 Doug Emerson
- 27.34 Basil (after 1 false start)
- 31.31 Michael Wesner
- 31.53 Jim Doty
- 36.12 John Michaels
- 38.59 Brian Wesner
- 39.59 Dwayne Smith
- D/Q Rich Dean - 1st try, crashed & broke rudder. A little CA later, and 2nd try, crashed on a windy curve.
- D/Q Irv - 1st try, popped a balloon, and was disqualified.
- D/Q Brian Smith - 1st try, worst crash of the event, broke the tail section. Will have to modify that nose wheel!
- D/Q Dave Gillespie - Crashed on windy turn

First drawing after this event; Dave Gillespie chose the Sig Kadet LT-40.

Three-minute flight and spot landing: The last two events were held simultaneously. Non-solo flyers flew until they thought three minutes had passed and then call time. The solo flyers time ended at the time of landing, and the distance from the touch-down point to the runway midpoint was measured.

Both a closest to three minute time winner and a closest to spot winner were awarded. An extra ticket



3-Minute Flight, and Spot Landing results:

Time	Person	Distance
3:05	Basil Tilley	N/A
3:05	Doug Emerson	55' 6"
3:06	Dave Dillman	31' 9"
2:51	Michael Wesner	N/A
3:20	Mike Eastman	N/A
3:46	Rich Dean	24' 9"
3:53	John Michael	N/A
3:55	Darrin Nebraska	N/A
1:37	Bryan Wesner	N/A

Not many participants in the Spot Landing, due to the gusty cross-wind conditions. Maybe next year?

Each person received one ticket for the drawing; participation got them an extra ticket, and winning an event earned an additional ticket. So the more events you tried the better your chances.

Here are the winners in the last drawing:

- 1 - Darrin Nebraska — Ultimate Fun Fly 40 Biplane
- 2 - John Michael — Seamaster 40
- 3 - Doug Emerson — Mid-Star 40
- 4 - Dave Dilman — Four Star 40
- 5 - Basil Tilley — Glow-plug driver
- 6 - Dwayne Smith — Digital Tach.
- 7 - Michael Wesner — Voltmeter
- 8 - Brian Smith — Power Panel

That was the end of the prizes; those who didn't win in the drawings split up the remaining pop, so everyone came away with something!

Bill Mackin and James H. Doty →

October's featured model

Rich Dean's PuddleMaster



October's Featured Model — Rich Dean's PuddleMaster

October's featured model is Rich Dean's PuddleMaster. Rich gave a demonstration of his PuddleMaster at this year's funfly. This plane is rather unique in our club as it is an electric powered sea plane.

I always thought that electrics would not have enough power to get of the water, but Rich's PuddleMaster proved me

wrong. It easily came off the water and showed plenty of power in the air.



The electric PuddleMaster is right at home in the pond, with plenty of power to get of the water



Rich Puts the PuddleMaster through its maneuvers for the crowd

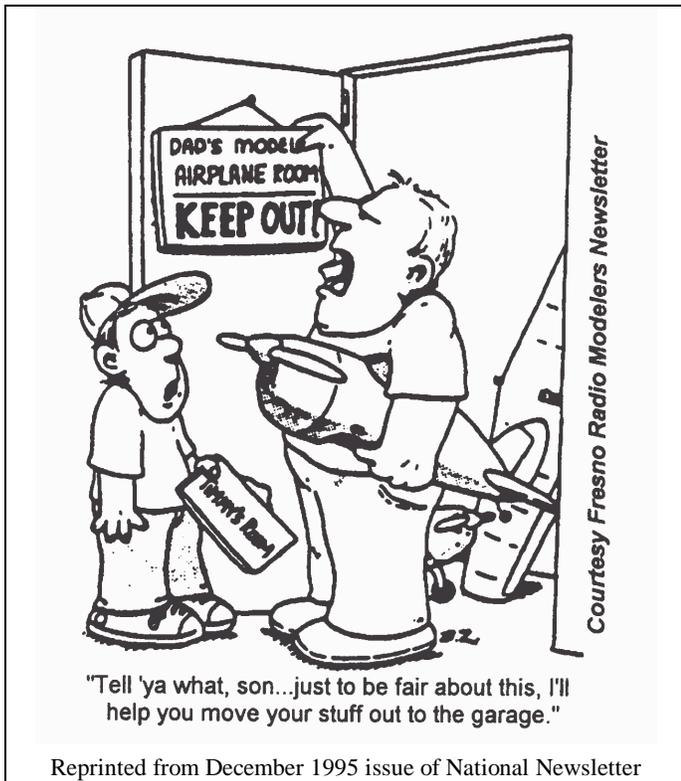


Fortunately Rich was able to taxi the plane to the edge so we didn't have to swim to make the recovery

Rich put the puddle master through a few maneuvers and then back to a smooth landing in the pond. After landing he showed one of the advantages of electric power by restarting the motor after a dead stick landing, to taxi (cruise) back to the bank.

The clean and quiet electric seems perfect for use in a small pond.

James H. Doty, FlightLine Editor →



Anybody Can Do It

Here's How!

by Red Scholefield

Inspired by New York Times columnist Russel Baker

In my correspondence and association with other model club newsletter editors, I have been asked to divulge the secret of how to write a newsletter, and I now do so gladly, for _____.

Which brings us to Rule One: When a sentence threatens to get out of control, always cut it off, preferable with some unusual punctuation mark like a dash or something exciting like!!!!

Modelers are too busy to read long sentences.

Or long paragraphs either, So.

Keep paragraphs—

—short!

Unless, of course, you want to appeal to the most thoughtful elements of modeling, which is to say that element that hungers for material that has weight, heft, girth and depth to match the nobility of its heighth.

Which brings us to Rule Two: Avoid cute attempts to satirize yourself by creating new words like "heighth" simply because you have written lisp words like "girth" and "depth".

Next, before starting the newsletter, select a subject. This complex process should begin first thing in the morning. Simply stare into the bathroom mirror and say, "Mirror, mirror, on the wall, can you give me any newsletter idea at all?"

It won't. Mirrors never do, no matter what you've asked, any more than other club members do.

SO, on to the next step. Ask other modelers and flying buddies, "What would you like to see a good column about in the newsletter?"

Their feeble, unimaginative responses will give you fresh self confidence that you alone, in all the RC world's multitudinous numerosity, are uniquely qualified to perform this difficult task of dilating on brilliant and fresh insights into the RC predicament.

Thus heartened, sit at the typewriter or word processor and put the fundamental question silently to yourself, "What do I want to write a nice article about?"

If at a typewriter, your concentration will immediately be broken by the sheet of paper in the machine. It never wants to be written on. Take it out, throw it away, and insert a more agreeable sheet of paper. Repeat this procedure 20 or 30 times or as often as necessary to find a compliant sheet of paper.

Word processors, on the other hand, are just as disagreeable, but since 20 or 30 computers cannot be lightly thrown away before one submits to duty, the trick is to walk away and have a beer or something stiffer. The average word processor usually becomes agreeable after you've gotten down a six pack or a half a fifth.

Now we begin by deciding what subjects **NOT** to write about. Today, for instance, I decided not to write about tailless airplane design, the price of fuel, floats, the AMA - SFA fight, kevlar, fumes from CA, carbon fibre, cracks in the

runway, glow plugs, single stick, indoor electrics, left hand props, Chinese engines, model cad, kids in RC, synthetic lubricants, Eppler airfoils, or turbine jets.

See Rule One in the second paragraph.

The reasons for discarding these subjects were:

- 1) Ignorance of the subject so substantial to be disgraceful
- 2) Suspicion that readers are already too bored with the subject to read beyond the first paragraph or,
- 3) Fear that other, shrewder, more brilliant newsletter editors will also write about the same subject, subjecting me to humiliating comparison.

Eighty-seven other subjects were discarded for one or all of these reasons, and—

The subject I finally decided to write about was "**Whose Fault Is It?**" The idea was simplicity itself. Who is to blame for this terrible situation we read about and hear about and feel surrounded by every day?

This is the question all modelers want answered. Quickly I began preparing a list. It was easy work. Everybody is constantly telling us whose fault it is.

I wrote down "The FCC, alcohol processors, free flight, mail order houses, ARFs, Japanese engine manufacturers, IMAA, scratch builders, TOC, sun spots, fibre glass, helicopter flyers, ZAP, the EPA, parks and playground management, Top Gun, balsa harvesters, PCs, electric starters, turbulence, ants, crab grass, PCM, battery manufacturers, RCM, Monokote, pylon racers, flight simulators, the boy scouts and SFA.

Then, I stopped. A column has to express an opinion. Yet, I wasn't sure it was the fault of any of these people, places, organizations or things. Come to think of it, in the fault department I am sure of only two things. Somebody killed Nicole Brown Simpson and the baseball strike was the owners' fault.

At this stage, the trick is to start another column.

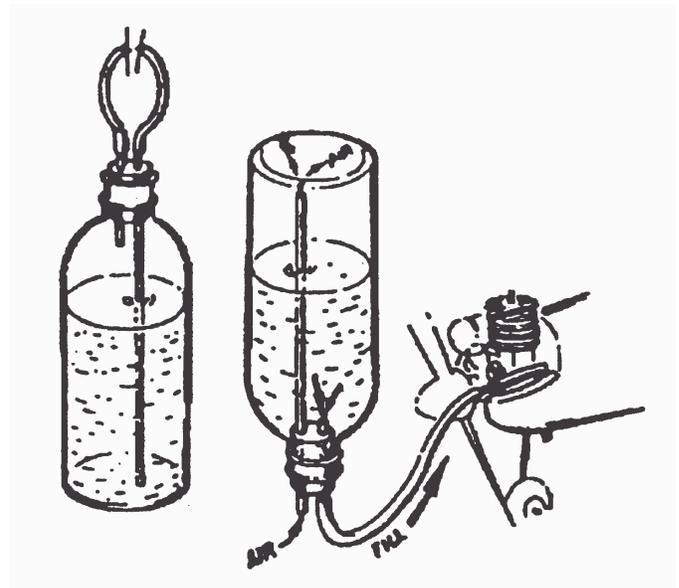
from Gator Flyer
Red Scholefield, Editor
4138 NW 33rd Place
Gainesville, F1 32606

Reprinted from AMA National Newsletter June 1995 →

Low Cost Fueling System

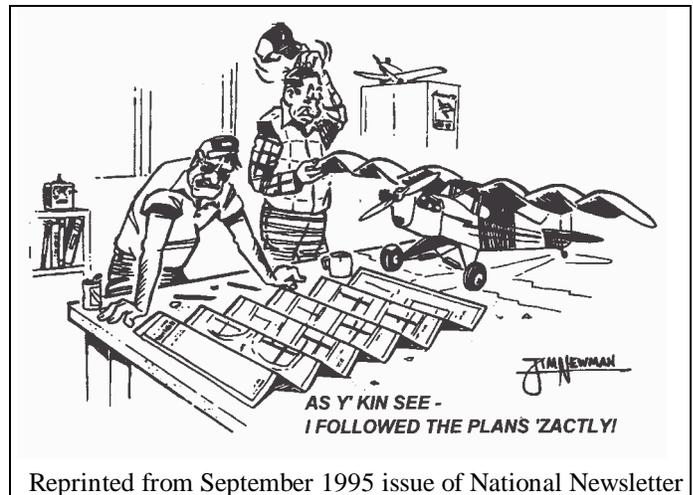
Force two pieces (one long and one short) of Nyrod tubing through a rubber bung (available at a pharmacy or hobby shop) as shown. Fill a large plastic bottle with fuel and tightly insert the bung in the top of the bottle. Attach one end of a fuel line to the short tube and the other end to the fill line on the model. If the bottle is held inverted over the model (as

shown), it will fill the tank at a surprising speed. Remember, the higher you hold the bottle, the faster it will fill. To seal the bottle, simply plug the fuel line onto the vent tube.



Craig Watkins, Coventry, RI

Reprinted from December 1995 issue of National Newsletter →



Reprinted from September 1995 issue of National Newsletter

How to Write an Article

or I Can Do That!

by Ivan

Over the past years, many of you have seen articles I wrote for this newsletter and for several of the national model magazines, especially Flying Models. And you may have wondered why I take the time to do it.

That's fairly easy. I enjoy sharing building techniques and airplane designs. I like the relative notoriety one gets from the name recognition and from the few people who appreciate your work enough to tell you so. For example, in Panama, my son Paul had difficulty getting his friends to believe he flew

fan jets. So when Flying Models came out with the article on the Ultra Sport 40 with the fan on top, he showed them the photo caption with his name in it and they believed. And, from the magazines, I enjoy spending the money they pay for each article.

Each magazine pays a slightly different rate, so you can choose the one you like. In the past four or five years, I've received between two and nine hundred dollars each year—what a great way to subsidize my hobby! And you can do the same.

So the next question, obviously, is how do you find out how to write an article? First, you need to have a subject. If you've designed, built, and flown an original airplane that's a little different and flies well, you've got a good subject. Or, if you don't have an original design, but you do have a unique building hint or technique, you've got a good subject. Related electronic topics are fertile ground as well.

Next, sit down and write about it. It's just that simple. Recognize there's nothing magic about writing—just use conversational (but proper) English, just as if you were telling your friends about it. Start off with a short and straight-forward introduction, then tell the reader everything they need to know (preferable in sequence), then add a short summary. Grammar, structure, and punctuation are all important, and if you have trouble with these things, find somebody to straighten them out for you—it's not difficult. Plans can be drawn on brown wrapping paper with a pencil—the magazine will almost always redraw them anyhow. If you make good publishable ones, your article will be worth even more! Include lots of photos with your name and address on the back and a simple caption for each included with your text. Kodacolor 64 color film provides good results for color photos that will be reproduced as black and white. Kodak Plus-X or Tri-X black and white film produces consistently good black and white photos.

Decide which publication would receive your masterpiece. Then, either send off the entire package (with return postage) or send a letter to the editor saying you have an article on such-and-such and would they be interested in reviewing it for possible publication. List your modeling (and writing, if any) experience, and tell them why your project is neat, unique, or otherwise worthy of being published. Give them 90 days to respond, then follow up with a letter if you haven't heard anything.

Flying Models always sends proof "galley," the text of the article as it will appear in the magazine, in columns, but no pictures. This is great because it offers you the opportunity to do your own final proof-reading and make any changes that may have occurred since you originally wrote the article. In all the articles I've had published (nearly two dozen), nobody has changed anything I wrote without asking first.

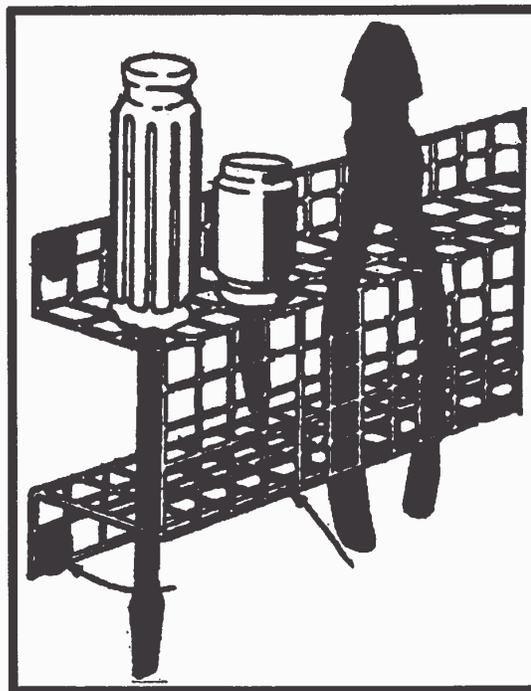
If you're hesitant to start right off with revenue producing national exposure, start with the club newsletter. All editors are always looking for inputs, and will be happy to receive almost anything!

(Edited slightly but taken from)
On the Flight Line
Newsletter of the Pikes Peak RC Club
2612 Marilyn Avenue
Colorado Springs, CO 80909

Reprinted from March 1995 issue of National Newsletter →

Lost Tools?

Make a handy tool holder out of scrap wire mesh (sometimes called hardware cloth). Form the piece of wire mesh into a rectangular shape as shown, by bending it over the edge of a board. Attach the formed holder to the wall with screws and washers to secure its shape. The 1/2 inch square grid makes an excellent holder for a variety of hand tools.



Walter Young
June 1 1990 THE FAMILY HANDYMAN

Reprinted from December 1995 issue of National Newsletter →



Heads Up, CMA Activities

Thursday, October 3, 4:45 pm—Club Meeting

Friday, October 25, 5 pm—FlightLine Deadline

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

Friday, November 22, 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.

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

→ Flight Training

Flight Training is available every Tuesday and Thursday weather permitting.

Tuesdays — Beginner training

Thursdays — Advanced training

Check the CMA Hotline 295-8888 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.

🌀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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 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
124-222.....	Mark Navratil	124-115	Mark Woytassek

John Crilley
2540 Second Ave
Marion, IA 52302

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5151 E. Memorial Drive
Muncie, IN 47302

R/C Adventures
PO Box 284
Marion, IA 52302

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