

FlightLine

A Monthly Publication of Collins Model Aviators

March 1998



Reminders:

- Next CMA meeting is Thursday March 5th
- Next build session is Thursday March 12th

March's Featured Photo:

I pulled this photo of an early WWII Italian fighter from the USAF Museum web page. The MC-200 may not have been as good a fighter as other classic WWII planes such as the P51 or ME109, but it would make a great scale model.

For more information see **MACCHI MC-200 "SAETTA"** on page 6.

James H. Doty, FlightLine Editor ➔

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President's Column

by Crist Rigotti

What a busy month February was! It started off with a trip to St. Paul to take my daughter to college. Add 2 more out-of-town weekends for my son's basketball tournaments, regular games, meetings and the such, and the month is gone. I did manage to do some work on the Zenith 60. It is coming along nicely. The wing needs sanding and center section reinforcement added. Tail surfaces needs final sanding and the fuselage needs bottom sheeting and sanding done. Still a lot of work to do to get it ready to cover, but I think I'm further than I thought I would be by now.

The February meeting went well. We decided to put to vote a change to the bylaws concerning the March 1st cutoff date in the dues section. By now all members should have received their ballot concerning this change. Be sure to vote and either send your ballot to one of the officers or bring it to the meeting. I'll have extra ballots in case you forget yours. We had several new members join and several say that they will, by the March meeting. Currently our membership is 24 adults and 3 children.

Looking ahead at the calendar, I see the Beauty Contest is only one month away! Keep working on those models. Looking forward to seeing the "winter" projects and the other entries. Then, 4 days later (Tuesday, April 7), we have our annual Field Day. This is where we get together, at the field, and get it ready for the flying season. Lets ALL plan on being there to get OUR field ready for use. The more pilots we have, the easier the task is and the better

we'll feel about our field and club. Mark your calendars and plan on helping out. Oh, by the way, rain date for Field Day is Thursday, April 9. Flying season is not that far off. I've heard some reports that some have been flying all "winter" long. We really haven't had a bad winter this year, and could have been flying on those nice weekends lately. Thank you EL Nino. I keep waiting for the "hammer" to fall! Looks like we might be through the tough part of winter. The days are noticeably longer, so things should be warming up. Still on the subject of the flying field, the club needs to put together a mowing schedule for this year. Don't run away! I think that if we spread the duties around each member could cut the field once. Be thinking about it and we'll work out the details by the April meeting.

At the March meeting we will be checking 1998 AMA cards to comply with the AMA Renewal of our charter. Be sure to bring your 1998 AMA card with you to the meeting. When was the last time you were carded? Ha, Ha! Actually this will be a BIG help to Doug, when he fills out the forms, knowing that everyone listed, is a current member of AMA. For Doug, this is the busy month! Thanks goes to John Michael for helping out with the membership cards. Its good to see members helping out with the administrative duties of the club.

I stopped by briefly at the February build session to see what was going on. I had a garage door opener that wasn't and I needed to take a look at it. After it dried out it began working again. Thanks SEARS. Good to see the turn out. Both new and existing members. Some rebuilding was going on, and some of the projects were partially covered, while some were well on their way to be covered. We have one more build session which is March 12. Hopefully, I'll have the Zenith 60 ready to cover by then. I'll be out of town for the March build session. The last of Buddy's basketball tournaments.

I have sent our frequency list to the two clubs that are close by. This should satisfy the AMA in the frequency sharing requirement when clubs are within 3 miles of each other. Even though one

club is not an AMA club, I thought it the right thing to do. Speaking of frequencies, it might be a good time, when checking AMA cards, that we update and confirm our frequency list. We'll figure out a way to make this as streamlined as possible.

As of this writing, I haven't been able to schedule a meeting with the helicopter advisory committee. We may end up putting on a helicopter demonstration for the club members so they can actually see one in flight. I think this would be beneficial, but now we're looking at a time frame that would be into the flying season. I had hoped we could have had the helicopter ban addressed before the flying season started. I want to do what's best for the club and I need to be careful that my personal interests don't get in the way. Even though it's all our personal interests that make up this club. Even if the committee can't meet before the March meeting, at least maybe we can have a phone conversation or lunch to determine what course to take. Perhaps, change takes place a little more slowly than anticipated. I'll try to remain patient.

When I sit down to write this column, I always wonder what to write about. After I get going, I look to see how I'm doing. Whoa, this column got long. There always seems to be a lot to say about our club and our hobby. Some say women talk a lot! Just get a bunch of modelers together! Looking forward to seeing you at our meetings. GEAR DOWN AND LOCKED...CLEARED TO LAND!

Crist Rigotti, CMA President →

February 5, 1998 Minutes

by Doug Emerson

Crist Rigotti called the meeting to order. There were 11 members and 3 guests present.

Old Business:

The January minutes were approved as read.

Doug Emerson gave the treasurers report. Currently, there is a treasury balance of \$500. Income includes Rockwell sponsorship, and membership dues. The only expense included in this report is the field rental.

New Business:

Crist reported that he has been contacted by Plenny Bates who said he has a R/C flying field that is slightly less than 3 miles from our site. In addition it was pointed out that Terry Philpott's field is slightly less than 3 miles from our site. During discussion of this issue, no one thought this would cause interference problems. However, Crist volunteered to provide frequency information to the other clubs and will attempt to get similar information from them in return.

The annual Beauty contest was discussed. It will be held during the April meeting. Normally, prizes such as gift certificates are awarded to winners. There should be three categories, Trainer, Sport, and Scale. Winner is determined by votes placed by persons attending the contest. Eligibility for the contest is rather loosely controlled. Generally, if it hasn't been entered before, it's eligible. Normally, entries should be planes with minimal flight time.

The AMA Charter package needs to be sent in March. Doug Emerson will need to get an update from all of the members on whether or not their AMA membership is current for 1998 so they can be listed in the AMA package.

It was suggested that the other three hobby shops in the area be added to the FlightLine distribution. Addresses are available on the Skyhawks home page.

1998 Membership cards are due to the members on or before the April meeting.

Crist Rigotti made a motion that the CMA bylaws be changed so that paragraph "3.2 Dues" be changed to require the dues cut off date be changed to the "March meeting" instead of March 1. The motion was passed. This will require a distribution of the proposed change to all members and a vote.

Crist proposed that we eliminate the ban on helicopters in the bylaws and control helicopter flying with field flight rules. After considerable discussion it was decided to form a committee to draft some proposed flight rules. The committee consists of Mark Woytassek, Rich Dean, and Crist

Rigotti. It is not planned to vote on the proposed bylaws change until the club sees the proposed flight rules for helicopters.

It was suggested that the meeting seating arrangement be changed so it is not so many rows deep. It's difficult to hear in the back row with all of the ambient noise.

With the membership payments received at the meeting, the club membership is now at 27 people, including three provisional members.

Doug Emerson, CMA Secretary →

February's Build Session

by Rich Dean

The winter build sessions have been interesting and the one in February was no exception.

John Michael is getting close on the floats he is making for his Lazy Bee. Dan Cooley attached the horizontal stab to his Tiger 60. His high visibility yellow and blue color scheme is coming along nicely.

Mark Woytassek was giving pointers to Troy Simonton on rebuilding a wing for his trainer which suffered major damage in a mid-air last summer. The wing looked much better at the end of the evening than it did when it showed up.

Basil Tilley was working on a much modified 1/4 scale cub wing. It has a different airfoil, Fowler flaps and leading edge slats. This combination should make it a real STOL machine.

Duane Smith and I were working on a LT-40 modified into a twin that we hope to have flying this Spring. I know....we said the same thing LAST year, but it has a chance of happening this year.

Jack Morgan was on hand for moral support. He has been on vacation around the southern U.S. and is getting a couple of planes ready for flying.

Van Snyder who is a new club member showed up to pick up a few ideas on radios. He has a LT-40/Super Tiger .45 in the works and sounds like it will be ready soon. Another new member, Richard Kelly brought in a Lazy Ace with about a six and a half foot wingspan and a Saito 1.3 twin on it. He had recently recovered the plane and was going over it to make sure it was

ready for flying. Looks like a neat combination. He said he also has a larger biplane with a gas engine on it.

Can't wait to see all these new and different models at the field. And these are only the ones I know about. I am sure a lot of new ones will show up for the Beauty Contest at the April club meeting. That is not that far away! Well there is only one more build session left this winter. This has been one of the best attended group of build sessions in a while, I think the pizza and the hangar flying are the big attraction. It is time to cycle the batteries, purchase some fuel and keep an eye on the weather. If we are lucky we can sneak in a couple of flights around the end of March. Official flight instruction on Tuesday evenings will start the week after the Beauty Contest.

I am trying to incorporate some changes to the flight instruction manual and will be working with some of the new/beginner pilots on these changes. Nothing dramatic just better organized information on basic flight maneuvers.

Rich Dean, Build Session Coordinator →

Palo Swap Meet

Great deals for early birds
by Jim Doty

I went to the Skyhawks' Palo Swap Meet this year. This time I made sure I was early to get a shot at the best deals. The doors opened a little after 9:00 am but no money could change hands until 10:00. This gave plenty of time to scope out the good buys.

There were a wide range of models for sale. Everything from well-worn trainers to ducted fan jets. Of course some were pretty pricey, but there were also some great deals. There were several low-end models for about \$40-50. Of course, some of these were fairly beat up and most could have used re-covering.

For a little more money there were several well-built planes. Of course, these went very fast. Just before 10:00 people started lining up near the

tables with the best models. I bought a beautiful old-timer model covered in read clear Monokote. The builder used to build experimental models for Sig, and his skill really shows in the stick construction in the wing and fuselage. He had several models for sale, he sold at least four in the first sixty seconds. So it pays to get there early.

I also bought a bundle of balsa for \$8. I didn't see anything else that I couldn't live without. There were a number of good engines available, but none that I needed.

If anyone else found a good deal at a recent swap meet, why not write in to the FlightLine and tell us about it. I'm sure there would be a lot of interest in the kind of deals that are available. When I get an engine and wheels for my new plane I'll take a photo and put it in the FlightLine. The clear red covering really shows off the stick construction of the old-timer. I should have it ready to fly early this spring.

James Doty, FlightLine Editor →



WWII Flight Training

From US Air Force Museum web page, Wright-Patterson AFB, Dayton, Ohio

When the U.S. entered the war in Dec. 1941, the AAF continued with the type of pilot training program it had originally established in 1939 -- primary flying schools operated by civilian companies under contract and basic and advanced flying schools operated by the AAF. The civilian primary schools had been started in 1939 by ten civilian contractors without contracts -- all they had was an urgent plea from Gen. Arnold and his statement that he thought he could get the necessary funds from congress the next year.

Fortunately, the schools were already well in operation at the time of Pearl Harbor.



Ryan PT-16 in flight

The civilian schools used Stearman, Ryan and Fairchild trainers owned by the AAF; their flight instructors were civilian employees. Each cadet was given sixty hours of flight training in nine weeks before moving on to advanced flight school.



Ryan PT-20s on the flight line.



Fairchild PT-19 in flight

<http://www.wpafb.af.mil/museum/history/wwii/pfs.htm> →

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subsequently shipped to the United States where it was exhibited around the country to sell war bonds. It was eventually obtained by the New England Air Museum. Then, in 1989 it was purchased by a private owner who had it restored in Italy by a team from Aermacchi, the original builder, before its acquisition by the USAF Museum. It is displayed in

www.wpafb.af.mil/museum/

MACCHI MC-200 "SAETTA"

From US Air Force Museum web page, Wright-Patterson AFB, Dayton, Ohio

Developed in the mid-1930s for the Italian Royal Air Force (Regia Aeronautica), the "Saetta" was one of the principal fighters with which Italy entered the Second World War. The prototype made its first flight in December 1937, and by Italy's entry into World War II in June 1940 some 156 were in service. The MC-200 was first employed against the British at Malta and eventually saw service in Greece, North Africa, Yugoslavia, and the Soviet Union. Saettas were employed against U.S. forces in North Africa and over Italy itself. A total of 1,151 were produced.

The MC-200 on display was transferred from the Regia Aeronautica's 372nd Squadron in Italy to the 165th Squadron in North Africa during November 1942 just in time to be abandoned at Banghazi K3 airfield during the Axis retreat following the battle of El Alamein. Apparently in the press of circumstances it remained in its 372nd markings. It was first taken by British forces, but was

the markings of the 372nd Squadron of the Regia Aeronautica which it carried at the time of its capture.

SPECIFICATIONS

Span: 34 ft. 8 in.

Length: 27 ft. 6 in.

Height: 10 ft.

Weight: 5,275 lbs. loaded

Armament: Two 12.7mm Breda machine guns firing through the propeller

Engine: One FIAT A.74 R.C.38 double row, fourteen cylinder, air cooled radial engine of 870 hp.

Crew: One

PERFORMANCE

Maximum speed: 313 mph.

Range: 355 miles

Endurance: 1 hr. 20 min.

Service Ceiling: 29,200 ft.

http://www.asc.wpafb.af.mil/museum/air_power/ap12.htm →



Heads Up, CMA Activities

Thursday, Mar. 5, 5:00 pm — Club Meeting
 Thursday, Mar. 12, 6-9 pm — Build Session
 Friday, Mar. 20, 5:00 pm — FlightLine Deadline
 Thursday, April 2, 5:00 pm — Club Meeting
 Tuesday, April 7, 5:00 pm — Field cleanup day
 Thursday, April 9, 5:00 pm— Rain date for
 field cleanup
 Tuesday, April 14, 5:00 pm — Basic flight training
 session
 Thursday, April 16, 5:00 pm — Advanced flight
 training session
 Tuesday, April 21, 5:00 pm — Basic flight training
 session
 Thursday, April 23, 5:00 pm — Advanced flight
 training session
 Friday, April 24, 5:00 pm — FlightLine Deadline
 Tuesday, April 28, 5:00 pm — Basic flight training
 session
 Thursday, April 30, 5:00 pm — Advanced flight
 training session
Note: Meetings and build sessions will be held in the
 35th street N.E. Facility (main plant) Cafeteria
 building 140.

Flight Instructors:

Rich Dean
 Tom DeWulf
 Dave Dillman
 Mark Woytassek

Flight Instructors in training:

Irv Anderson

Test Pilots for first flights of new airplanes:

Rich Dean
 Mark Woytassek

Send your input for FlightLine to:

James H. Doty
 MS 124-111
 x5-2931

jhdoty@collins.rockwell.com

For membership information:

Contact: Doug Emerson
 CMA Secretary/Treasurer
 MS 153-260
 x 5-2356

daemerso@collins.rockwell.com



Send your input for the CMA Web Page to:

Steve Plantenberg x5-9625
scplante@cacd.rockwell.com

Flight Training

Flight Training will start April 14th and will be held Tuesday and Thursday (weather permitting) every week during the summer. On Tuesdays one of the club trainers is usually available for beginner training.

For an AMA membership application:

<http://modelaircraft.org/Mem/Memapp.htm>

AMA National Newsletter goes on-line:

<http://modelaircraft.org/News/Newsletters.htm>
 For selected articles from AMA club newsletters around the country

1997 CMA Staff

President:	Crist Rigotti.....	x5-0612
Vice President:	Floyd Van Auken ..	x5-4057
Secretary/Treasurer:	Doug Emerson	x5-2356
FlightLine Editor:	Jim Doty	x5-2931
Web Page Editor:	Steve Plantenberg .	x5-9625

Build Sessions

The last Build Session will be held Thursday
 March 12th from 6 to 9 p.m.
 Bring your current project, or just stop by and
 see what people are working on
 For more information call:
 Rich Dean x5 8002,
 Build Session coordinator

1997 CMA Membership

<u>NAME</u>	<u>M/S</u>	<u>NAME</u>	<u>M/S</u>
Irvin Anderson	108-103	John Michael.....	108-166
Geoffrey Barrance	108-166	Marion Payne Jr.	137-146
Alan Bechtold	124-224	Steve Platenberg	137-152
Bob Buschette.....	108-260	Crist Rigotti.....	164-100
Brian Collins	107-150	Duane Smith	108-135
Dan Cooley	124-111	Steve Timm.....	105-190
Rich Dean	124-115	Floyd Van Auken	107-140
Jim Doty	124-111	Charles Ward	139-142
Mike Eastman	106-183	Bryan Wesner.....	153-260
Doug Emerson	153-260	Mark Woytassek	137-137
Richard Kelly	124-115		

John Crilley
2540 2nd Ave.
Marion, IA 52302

Jack Morgan
1209 Raney St.
Hiawatha, IA 52233

Basil Tilley
1028 Regent St. N.E.
Cedar Rapids, IA 52402

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

R/C Adventures
PO Box 284
Marion, IA 52302

Box-Kar Hobbies
109 3rd Ave. S.E.
Cedar Rapids, IA 52401

H & J Hobbies
Marion Heights Center
Suite 1185 Grand Ave.
Marion, IA 52302

Hobbytown
2737 16th Ave. S.W.
Cedar Rapids, IA 52404

**Know someone missing from this list?
Remind them to pay their 1998 dues?**