

# FlightLine

A Monthly Publication of Collins Model Aviators

October 1998



## Reminders:

- Next CMA meeting is Thursday October 1<sup>st</sup>
- **The first Build Session is this month!**  
Thursday October 8<sup>th</sup> from 6 to 9 pm

## Featured Photo:

This month's featured photo is from the CMA Fun Fly held last month. Ed DeRuiter and Kyle Chapman took the photos featured in this issue. They posted the pictures on the company NT network [\\ccaspitfire/projects](http://ccaspitfire/projects).

Thanks Ed and Kyle for the great photos.

James H. Doty, FlightLine Editor →

## 📖 In This Issue:

Featured Photo:.....	1
1998 CMA Fun Fly .....	2
Taxi Contest .....	4
Spot Landing.....	5
Mark Shows His Stuff.....	6
Fun Fly Winners .....	6
More Planes and Photos .....	7
President's Column.....	8
September Minutes.....	9
Helicopter Field Rules .....	10
New Giant Plane Organization.....	10
📅 Heads Up, CMA Activities .....	11



## 1998 CMA Fun Fly

by Jim Doty

This year's fun fly was a great success. Thanks to all the people who helped organize the events, buy the prizes, prepare the field, set up the grills, buy the pop, set up the tents, and all the other work that went into making the event work.



The Fun Fly started at 3 o'clock with eating and socializing. At 5 everyone went out to the flight line for the start of the contests and flying.

There was a good turnout for both the picnic and the contest events. We had a good number of spectators for the flying events this year.



There were four events: Slalom taxi, One-minute flight, Spot landing, and blackjack landing.

Rich Dean selected a nice variety of models and other prizes. Five models were raffled off. Participating in the events earned extra chances at the model drawings. In addition to the model raffle, the three highest placing flyers in each event earned smaller prizes.



Three lucky winners of the Spouse Gift Certificate drawings. Left to right: Dana Chapman, Lois DeRuiter, Jayne Gutierrez.

There were also special thank-you drawings for the spouses. Three gift certificates to local restaurants

were awarded to three lucky spouses. Thanks to them and all the other spouses and family members for all their patience and understanding.



Mark Woytassek and Van Snyder discuss the events as Nicole Gutierrez flies the on-minute flight with her father Frank watching and Crist Riotti judging



Winners of the model drawings (left to right):  
 Lanier Pro Cub — Jim Doty  
 Great Planes Dazzler— Van Snyder  
 Lanier Shrike 40 — Ed DeRuiter  
 Sig Mid Star 40 — Crist Rigotti  
 Sig Kavalier — Frank and Evan Gutierrez

Everyone seemed to have a great time, whether they took home a model or not. Again, I'd like to thank all the people who worked so hard to make the event a success.

James H. Doty, FlightLine Editor ✈

## Taxi Contest

by Jim Doty

The first event of the fun fly was a slalom balloon taxi (or taxi-pylon) race. The flyers tried to weave their planes around two balloons and return across the starting line in the shortest possible time. To award precision, penalties were given for breaking the balloons.

I tried to use my Great Planes Super Sportster 40 for the event, but I didn't have much experience taxiing the plane.

Trying to round the far balloon, I applied a little too much power and the plane started to take off. After a quick flip, the nose hit the ground knocking out the firewall. Fortunately it will not be too hard to fix. I had planned to fly my oldtimer



Top to bottom: Ehren Van Auken, Van Snyder, and Evan Gutierrez competing in the taxi-pylon event

for the remainder of the events anyway, so it wasn't a major problem. However, I did learn a lesson about watching power when taxiing a tail dragger.

James H. Doty, FlightLine Editor ✈

## Spot Landing

By Jim Doty

The one-minute-timed flight and spot landing events were combined to save time. Starting and stopping were called in the air by the pilot, so that inexperienced pilots were not tempted to rush their landings. The spot landings were performed after the timed portion of the flight.

I flew my oldtimer for this event so I didn't have much of a problem in controlling the aircraft. Unfortunately my engine died during the flight, so I had to perform the spot landing dead stick (see the top photo). I made a nice smooth landing but it wasn't very close to the spot.

There were few hard landings and minor mishaps as the pilots focused too hard on hitting the spot and not enough on controlling the airplane.

Dan Cooley caught the end of a wing on the tall corn (see bottom photo), but the plane wasn't damaged.

Despite a few rough landings, Everyone had a good time watching or participating in the event. It's good to see we have quite a few flyers that feel comfortable landing their planes.

James H. Doty,  
FlightLine Editor ✈



## Mark Shows His Stuff

By Jim Doty

This year we didn't have a formal flying demonstration as part of the Fun Fly, but that didn't stop Mark Woytassek from showing some pretty impressive flying during the events.

Mark showed us plenty of pattern maneuvers and even a low inverted pass as part of the event flying. Fortunately Ed and Kyle were able to catch one of the fly-bys with their digital camera.

As always, Mark's patterns were clean and precise. Thanks Mark for showing us how it's done.

James H. Doty,  
FlightLine Editor →

## Fun Fly Winners

Here are the winners for the four Fun Fly contests:

### Taxi pylon:

1. Crist Rigotti-16.22 s
2. Frank Gutierrez-18.96 s
3. Steve Plantenberg-19.63 s

### One-minute flight:

1. Mark Woytassek-63.69 s
2. Ehren Van Auken-55.98 s
3. Dan Cooley-55.81 s

### Spot Landing:

1. Doug Emerson-75"
2. Crist Rigotti-155"
3. Mark Woytassek-195"

### Blackjack Landing:

1. Ed DeRuiter
2. Jim Doty
3. Drew Gutierrez



## More Planes and Photos

By Jim Doty

There were a lot of different models at the fun fly. Ed and Kyle took some great photos of most of them. Here are a few more of their photos.



Gregg Lind's green and yellow Sig Senior



Kyle Chapman with his Eagle II



Crist Rigotti's Zenith 60



My Great Planes Super Sportster after an inadvertent (and short trip) into the air.



My oldtimer, a Van Snyder's Tiger II, and Ed DeRuiter's PT-40



Frank Gutierrez prepares the club trainer for a flight, his daughter Nicole sitting in the foreground



## President's Column

by Crist Rigotti

Welcome back. September was a good month. We had our CMA Picnic and Fun Fly on the 12th. The weather was a little warm, but sure beats high winds and rain. We had a great turn out. We finished up just at last light. We have to start ALOT earlier next year, like flying at 3pm. We won't have to rush the events and can make it a more relaxed event. Also this will give us some time to fly after the events and enjoy each other's company. I'd like to thank the 8 guys who came out on that Sat. morning to mow and get the field ready. Thanks fellas, you know who you are! Also a special thanks to Duane for the barbie, Rich and Kyle for the prizes, Mark for helping with the events, and all those who were able to be there. Because without the flyers, it would be a non-event.

Went to Chicago with a buddy for a helicopter Fun Fly the 19th and 20th. Had a great and relaxing time. The weather was hot and we got rained on just as we were packing. That made things a bit more humid! Added some upgraded parts to the heli, but haven't been able to fly it since then. Busy at Collins with training and keeping my "regular" stuff going. There is a model show in Chicago on Oct. 31 & Nov. 1. It is sorta like a mini Toledo. But they have other areas of interest too! I'm planning on going on Saturday; it'll be a long day.



Ed DeRuiter holds his modified Great Planes PT-40

James H. Doty, FlightLine Editor →

We have several leads on possible flying sites. Nothing definite yet, but will keep you posted on the clubs progress.

Don't forget that we will be taking nominations for next year's officers. I will not be running for re-election, as your President. I may run for Vice President though! I have to give some more thought. Let me urge everyone to carefully consider what office you may be able to fill. The club benefits from different people serving the various offices.

Safety at the field still concerns me. At the Fun Fly we had a younger member get hurt when his finger got in the way of a rotating prop. He'll be ok, but I'm sure that smarts! (Don't ask me how I know!) I think with all sincerity that we need to review our field rules and possibly add some more.

Let me explain my thoughts on the subject. I feel that whenever an airplane is started, it should be held or restrained by someone or something other than the person doing the starting. Then, once started (only at or near idle), the person starting the engine should move away from the front of and from inline of the prop. They should then move to BEHIND the aircraft to make ANY adjustments to the engine, including removing the glow clip. The helpers' primary purpose is to RESTRAIN the aircraft. If adjustments are needed to be made, then the person who started the engine should make these adjustments. Again the helper needs to concentrate only on RESTRAINING the model. NEVER should anybody be kneeling in front of a model and trying to start it by himself or herself! I see that all the time at the field. It almost makes me cringe!

Another thing I see is pilots on the left side of the nose of the airplane leaning OVER a running engine to adjust the needle valve on the right side of the nose, with their face and body directly inline with that spinning prop. Perhaps we never give it much thought, but lets review what we do at the field and change those dangerous ways we start and adjust our engines. I'm sure I'm going to get a lot of feedback concerning this, but I felt I had to say something. Safety ranks very high in my book.

Looking forward to what the other members have to say. Don't be shy!

Do you realize that this month we start the building sessions again? The flying season goes by so quickly! Remember...Straight airplanes fly better!

Crist Rigotti, CMA President➔

## September Minutes

By Doug Emerson

### September 3, 1998 Minutes

Christ Rigotti called the meeting to order. There were 19 people in attendance.

#### Old Business:

Treasury report was \$147 in the Rockwell account. We were told by employee services that we need to turn any additional expenditure receipts in by September 11.

The mowing schedule was circulated for additional volunteers.

The Helicopter Rules were discussed, modified slightly and approved. The final version is shown below [see Helicopter Field Rules].

The current activity on locating a new field was discussed. Mark Woytassek said one possible site was visited, but it was marginal at best. Crist said he checked out one lead that fell through, but that he has one other lead. Floyd Van Auken said he had two possible locations that should be checked out.

Final planning for the September 12 Fun Fly was completed.

#### New Business:

It's time to think about new officers for next year.

We need to plan on cleaning up the field at the end of the year, probably in November.

Doug Emerson, CMA Secretary➔

## Helicopter Field Rules

The following rules were voted in at September's CMA meeting. They are intended for use during the provision trial period of helicopter operations.

1. The rotor head will be hand held at all times when the engine is started or running in or near the area of fellow flyers (pit area) or spectator areas.
2. The helicopter will be carried, by the rotor head, to the flying area. There will be no hovering out of, into, around, or over the pit or spectator areas.
3. The pilot, or others, should never touch the helicopter while its rotors are spinning, except to stop the rotors after run-up or touch down and only when the engine is at idle and the clutch is disengaged.
4. Prolonged hovering over the active runway may only take place with the mutual consent of the pilots present.
5. The helicopter will fly the same general flight pattern as fixed winged aircraft. This includes departures and approaches.
6. If advanced hovering maneuvers are to be practiced; the helicopter will hover out of the general flight path, preferably East of the runway over the crop field.
7. At the end of its flight, the helicopter may be hovered off to the side of the active runway, then shut down.
8. Beginner pilots must have a spotter present to be on the lookout for full-scale aircraft trying to takeoff or land.
9. Due to the differences of flight characteristics between helicopters and fixed winged aircraft, it is expected that the pilots of both types of aircraft cooperate with each other to make the combined flying session enjoyable for everyone. ➔

## New Giant Plane Organization

Excerpts of a letter by Jeff Harter, IGMA  
From the Skyhawks web page:  
<http://www1.cedar-rapids.net/skyhawks/>

We are pleased to announce a new national miniature aircraft organization has been formed in Newton IA to promote the building and flying of large size radio controlled model airplanes in a non-political, non-competitive and non-discriminatory environment.

The INDEPENDENT GIANT MODELERS of AMERICA Inc., in a renaissance to return the hobby back to the individual modeler and their local club, is now accepting applications for membership and club charters.

The primary objective of the IGMA is to restore to modelers the camaraderie and cooperation that has been the hallmark of our hobby since its inception in the 1930s. A hobby that should be fun and rewarding rather than fraught with conflict and prejudice.

Suggested aircraft size for a standard IGMA event will have at least a 80 in. wingspan for mono planes, a 60 in. wingspan for Biplanes, all 1/4 scale, and 140 in. combined length and width for ducted fans with deviations allowed at the local level. For example: If a hosting club wishes to include down to 72 in. mono planes, 54 in. biplanes, and 120 in. combined length and width for ducted fans, this is fine with us.

However, if your event does elect to include smaller aircraft, it should be specified on your event advertising. ...

If you would like to join please make checks payable to: Independent Giant Modeler's of America, or IGMA. Everyone who joins now is automatically in 1999's membership. Membership period Runs from January to January for easy bookkeeping.

Send your check, name, address, E-mail address, and any suggestions or comments to:

Independent Giant Modeler's of America  
c/o Jeff Harter, President  
PO Box 1422  
Newton, IA 50208

If you would like to also apply to be one of our volunteer coordinators [we hope to have one in

every state] please enclose a brief summary of why you want to be one. Anyone who wants to volunteer will be given full consideration.

Let's put the fun back into giant scale modeling!

Jeff Harter IGMA# 1

Email: flyigma@pcpartner.net

Phone: 515-791-9987

Fax: 515-791-9987 →

## **Heads Up, CMA Activities**

Thursday, Oct 1, 5:00 pm — Club Meeting  
Thursday, Oct 8, 6-9 pm — Build Session #1  
Friday, Oct 23, 5:00 pm — FlightLine Deadline  
Thursday, Nov 5, 5:00 pm — Club Meeting  
Thursday, Nov 12, 6-9 pm — Build Session #2  
Friday, Nov 20, 5:00 pm — FlightLine Deadline

**Note:** Meetings and build sessions are held in the 35th street N.E. Facility (main plant) Cafeteria building 140.

## **Send your input for the CMA Web Page to:**

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

## **For an AMA membership application:** <http://modelaircraft.org/Mem/Memapp.htm>

## **Build Sessions**

**Build Sessions are starting this month!**

They are held on the second Thursday of each month during the winter. We meet in the Main Plant Cafeteria (35th street ) from 6 to 9 pm. Drop by with your winter building projects and get some help and advice from the experts.

## **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

**Flight Instructors:**  
Rich Dean  
Frank Gutierrez  
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

---



---

# 1998 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	Patrick Neu.....	108-136
Alan Bechtold .....	124-224	Jeff Niemeier.....	106-186
Larry Black .....	155-100	Marion Payne Jr. ....	137-146
Bob Buschette.....	108-260	Steve Plantenberg .....	137-152
Kyle Chapman.....	124-111	Crist Rigotti.....	164-100
Brian Collins .....	192-111	Alain Suarez .....	108-166
Dan Cooley.....	124-111	Duane Smith .....	108-135
Rich Dean .....	124-115	David Sneitzer .....	124-115
Ed DeRuiter .....	124-111	Van Snyder .....	108-104
Jim Doty .....	124-111	Steve Timm.....	105-190
Mike Eastman .....	106-183	Floyd Van Auken .....	107-140
Doug Emerson .....	153-260	Tom Wachtel.....	106-186
Scott Emerson.....	105-167	Charles Ward .....	139-142
Frank Gutierrez III .....	108-166	Bryan Wesner.....	153-260
Richard Kelly .....	124-115	Mark Woytassek .....	137-137
Gregg Lind.....	108-166		

---

John Crilley  
2540 2<sup>nd</sup> 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

Box-Kar Hobbies  
3661B 1st Ave. S.E.  
Cedar Rapids, IA 52402

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

Hobbytown  
2737 16<sup>th</sup> Ave. S.W.  
Cedar Rapids, IA 52404

---