

# FlightLine

A Monthly Publication of Collins Model Aviators

March 1999



## Reminders:

- Next CMA meeting is Thursday March 4<sup>th</sup>
- The next Build Session is Thursday March 11<sup>th</sup>

## Featured Photo:

This month's featured photo is of two SIG Seniors owned by Gregg Lind (foreground) and Geoff Barrance (background). See *My First Year* on page 2 for more details.

James H. Doty, FlightLine Editor →

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CMA Web Page Addresses:

<http://bbs.cacd.rockwell.com/data/clubs/cma/>  
<http://members.aol.com/cmaflightl>



Collins Model Aviators  
Academy of Model Aeronautics  
Charter Club #3257

# My First Year



By Gregg Lind

Newcomers – In following the tradition of the AMA, I have borrowed the term “Newcomers” from the monthly article in the AMA magazine.

I promised Frank that I would write an article on my first year as a Collins Model Aviator (CMA) or a “Newcomer” to model R/C.

One of the first things that came to mind was why get involved with model R/C? My motives were simple - I wanted something I could do with my kids that we would all enjoy. I believed that model RC would bring lasting memories and provide a challenging activity, with no age limits! Model R/C could be described as a sport or hobby that allows you to build models and enter competitions ranging from flying events to building & design. I also enjoy flying real aircraft, but couldn't afford the expense associated with the real thing, so the Model R/C fulfills an economic concern as well. I enjoy working with hardwoods but one thing is for sure, sanding balsa is quite different than sanding walnut, although the cost is just about the same with balsa ending up to be a little more expensive per board foot! I also wanted to be involved in an organization that could support my interest in flying (more on this later).

The CMA club is composed of many different people with various levels of involvement. We have members involved that don't fly but just enjoy building. We have others that just want to fly and really don't like to build. We have other individuals involved for sport who compete at national events. Whatever the reason for getting involved with Model RC – the hobby can bring many hours of fun.

The next step before I shelled out that hard earned \$\$\$\$ was to take a test flight. I was offered a test flight at the CMA field. This allowed me to try it out before I purchased anything. The CMA club is more than willing to offer test flights to help encourage

the sport. They have pilot instructors and two club trainer airplanes to fly. This allowed me to “take the sticks” and fly without the worry of crashing and losing my investment of time and money. The instructors perform the take-offs and landings and taught me some of the basics of flight maneuvers. This also gave me an understanding of the field and its operational procedures. I also used this opportunity to ask others about the CMA club and model R/C. The first flight was encouraging (nothing broke!) and after that I discovered that I would have a support group that would help me become a better pilot! The CMA offers a very important component of success to model R/C pilots by providing a support network for education and training. I had tried model RC before at the age of 14, without the help of any club or flight instructor and believe me, I don't want to repeat that experience- I crashed my plane into a chain link fence! The duration of the flight totaled less than 10 seconds!

After the flight with the instructor, I asked my son Aaron if he enjoyed it. We were hooked after the flight. I can't describe the feeling you get when you are controlling the plane. Aaron and I were so excited that night so we came home and purchased the radio and the next weekend we purchased a plane. We also filled out our application to the Academy of Model Aeronautics (AMA). The CMA club requires you to have a license from the AMA. It is important that you apply for your license as soon as possible. This protects you and the club from damages! This last year I saw an accident where an airplane crashed into a building. The AMA covered the damages the plane caused to the building, but it didn't pay for the loss of the airplane and radio equipment.

The CMA pilot trainers will start the training process using the club trainer until you get your aircraft built or purchased. I learned that you would get more flying time if you had your own plane, so I encourage you to get your plane built as soon as possible. If you are not into kit building,



**Gregg readys his SIG Senior for a flight**

you can get a plane that is already assembled or purchase a “Ready to Fly” (RTF) kit, or “Almost Ready to Fly” kit (ARF). I wanted to get flying ASAP so I purchased a plane from a local hobby shop. You can also purchase assembled planes by attending swap meets and other events (see the events within the CMA newsletter). You should be aware of a few things before purchasing an aircraft, and again the members of the CMA can help you here. I had consulted with a few of them before I purchased my plane. One thing to look at is the skill level required to fly the aircraft, naturally what I wanted for a plane and my ability did not match! I wanted the advanced plane but after my first flight with the trainer aircraft I found out that the trainer type aircraft was more than adequate. At the rate I am developing my skills I will be on the trainers for some time!

Some of you may be wondering about the cost of getting involved. From my experience you have a wide range to work within, but the basic cost for entry is from \$400 to \$600. My first year expenses included an assembled plane which I purchased from a local hobby store for \$125 (see picture of SIG Senior) and I split the cost with Alain Suarez 50/50. After a while I bought out Alain’s share of the SIG. I also purchased a Futaba radio for \$180. The CMA has scanned the field for possible radio interference and created a list of problem frequencies. They have a list of all the club members’ frequencies. It’s advisable to select a frequency that is less popular. The radio includes the servos and receiver for the aircraft and transmitter.

At this point I basically had a plane and radio but no engine for the aircraft. It was suggested by Jeff Barrance to contact the hobby store and ask if the person that sold the plane would be willing to sell the engine. This ended up to be the buy of the century even though I didn’t know it. I was able to get the 4-stroke O.S. 40 that was in the SIG for an additional \$30. One thing to consider when purchasing an assembled model is that the engine mounts are already drilled for that engine. So if you do purchase a plane make sure you know what engine was in the plane. As planes go, the SIG Senior is a large aircraft. It may not be the best plane to start with since you need a calm day to fly it. Also, the plane does not have ailerons.

Other expenses include the equipment to support flying. My field box was a cardboard box for most of last year. The most basic field box equipment includes your fuel and fuel pump, glow plug starter, paper towels, Windex, and mosquito repellent! I found a few more items essential to making it more enjoyable include an engine starter, motorcycle battery, battery-checking equipment and a lawn chair. A red wagon comes in handy for hauling your equipment to the field from the car! This might not be problem this spring depending on the setup at the new flying field. Bringing a camera along to the field isn’t a bad idea for taking before and after shots –this can bring lasting memories. Rule #1



The instructors will help you develop your skills and teach you how to perform the basic moves. The club has put together an excellent student manual (see web page) and you should have read this by this time. I've noticed they have a checklist to monitor your progress in the student manual and others have had a card they bring to the field. Again I cannot stress how important the CMA club is for the flight training. The flight instructors are not paid and do this out of the joy for the sport. I am very grateful to Frank and Rich and others for their time spent helping Aaron and

before the first flight is to take a picture (in case the plane crashes)!

After I had started to accumulate the field equipment it was time to get flying. By this time I had flown the club trainer and had been to the field 3 or 4 times. This also allowed me to understand the field operations. This includes checking the radio board to make sure your frequency is not being used. This process involves getting a "clip". The clip shows the frequency of the radio you are using. The clip is then clipped to the radio you are using. When you have the clip this prevents others with the same frequency from turning on their radio. If you have the same frequency as another flyer this won't prevent you from flying, but you may have to share the clip thus allowing others with the same frequency to fly. The last steps prior to takeoff are to perform a range check of your equipment and get your plane fueled and ready to fly.

If you are a "Newcomer" you need to wait for the flight instructor. He is basically a very busy person during the flight instruction training times at the field. You need to be aware of the appropriate times for "Newcomers" to fly. Last year Tuesdays after work were designated for flight instruction.

The flight instructor will help you start the engine of the plane and will perform the take-off and landing. He will make sure everything is operating correctly and that the trim of the aircraft is set appropriately.

I develop our flying skills. We are progressing in our abilities and hope to solo this summer.

One of my memories include crashing my SIG (actually Frank was in control of the SIG at the time, but I am the one to blame - I thought that charging the batteries for 5 hours is like charging them over night). Battery failures are more devastating than engine failures. The loss of battery power can cause loss of control, resulting in lost airplanes by damage or flyaway. During an engine failure you can dead stick the aircraft to a semi-safe landing. The batteries should be checked using an expanded scale voltmeter. This includes both the batteries, one in the transmitter and the receiver in the plane. The expanded scale voltmeter checks and verifies that the batteries have the ability to supply power under normal load conditions. The meter provides you with a Go/No-Go indication typically with a Green/Red LED. After the crash I now charge the batteries overnight and also check the batteries at the field before taking off.

It was a great year, as mentioned I hope to solo this year. I am currently building a Carl Goldberg Falcon III that I hope to fly this spring at the CMA field.

See you at the field.

Note: Just wanted to mention the CMA Web site where you can download the "CMA Student Pilot Manual" at

<http://bbs.cacd.rockwell.com/data/clubs/cma>

Also an article "Recommendations for Beginning Builder and Pilot" by Jim Doty

Both of these documents will help you get started.

Gregg Lind →

### **SIG Senior specifications**

Recommended Engines: .29-.40 cu. in. 2-Stroke  
.35-.45 cu. in. 4-Stroke

Wingspan: 78 in.

Wing Area: 1150 sq. in.

Weight: 6 lbs.

Wing Loading: 12 oz./sq. ft.

Length: 62 in.

Radio Required: 3-Channel (elevator, rudder, throttle)

Sig's web page:

<http://www.sigmg.com/rc-58.htm>



## **The President's Column**

by Frank Gutierrez

We are another month closer to the flying season and the spring like weather is prompting winter flights. Geoff Barrance and I went out to the Cedar Rapids Skyhawks field in Marion 30 January and got a couple flights each. Rich Dean flew the 6<sup>th</sup> and 7<sup>th</sup> of February at Beverly Gardens and Ed DeRuiter got in a flight Sunday as well.

The winter building season is coming to an end fast and the brown bag/beauty contest is just around the corner. Where is the Collins Flying Field going to be? The flying activity is starting early this year and we are stuck in the mode of borrowing flying space. We have had quite a few inputs and searched out many flying sites in the near by surrounding area with little luck.

Rich Dean and Dwane Smith have been placing advertisements in the papers of near by towns and also local stores in hopes a farmer might be interested in letting us rent a small piece of land. The advertisement is also on the CMA web site. I have heard that good things come to those who wait, but the suspense is killing me.

We are not completely grounded. There are still some prospects out there although not ideal to the needs of the membership. We still need to keep our eyes and ears open for flying site possibilities.

I would like to thank all the members who were so willing to help in keeping the FlightLine feature article going. We still have openings for deadlines in September through December of this year so don't be shy to sign up early.

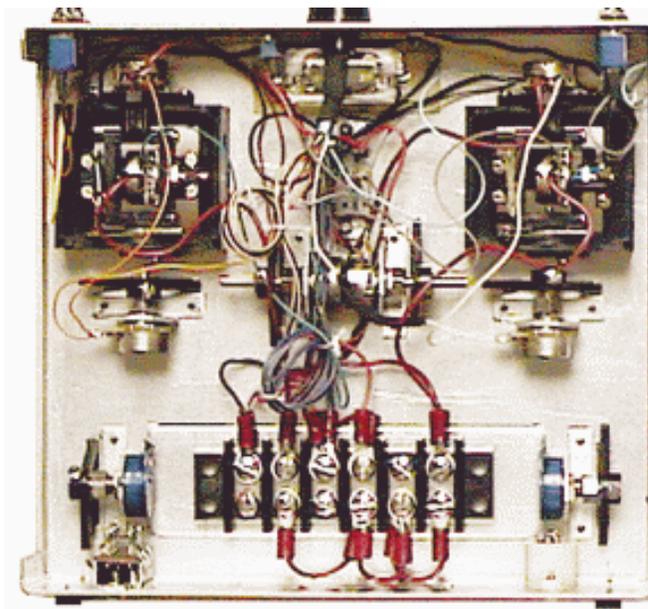
One of the topics of discussion from our last meeting was that of one time flights for non CMA/non AMA members. According to the AMA regulations, a non-AMA member wishing to experience a "hands-on" model flight, the Academy does allow this on a **one time basis per person ONLY**, with the use of a Buddy Box. Under **NO** situation should the non-member's equipment or aircraft be used for the **one time supervised flight**. The flight must be in accordance with the National AMA Model Aircraft safety code(s). Only the person giving the one time flight instruction is covered by AMA insurance. The plane is not covered. As we think about bylaw changes for 1999, we might want to consider this one a plus for promoting the club and the hobby.

I have been getting good reports from the progress members have been making on their winter projects. I am especially pleased to see that several people are having a good time putting together their foam wings that were cut. I have several in progress but haven't completed them yet. I hope to get them finished in time to show in April.

I concentrated on building myself a simulator to practice with over the winter. I used my old World Engines Expert Mark II 7 channel radio to convert. The radio was easier to convert than most I have seen and all it took was a simple replacement of the potentiometers. To match the 150K ohm input of the PC game port, I had to replace the 5K pots with 500K and the trims with 100K ohm pots. Add a molded 15pin game port cord wired to the pots and you're ready to fly. I wired the 5V and ground through the ON/OFF switch and meter so you have to turn it on to fly the plane. It took a 6.7K resistor to set the needle in the green. I also added an additional button to



rear. That is the primary fire button for shoot-em up games and is in a good position for this. We have found that it is also a good position for switching hi and low rates on the sim because you don't have to reposition the right hand to flip a switch or press a button. We tested it



out on several games as well as the Dave Brown Flight Simulator and it works great. The total cost for the conversion was approximately \$40.00 which is considerably less than a fancy joystick that won't support half the functions

and or a sim package from one of the popular vendors. Thanks to Geoff and Crist for giving me the idea.

Frank Gutierrez, CMA President →



accommodate the 4<sup>th</sup> button on the game port so the new sim box will work with any PC game and any R/C sim program. The 5<sup>th</sup> button on the left front is the same as the paddle switch on the right

FlightLine

## CMA Meeting Minutes

By Doug Emerson

February 4, 1999 Minutes

Frank Gutierrez called the meeting to order. There were 18 members and two guests in attendance. The minutes were approved as read. Doug Emerson gave the treasury report. There is \$1000 in the treasury. This includes the Rockwell Collins sponsorship and 20 paid up members for 1999.



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## Old Business:

An electronic copy of the membership form has been posted to the web, and a copy of it was published in FlightLine. Rich Dean reported that he has constructed a "flyer" to post at Farm Coops, etc. advertising our need for a flying field.

The new position of Program Coordinator was discussed. The purpose of this position would be to promote activities and promotions through out the year. Crist Rigotti volunteered to provide this service for the Fun Fly events at the end of the year picnic again. No other attendees volunteered. So, the position is still open!

Contributing editors to the FlightLine are still needed. Dan Cooley recently provided his input. Frank passed out Kudo's to Dan and recent contributors, and to Jim Doty who continues to do an outstanding job as the FlightLine Editor.

Members were reminded to renew their CMA membership at least by the March meeting. Doug Emerson passed out a list of those who have renewed.

Frank reported that he only has received a few Fun Fly activity forms. He encouraged members to fill them out and return them so we can use them to start programming events for the spring/summer flying season.

## New Business:

Since the Beauty Contest (Scheduled for April 20 in the 106 auditorium) will require visitor passes for members without a badge, Frank indicated he would like to know who will need passes by the April meeting. Besides bringing model airplanes, members were asked to help prepare material that shows what we do.

Members were reminded to get their pictures in for the bulleting board display by 15 April.

The club trainer needs maintenance. A motion was made and passed to do the necessary work such as replace servo's and ball links. Rich will get with Doug to work out the funds.

Frank reported that Ed DeRuiter volunteered to be a new instructor in training.

There was discussion of needed bylaws and field rule changes. One of the suggested changes was to make sure our bylaws don't exclude introductory first flight as allowed by AMA. After some discussion, Frank said he would study the AMA rules further on this issue. A committee consisting of Jim Doty, Crist Rigotti and Gary Owen was formed to draft proposed bylaws and field rule changes. They were asked to try to provide a proposal at the March meeting.

The meeting was adjourned. Frank passed out the new CMA membership cards to those attendees who had renewed for 1999.

Doug Emerson, CMA Secretary →

## Build Session update

By Rich Dean

Here it is, the end of February. Are you done with any of your winter R/C building projects yet? Me neither. Of the many projects that I would like to get done a couple floated to the top of the list and are getting the most attention. One is a Sig LT-25 I purchased last summer to have a trainer on hand for my 10 year old daughter Melanie who indicated an interest in flying R/C. She has flown the Sea Cat on a couple of occasions but a seaplane is not an ideal plane for learning takeoffs and landings. The LT-25 is complete except for fuelproofing the engine area, bolting on the engine and stuffing the receiver and battery pack in. When I get a chance to get it debugged you will see a construction article on it. Right now I can't see where it should have any bad habits at all.

The other plane that caught my eye last year was a .40 sized Gee Bee Z offered in RCM as a scratch built plane. Plans and plastic parts were soon ordered and I now have a barrel with a wing going through it in my shop. I'm ready to get the wing attachment figured out and it will be a rush to get the plane complete before the beauty contest. It has been different but fun.

Those of you that have been "too busy"(?) to make it to the build sessions are missing out on chances to see many planes in the bare bones, not to mention the pizza and hangar flying. Some that have been showing up are:

<u>Plane</u>	<u>Builder</u>
Balsa USA Cub(.90) .....	Basil Tilley
Lanier Pro Cub (.40) .....	Jim & Amber Doty
Great Planes Dazzler(.40).....	Ed DeRuiter
Scratch built X-Wing (.40) ....	Vince Decker
Foam Wing Eagle II (.40).....	John Michael
Sig Mid Star .40.....	John Michael
Ugly Stick (.40) .....	Steve Plattenberg
Sig Mid Star .40.....	Steve Plattenberg
Great Planes P-51 (.40).....	Dan Cooley
Lanier Giant Stinger (41cc) ...	Dan Cooley
Sig LT-40.....	Chris Heald
Goldberg Staudacher(.60) .....	Van Snyder
Lanier Shrike .40 .....	Van Snyder
Goldberg Eagle II (.40) .....	Tom Ehlen
Sig LT-40 .....	Scott & Quinten Erdman

Foam wing Goldberg Sr. falcon (.40) Greg Lind  
Top Flite AT-6 (.60)..... Jack Morgan

I am sure that I have left some out, sorry, I took pictures but only a couple turned out. I know — don't quit my day job!

There are more foam wing planes showing up this year than I have ever seen before. Not just foam wing kits. Some guys are making replacement wings for rebuilding damaged planes and others are not making the built up wing included in a kit and making a

replacement foam core wing. Must have been the great Frank and Don foam cutting demo!

A couple of new guys, Chris Heald and Tom Ehlen have been showing up and getting the scoop on how to get their first planes ready to fly. They have been

getting info from some of the "newer" old guys(1-3 years experience) in the club. After all, these

"new" old guys have just been through the trainer routine and have fresh memories about all the details of getting into this great hobby and how to be successful. Pretty neat!

This newsletter will come out in time to remind you to show up at the March Build session. Let me know at the March meeting if there should be an April build session seeing as how the beauty contest is not until April 20.

Rich Dean, Build Session Coordinator ➔

## Complete RC collection for sale!

Contact Mark Bortz

mabortz@collins.rockwell.com  
295-4860 - work  
363-2019 - home

Planes haven't been flown for about 9 years, engines were oiled and are turned over occasionally.

Take it all for \$290 or as by the piece as priced below.

### 40-Sized plane

- Super Tigre .46 engine & muffler
- 4 servos mounted
- Kraft KPT-6A Sport Series 6 channel radio (72.320mhz)
- Sig Kavalier (55" wingspan, is in good shape)  
I would like \$125 for this plane, with this breakdown:
  - ~\$30 for the fuselage (\$65 kit)
  - ~\$45 for the engine (\$90 new)
  - ~\$50 for the radio (looks like 6 channels start around \$160)

### 60-Sized Plane

- Super Tigre .60 engine & muffler
- 4 servos mounted
- Kraft KPT-6A Sport Series 6 channel radio (72.320mhz)

- Custom scratch built plane (51" wingspan, foam core wing, has some minor damage to 1 wing tip & elevator, fuselage is sound)

I would like \$125 for this plane, with this breakdown

- ~\$25 for the fuselage
- ~\$50 for the engine (\$100 new)
- ~\$50 for the radio (looks like 6 channels start around \$160)

**Extra Stuff**

- 1 - Super Tigre ST .60 -w- motor mount & muffler, \$50
- 1 - Pylon Brand HyTork 12v starter, \$15
- 1 - Robart incidence meter, \$15
- 6 - servos, \$6ea

(I'll throw in the following if you buy several items, assuming you want any of it!)

- 1 - home made flight box
- misc arms & tray's for servos
- misc aluminum landing gear, several wheels, motor mounts,
- gas tanks, flexible pushrods, monokote covering, propellers.

**Heads Up, CMA Activities**

- Thursday, Mar 4, 5:00 pm — Club Meeting
- Thursday, Mar 11, 6-9 pm — Build Session #4
- Friday, Mar 19, 5:00 pm — FlightLine Deadline
- Thursday, April 1, 5:00 pm — Club Meeting
- Thursday, April 8, 6-9 pm — Build Session #5
- Friday, April 23, 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  
splante@cacd.rockwell.com

**For an AMA membership application:**

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

**Build Sessions**

**Build Sessions are the second Thursday of each month in the Main Plant Cafeteria from 6 to 9 pm**

**1998 CMA Staff**

**President:** Frank Gutierrez.....x5-0969  
**Vice President:** Dan Cooley .....x5-0401  
**Secretary/Treasurer:** Doug Emerson .....x5-2356  
**FlightLine Editor:** Jim Doty .....x5-2931  
**Web Page Editor:** Steve Plantenberg ...x5-9625

**Senior Flight Instructors and Test Pilots for first flights of new airplanes:**

**Rich Dean**  
**Frank Gutierrez**  
**Mark Woytassek**

**Flight Instructors in training:**

**Irv Anderson**  
**Ed DeRuiter**

 **Send your input for FlightLine to:**

James H. Doty  
 MS 124-111  
 x5-2931

[jhdoty@collins.rockwell.com](mailto:jhdoty@collins.rockwell.com)

 **For membership information:**

Contact: President Frank Gutierrez III  
 MS 108-166  
 X5-0969

[fsgutier@collins.rockwell.com](mailto:fsgutier@collins.rockwell.com)



# 1999 CMA Membership

NAME	M/S
Irvin Anderson .....	108-103
Geoffrey Barrance .....	108-166
<b>Alan Bechtold .....</b>	<b>124-224</b>
Larry Black .....	155-100
<b>Bob Buschette.....</b>	<b>108-260</b>
Kyle Chapman.....	124-111
<b>Brian Collins.....</b>	<b>192-111</b>
Dan Cooley .....	124-300
Rich Dean .....	106-181
Ed DeRuiter .....	124-300
Jim Doty .....	124-300
<b>Mike Eastman.....</b>	<b>106-183</b>
<b>Scott Emerson.....</b>	<b>105-167</b>
Frank Gutierrez III .....	108-166
Jamie Johnson .....	124-217
Chris Heald .....	105-191
Gregg Lind.....	108-167
John Michael.....	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

Doug Emerson  
2060 27th Street  
Marion, IA 52303

NAME	M/S
<b>Patrick Neu.....</b>	<b>108-136</b>
Jeff Niemeier.....	106-186
Gary Owen .....	124-210
Marion Payne Jr. ....	137-146
Steve Plantenberg .....	137-152
Crist Rigotti.....	164-100
Duane Smith.....	108-136
<b>David Snetzer .....</b>	<b>124-115</b>
Van Snyder .....	108-104
Alain Suarez .....	108-166
<b>Steve Timm.....</b>	<b>105-190</b>
Floyd Van Auken .....	107-140
Tom Wachtel.....	106-186
Charles Ward .....	108-137
Bryan Wesner.....	153-260
Mark Woytassek .....	137-137

**Members who have not renewed for 1999**

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