

FlightLine

A Monthly Publication of Collins Model Aviators

July 1999

Reminders:

- Next CMA meeting is Thursday
July 1st at Martinson Sod Farm

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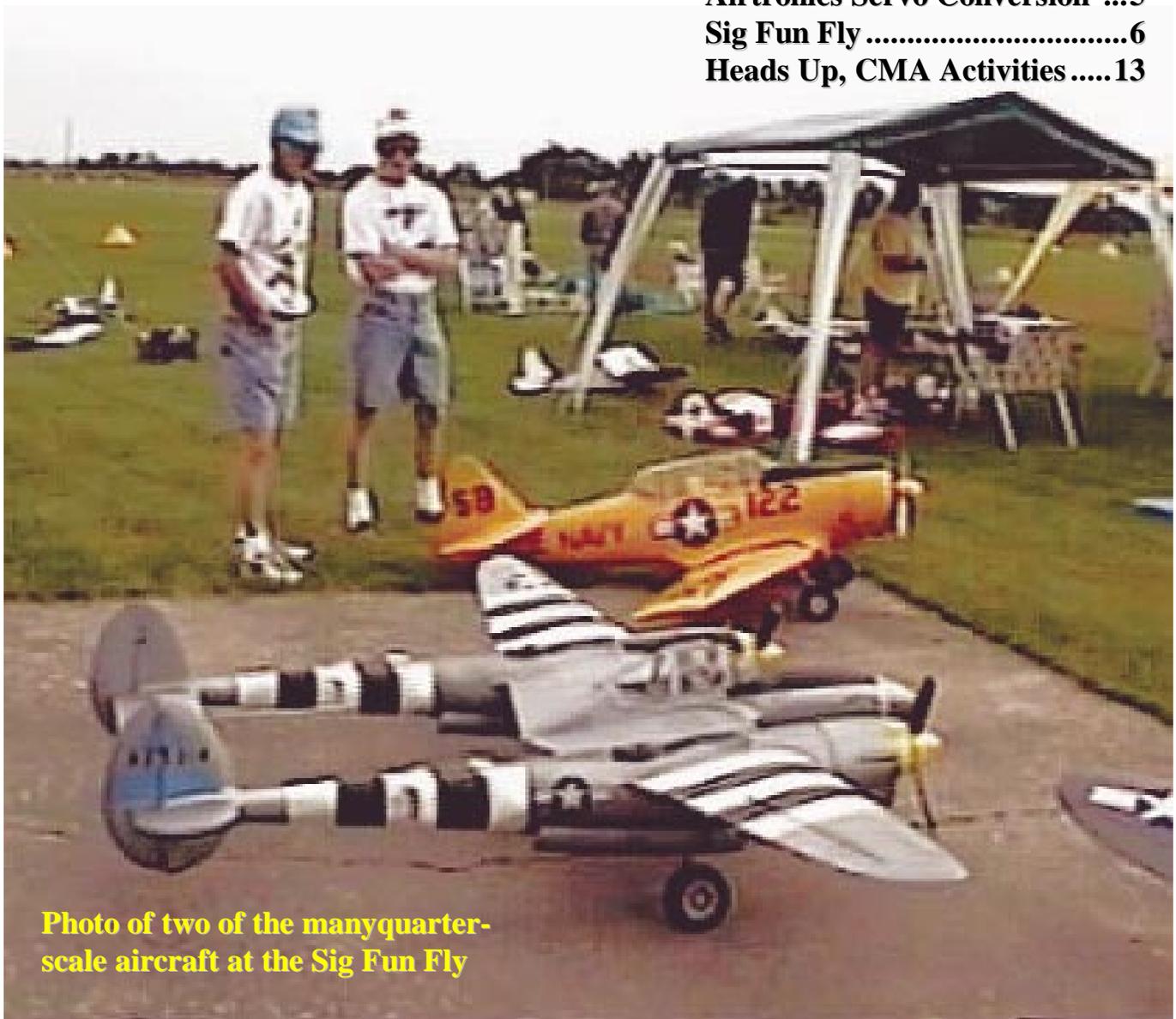


Photo of two of the many quarter-scale aircraft at the Sig Fun Fly

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



President's Column

By Frank Gutierrez

JULY 1st 5:45 pm CMA MEETING at Martinson Sod Farm. You will be notified one-day prior of any change due to weather. The voice bulletin board will be updated with meeting information as well. (295-8888) Press 3 then 4 for updates.

Another month has flown by and we are well into the summer flying season. The June meeting had an average number of attendees. Steve Plantenberg and Gary Owen received solo certificates and Rich Dean signed them off for solo. Jamie Johnson soloed 10 June and was signed off by myself. Congratulations to all.

We currently have 29 employee members, 4 retired, 12 provisional, and 1 spouse member which gives us a total of 46 members in the club to date. Of these 46 members, an average of 18 members have been attending the meetings since January, and have been participating in club discussions and activities. I would like to encourage our membership to attend and support your club if you can. Based on last year's member list, our membership has increased by approximately 36% over the previous year. I see this as a good trend in sharing and expanding our interest in R/C model aviation and the Collins Model Aviators club.

We have made good progress in putting together the items voted on at the last two meetings to show our

appreciation to Larry Martinson for the use of his land to fly. On Thursday 17 June, Larry received gift certificates for Joensy's restaurant in Center Point as well as The Olive Garden. As we left the flying field Thursday, one dozen bright orange new traffic cones mysteriously appeared along the dirt path. We are working out the plans for painting a sign for Martinsons Sod Farm as well as providing a windsock with the Martinson name printed on it. Jamie Johnson is taking care of the sign requirements and Doug Emerson found what we need for the windsock and ordered the parts. Mark Woytassek took care of the gift certificates.

The fun fly committee have been at work coming up with ideas for events that all can participate in. We will hear more about their efforts at the next meeting.

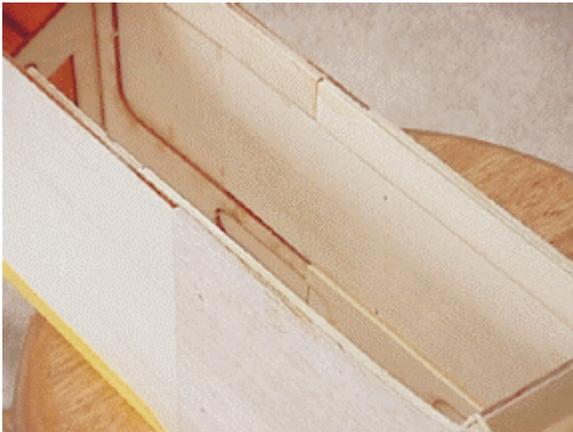
I appreciate the effort the members have been putting into this club. We have had a bit of adversity these past few months, but without a little adversity you don't grow. I feel this club has grown and will continue to grow in fellowship as well as membership. The site owner is pleased with our professionalism and courtesy toward himself and his property. Hopefully our continued efforts will assure us a flying site well into the future.

If anyone would like to share information on your latest project(s), be sure to sign up for the FlightLine feature article. We still have openings Sept. Oct. Nov. Dec. I expect the October FlightLine will be full of Fun Fly activities but articles are still welcome.

For those who don't mind getting up a bit early, the Saturday morning dawn patrol has been getting in excellent flying. The wind is calm, the air is cool, and you can get several flights in and be home in time for breakfast or those Saturday morning chores. Flying starts as early as 0630 in the morning. The only draw back to the early morning flights is the sun in your face. Flying to one side or the other or keeping the plane below the sun later in the morning seems to work ok. Sunglasses help too.

I have been busy reconstructing the LT-40 that Van Snider was so kind to leave me before he went to his new job. The reconstruction effort went smooth with the exception that, I can't resist changing it a little.

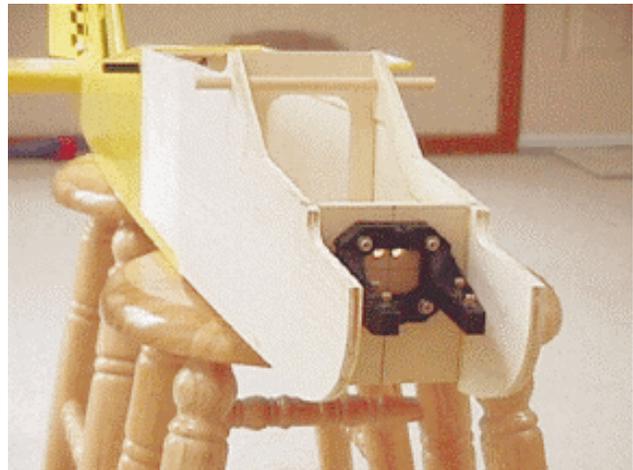
I cut the fuselage with a radial arm saw just behind the landing gear mount to give me an exact straight edge to join the new fuselage pieces. The forward fuselage was constructed of 1/8" balsa outer side, and 1/6" aspen (from Menards) inner walls laminated with 30-minute epoxy. The combination is light and strong. The overlapping joint is 3" which gives it superior rigidity.



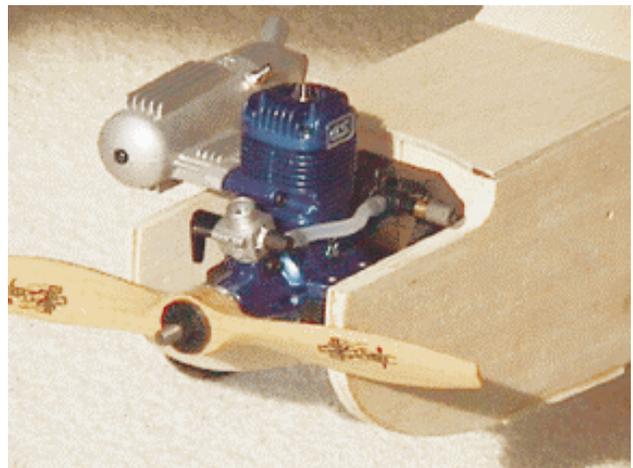
The Tri gear setup was changed over to conventional gear. I didn't drill the holes in the engine mount for a nose wheel bracket as I am committing to the tail dragger set up. The landing gear was fairly bent up from the crash or hard landings. A bit of reshaping will have to be done.



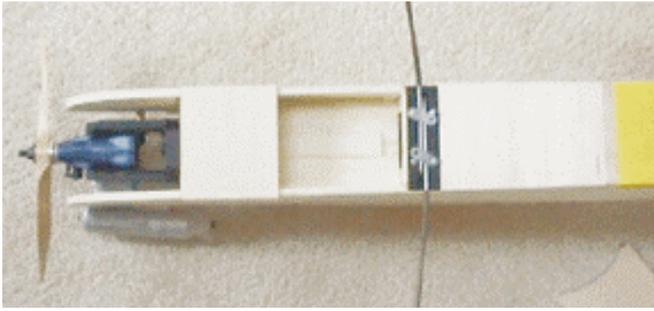
A .60 size Du-Bro tail wheel bracket will be used to mount the tail wheel assembly. The wire will go through the fuselage and attach to the rudder.



I used the great planes 40-70 adjustable engine mount so it would be easy to change engines in the future. The engine that will power this plane to start with is Nicole's O.S. LA .46 and will eventually move to her Senior Falcon. Four 6/32 bolts and its done. The throttle cable is flexible cable and will be adjustable to different throttle horn setups.



There is a hatch on the top front allowing for easy access to the fuel tank. A hatch will also be on the bottom of the forward fuselage to easily get at the receiver and battery. The fuel bay is completely fuel proofed so that fuel spillage, if any, shouldn't get on the battery and receiver. There is very little wasted space in this design and should be very easy to do any type of maintenance.



I replaced the single servo tray in the wing with a dual servo tray for more flexibility in the flap/aileron/spoiler configurations.



The right out-board wing needed several new ribs, leading edge and wing tip.



My total cost of repair is adding up to around \$15.00. Most of the repairs were done with left over scraps.

My kids are getting anxious to fly this one and play with the flaps and spoiler functions. I will use my FlightLine

new Futaba 8UAFS radio in this one. I expect Nicole will have a good plane to practice with until her Senior Falcon gets built. The plane is ready to cover and we are looking forward to first flights soon.

See you at the Flying Site!

Frank Gutierrez, CMA President →

CMA Meeting Minutes

By Doug Emerson

June 3, 1999 Minutes

Frank Gutierrez called the meeting to order at the flying field. There were 14 members in attendance. The minutes were approved as written. Doug Emerson gave the treasury report. There is \$792.33 in the treasury.

Old Business:

Frank commended Jim Doty and Kyle Chapman for their effort on putting together the June FlightLine article featuring the brown bag beauty contest.

Frank noted that recent rains have kept the dirt soft at the flying field. Members were asked to check the dirt path before driving on it. We must not drive on it when muddy or track mud back onto the gravel lot. Larry Martinson stopped by said it is OK to drive over the irrigation hoses that are across the dirt path either when they are flat or filled with water. However, he cautioned us to drive very slowly over the hoses, especially if they are filled with water so we don't break them.

Dan Cooley showed the progress he has made on the box he has prepared for the frequency flags and the first aid box. The new box is almost complete. It will be stored near the dog cage.

Frank said he provided Larry Martinson a list of the current CMA members per his request so that he knows who is authorized to fly at the field. Frank also said he discussed the safety issue brought up at the last meeting about transferring airplanes from the dirt area, after refueling then over the irrigation pipe to the flying area with



Larry. Frank got a verbal OK from Larry that it is OK to refuel on the grass as long as we captured any overflow from fueling.

Ballots for the proposed bylaws change to 6.1 Access were counted. The proposed change was passed, 18 yes to 1 no.

Frank indicated that he received an e-mail from Sandi Strike in Employee Services requesting that we change item 16 of the field rules to allow helicopter pilots to fly based on the ratio of members flying fixed wing aircraft versus members flying helicopters. After discussion, a motion was made by Greg Lind and seconded by Jamie Johnson to change the wording to item 16 in the field rules. The motion passed. After some discussion on how the wording should be changed, the following two separate motions were made and passed:

- 1) A motion was made by Mark Woytassek and seconded by Chris Heald to "Allow helicopters to fly when no fixed wing aircraft are present."
- 2) A motion was made by Doug Emerson and seconded by Jamie Johnson to "Allow helicopters to fly with mutual consent of active pilots at the flying site."

There was a brief discussion about whether or not CMA has helicopter field rules if the above two changes are made to the bylaws. Frank pointed out that CMA has helicopter field rules that were voted on and passed at the September 1998 CMA meeting.

New Business:

Two CMA members recently passed their solo requirements. They included Gary Owen and Steve Plantenberg.

Flying field owner, Larry Martinson would like us to make sure our children don't play on the irrigation pipe. This also means that no one should sit on it either.

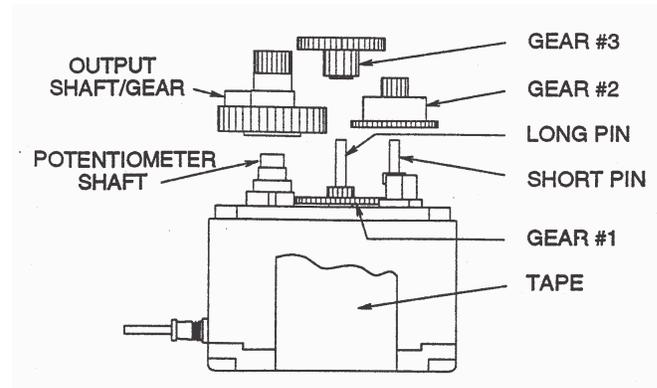
A motion was made by Mark Woytassek and seconded by Gary Owen that we purchase 12 traffic cones for Larry to help keep the parking area and path well marked. The motion was passed. Doug Emerson will find a source.

FlightLine

Dwane Smith made a motion to purchase a \$40 dinner gift certificate from Joensy's in Center Point for Larry to help express our appreciation for providing the excellent flying field. The motion was seconded by Gary Owen and subsequently passed. Mark Woytassek will purchase the gift certificate.

The meeting was adjourned and all who decided to risk the stiff wind, mostly out of the East, did some flying.

Doug Emerson, CMA Secretary →



Airtronics Servo Conversion

By Rich Dean

Recently I have had the opportunity to convert some regular Airtronics 94102 bushing servos to ball bearing servos using LDM ball bearing servo upgrade kits. The club trainer, a PT-40, has seen hundreds of flights over the last 6 or so years and last year I had noticed that the outputs on the aileron and elevator servos were getting a little sloppy.

For planes, most of the servo wear and tear happens on the aileron and elevator servos. At the beginning of last year I swapped the aileron and elevator servos with the rudder and throttle servos to put the less worn servos in the most used positions. An inspection of the servos last fall showed more slop than I felt was safe so the club gave an OK vote to buy the LDM servo upgrade for the PT-40.

An upgrade for four servos is about \$24 and is a good deal compared to buying ball bearing servos. It is basically a replacement of the top of



the original servo case with one that contains a ball bearing to support the output shaft. It takes about ten minutes to do the first servo and less to do each of the rest. Instead of doing a blow by blow explanation, the LDM instructions will be in next month's FlightLine. [Sorry Rich I ran out of room]

Two things surprised me about this adventure. First, the output shafts were not worn where they rub against the servo case but the servo case was worn by the output shafts. I expected equal wear on both parts.

The second surprise happened after I installed the rebuilt servos in the PT-40. The throttle servo would hardly rotate. That was odd because it had worked fine on the bench. After some investigation, I found the adjustable length servo arm was the problem. It has a base part that goes on the output shaft first and it was hitting a ridge on top of the new LDM servo case.

So ... take the throttle servo out and take it apart. Sand off a little of the ridge and reassemble. No further problems were encountered. This kind of adjustable arm is a big help in setting up correct throttle throw with a non-computer radio. So if you have a computer radio you will not have this problem because you do not need an adjustable length arm.

Why go the ball bearing route at all? The mechanics of a ball bearing are tighter than a bushing. Though on many applications you can't tell the difference. They last longer. They are highly recommended in any pull-pull installation where the constant side loading really beats up on a bushing equipped servo.

We will keep an eye on this modification and let you know if any problems develop. In the mean time I have transformed four of my own regular bushing servos into ball bearing servos. They are needed for a plane that has pull-pull on the elevator and rudder.

Rich Dean, CMA Field Marshal →



The Sig Fun Fly

By Jim Doty

On Saturday June 19th I went to the annual Sig Fun Fly in Montezuma. My father had heard about the event and came out from Indiana to go with me. We both had a great time watching all the planes. We didn't fly this year, but it looked like so much fun I now have a lot more motivation to build my Four Star 60 for next year's event.



The Pilots briefing at the start of the events





**Many quarter-scale models had fabulous
Cockpit details**



The event was well coordinated and there were more than enough events to keep people busy. There were five pilot stations with a judge at each one. The planes lined up in columns, between white lines in the pit area, to wait their turn to fly.

I brought my video camera along with me and got a lot of good shots of the action. The photos on the cover and in this article were digitized from the video tape, so you'll have to forgive any imperfections.

The Fun Fly was well attended. Nearly 90 pilots registered for the events. The whole pit area was filled with people, tents, and planes.



Sig Matriarch, Hazel riding around the event in her customized golf cart



The Fokker Tri-plane looked as spectacular in the air as on the ground

The event was open to all Sig planes and quarter-scale models. Some of the scale models had amazing details.

In general the events went very smoothly, but during one touch-and-go event there were a few close calls as all the planes were landing and taking off at the same time.

The scale models also looked great in the air. I was especially impressed with the Fokker tri-plane. Its three-wing silhouette was very distinctive.

A plane that sounded as impressive as it looked was the 102 inch wing-span P-38 Lighting. Its two huge engines make wonderful droning sound as the plane was put through its paces.



A 102 inch wingspan P38 lighting performed a spectacular demonstration flight in memory of one of the events past coordinators



Planes line up for their turn to fly





This V-tailed plane was one of my favorites

Sig put on a demonstration flight of their new Somethin' Extra. It was demonstrated with a IRVINE 53 engine that Sig will soon be selling. The plane could do amazing aerobatics, but it could also float like a trainer.

I don't know how docile the Extra is, but it looked great flown by the Sig expert. If you know anyone with one of these, let me know how it flies with a more novice pilot.



Bart Simpson piloted this plane



Plenty of food and snacks were available



The transmitter impound was in the back of a truck. Careful coordination prevented any frequency mishaps

Along with the model events there was food to eat, and some full-scale planes to look at. The Space Walker had its cowl removed so you could see its three-cylinder Geo Metro engine.

There was also a booth with Sig products for sale. I bought a hat and a shirt, but no kits.

There were also tours of the factory, but the flying and the weather were so good we decided to postpone the tour until next time.



In addition to the models there were some interesting full-scale plane to look at



We had a great time at the fun fly. There were a lot of impressive planes, and some equally impressive flying. I hope we can go back next year.





There was a spectacular demonstration flight of the new Sig Somethin' Extra

James H. Doty, CMA FlightLine Editor →

Heads Up, CMA Activities

July

1-Jul 5:45 PM Meeting at the Sod Farm

1-Jul 6-? PM Advanced airplane training

6-Jul 5-? PM Basic airplane training

8-Jul 5-? PM Advanced airplane training

13-Jul 5-? PM Basic airplane training

15-Jul 5-? PM Advanced airplane training

20-Jul 5-? PM Basic airplane training

22-Jul 5-? PM Advanced airplane training

23-Jul 5:00 PM Flightline deadline

27-Jul 5-? PM Basic airplane training

29-Jul 5-? PM Advanced airplane training

August

3-Aug 5-? PM Basic airplane training

5-Aug 5-6 PM Meeting

6-? PM Advanced airplane training

10-Aug 5-? PM Basic airplane training

12-Aug 5-? PM Advanced airplane training

17-Aug 5-? PM Basic airplane training

19-Aug 5-? PM Advanced airplane training

20-Aug 5:00 PM Flightline deadline

24-Aug 5-? PM Basic airplane training

26-Aug 5-? PM Advanced airplane training

Local events:

7/11/99 Lake Mills, IA (C) July Jubilee Fly In. Site: Lake Mills Airport. Delane Behr CD, 208 S. 4th Ave W, Lake Mills, IA 50450. PH: 515-592-4195. Lake Mills Airport 1 mile east of care center on South 10th Ave. East. No landing fee, no contest, just fun, drawing for prizes 11am to 5pm. Sponsor: JULY JUBILEE COMMITTEE

7/17/99 Des Moines, IA (C) War Bird Fly In. Site: Club Field. Bob Baldus CD, 6719 Colby, Des Moines, IA 50311. PH: 515-255-8025. Sponsor: DES MOINES MODELAIRES

7/18/99 Storm Lake, IA (C) Annual Summer Fun Fly. Site: Storm Lake Municipal Airport. Steve Swanson CD, 606 S. Main Street, Alta, IA 51002. PH: 712-749-5302. Time 10:00am until dark. Any size RC planes welcome. Limbo, egg drop, spot landing, bean carry. Fun fly event during the afternoon. Sponsor: NORTHWEST IOWA RC CLUB

7/24/99 Davenport, IA (C) DRCS 4th Annual Fun Scale Meet. Site: Davenport Municipal Airport. Philip Vernon CD, 237 W 46th St Davenport, IA 52806 PH:319-386-8205. Models must be scale replica of full size aircraft. Photo of subject is required. Models must fly to compete for major prizes. 3 classes - giant, military, civilian. Trophies awarded based on popular vote. Registration starts 8AM, open flying 10AM to 3PM. \$5 landing fee. Food! E-mail bigphil@acom.net, on the web at <http://www.netexpress.net/~syn23/drcs/> Sponsor: DAVENPORT RADIO CONTROL SOCIETY

8/21/99 - 8/22/99 Des Moines, IA (C) Build Em Big Fly-In. Site: Northfield. Charles Blake CD, 707 15th Ave SW, Altoona, IA 50009. PH: 515-967-5079. Reg - 10am, \$10 fee includes pilot and partner breakfast Sun morning. 80" mono, 60" biplane mins. Only AMA required. Sponsor: DES MOINES MODELAIRES

8/25/99 Davenport, IA (C) E-Fly-Iowa. Site: Seven Cities Sod Farm. Jon McVay CD, 5 Hillcrest Hts Mt Vernon, IA 52314 PH: 319-895-6527. Contact CD for more info. There will be a \$5.00 landing fee. Sponsor: DAVENPORT R/C CLUB

8/29/99 Des Moines, IA (C) Sig Memorial Fly. Site: Westfield. Larry Carter CD, 333 SE Diehl Ave., Des Moines, IA 50315. PH: 515-287-6548. Reg 10am, \$5 fee includes lunch, field located half way between Grimes and Dallas Center on US 44. Sponsor: DES MOINES MODELAIRES

For up to date AMA events schedule see the AMA web page:

<http://www.modelaircraft.org/Comp/Contest.htm>

For an AMA membership application:

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

 Send your input for the CMA Web Page to:

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CMA voice bulletin board Call 295-8888

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Frank Gutierrez
Mark Woytassek

Flight Instructors in training:

Irv Anderson
Ed DeRuiter

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Flight Training

Flight Training started Tuesday April 27th
Beginner training is held on Tuesday nights
Thursdays are advanced training nights

New Solos: Congratulations to Steve Plantenberg, Gary Owen, and Jamie Johnson on receiving their solo certificates