



A Monthly Publication of Collins Model Aviators

February 2001

CMA Meeting Minutes

By Larry Kerns

Meeting Date : 4 January, 2001

Meeting Time : 5:05 PM

Meeting Place : Main Plant Cafeteria

Old Business

The meeting was called to order by CMA's new President, Dave Shema. The minutes from the previous month's meeting were not available for review and so their approval was deferred until next month. The club's new Secretary/Treasurer, Larry Kerns stated that no Treasurer's report was available since no turnover of the office had been possible since the election. He stated that turnover of the office would be accomplished by next meeting. It was noted that no non-members were present.

New Business

Jamie Johnson and Gregg Lind stated that they were volunteering their services as organizers for this year's Fun Fly events. They stated that they had planned for two Fun Fly events as well as one Fly-In event. The membership expressed approval.

Dave Shema noted that we still had to appoint a Field Marshall and a club Safety Officer. It was suggested that Mark Woytassek and Crist Rigotti continue in these functions respectively if they approved. Crist was present and accepted. Mark will be approached before the next meeting.

Frank Gutierrez and Jamie Johnson reminded the new officers that the club's AMA charter would

have to be renewed by March 2001. In addition, insurance would have to be obtained from the AMA for the Martinson Sod Farm and a new lease signed. The proof of insurance would be required before the lease could be renewed. The club Secretary (Larry Kerns) would be responsible for accomplishing these tasks. Frank Gutierrez pointed out that the AMA renewal packet should have already been sent to the club. Larry Kerns said he would track it down.

Mark Woytassek supposedly had sent the club's Christmas card and gift to Larry Martinson in appreciation for the use of his facility as our flying field. Frank Gutierrez was going to verify that this happened.

Frank Gutierrez and Crist Rigotti will be co-webmasters this year for the club. Crist emphasized that articles to support the newsletter were needed from the membership and strongly encouraged participation in the newsletter's publication.

It was announced that two members, Geoff Barrance and Mark Woytassek, had earned their "all-season flying patch". Larry Kerns will contact the AMA about obtaining the patches.

Frank Gutierrez won the "Milo Drawing" but a prize will not be awarded until next month's meeting.

Someone asked if there would be a "beauty contest" this year and if so, when. Frank Gutierrez announced that there would be a "beauty contest" and that it would be held on 17 April in the 106 conference room. Frank also

CMA Web Page Addresses:

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

<http://www.cfm-resources.com/c/cma/>



Collins Model Aviators
Academy of Model Aeronautics
Charter Club #3257

pointed out that the new 2001 club schedule was posted on the club's web page. He stated that there would be a July surprise event this year in the form of an "Independence Day Combat Fly" to take place on 7 July. Details of the contest requirements would be found on the web page. Frank did note that engine sizes would be limited to between 0.10 and 0.20.

Frank also mentioned that he has a tutorial on the club website on how to cut foam core wings. Some discussion followed concerning cutting foam core wings for combat aircraft for the "Independence Day Combat Fly".

Jamie Johnson announced that he had the F-14 static model to be mounted in the cafeteria and he had been working on it feverishly since Frank had cut him a foam wing for it. He stated that he was a little behind schedule since he had to start over with mounting of many of the component parts because of fit. He plans to have the model finished soon.

It was announced that the next CMA build session is Thursday, 11 January in the Main Plant cafeteria.

Crist Rigotti volunteered to present a demonstration of applying Monokote to aircraft control surfaces. The demo will take place at the February meeting.

Crist also announced that the America's Hobby Center website had a special on Royal 0.46 ball bearing ABC engines for \$44.95 each. Crist offered to do a club buy for anyone interested since they would ship any number of engines for the same \$7.00 shipping fee. He asked that all interested parties email him their requests.

Jamie Johnson moved to close the meeting and Dave Shema seconded. The vote was unanimous and the meeting was closed at 5:51 PM.

Respectfully submitted,

Larry Kerns, CMA Secretary/Treasurer→

National Newsletter

Aviation Quotes

from the Web site Aviation Quotes

<http://www.skygod.com/quotes/>

"More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination."

—Wilbur Wright

"You can always tell when a man has lost his soul to flying. The poor b-----d is hopelessly committed to stopping whatever he is doing long enough to look up and make sure the aircraft purring overhead continues on course and does not suddenly fall out of the sky. It is also his bound duty to watch every aircraft within view take off and land."

—Ernest K Gann, *Fate is the Hunter*

"Aviation is proof, that given the will, we have the capacity to achieve the impossible."

—Eddie Rickenbacker

"Flight is the only truly new sensation that men have achieved in modern history."

—James Dickey, *New York Times Book Review*, 15 July 1979

"In America there are two classes of travel—first class, and with children."

—Robert Benchley

"I don't like flying because I'm afraid of crashing into a large mountain. I don't think Dramamine is going to help."

—Kaffie, in the 1992 movie *A Few Good Men*

"The scientific theory I like best is that the rings of Saturn are composed entirely of lost luggage."

—Mark Russell

"No aircraft ever took and held ground."

—US Marine Corps Manual

“But I have seen the science I worshiped, and the airplane I loved, destroying the civilization I expected them to serve.”

—Charles A. Lindbergh, *Time*, 26 May 1967

“Flying around the world is like raising kids. When you’ve finally figured out how to do it the right way, you’ve finished.”

—Ron Bower, who has flown around the world solo in a helicopter.

Create Your Own Decals

by Lionel Bernstein

To accomplish this task you must have a computer, inkjet printer, scanner, and a desktop publishing program or a friend who owns these items.

I like to try new ways to use my computer system, so when I ran across the INVENT IT! brand ready-to-print Clear Decals by HammerMill Paper® at CompUSA, I purchased it. I was determined to find a way to use what looked like a interesting idea.

It was my intention to use the Clear Decals film to make decals for my car side windows, but never got around doing it.

Recently, I was completing a scratch-built model, The Stikota, which was a Tom Hunt redesign of an old Free Flight model called The Dakota, circa 1950s. I decided to use the decal material, which was gathering dust, to make up some graphics for the finished model.

Since the material is a clear film and you can print any color with your inkjet printer except for white, I made it a point to cover my model in some areas with white MonoKote®. This meant my homemade decal would stand out on the white background.

If you are going to just make up a AMA number or a name decal like my “Stikota” that will appear on your model’s wing panel, you should be able to do this with very little effort.

First, you must scale the graphic so it fits on the wing panel. Once you have the size selected, you can play around with the various fonts to find that which best suits your model. You will find them in

your computer’s bank of fonts located in the desktop publishing program.

Before you print it on your clear decal stock, make some test prints on bright white stock paper. See how it fits on the wing panel where the final decal will be attached. It is here you will adjust the size of the font so it will fit your model.

Some computer programs let you design a graphic logo that you can use on the engine cowl or rudder of your model. Let your imagination guide your efforts. Make sure you save what you design in your computer as you can waste hours of work if you are not careful.

Now to the scanner. If you are building a scale WW I model and need some authentic markings, obtain the largest color pictures of these markings from a set of scale three-views and scan the items you need for the model into your computer.

Once you have these saved in your computer’s clipart, file you will be able to crop out the unwanted portions, edit out any lines that might be distracting, and scale them to the size you need.

It is very simple to now copy it to your work sheet with the numbers and names you designed before. This will allow you to print the most you can fit on the 8-1/2 x 11 sheet of clear decal material. The decal sheets run about \$1 each, so get the most for your money. Plan to make up a sheet with every space utilized with some kind of graphic.

The actual printing is simple. Set your inkjet printer for highest quality printing to get the densest print image on the film. Allow extra time for the final printed sheet to dry before touching the inked area. Failure to wait for it to dry will smear and ruin your work.

Now cut out your decal, peel off the backing, and stick it to your model, smoothing out any trapped air bubbles.

If you should decide to make a decal for your home or car window, just set the printer for flip

horizontal printing and your final work will now be able to be attached to the inside of a window and will read in the proper way.

Remember, put these reverse printing items on a separate sheet of decal film as everything on the sheet will print reversed.

To use with glow or gas powered motors, overspray the decal with a clear fuel proof paint or iron over the decal with clear MonoKote® to protect the image from fuel exhaust.

Have fun with this easy to use, ready to print, clear decal material.

from *Wing Tips*

Lionel Bernstein, editor

6 Norman Drive,

Bohemia NY 11716-1322

Swap Meet Season

by Charles Benner

Swap meet and auction season is upon us and many RC goodies can be found for the beginner and the seasoned RC pilot alike. There are quite a few RC swap meets in our region, beginning in October and lasting through April, including these Wisconsin locations: Wausau, Madison, Brillion, Darboy, and Shawano.

There are many good deals to be found on airplanes, gliders, helicopters, cars, and boats; from already completed kits with RC radio, motor, batteries and have already been test flown, to basic kits that need to be built from scratch. For the new person getting into flying, or for the experienced modeler looking for some new toys at a reasonable price, this is the perfect opportunity to save a lot of money.

In the past few seasons, there have been RC airplanes ready-to-fly, worth in the neighborhood of \$400, being sold for as little as \$100, RC gas motors, \$350 new, selling for \$150, and RC radios worth \$250, selling for \$110.

As you might expect, there are some downfalls when the prices are this good. You have to judge whether or not what you are looking at is a good deal, and the easiest way to do this is to go along

with someone else who has been in the hobby long enough to check on any problems the model may have.

For example: are the fuselage, wing, rudder, and elevator straight and not twisted? Does the motor work? Does the radio work properly? Has the model been put together properly?

Look inside of the airplane at all the glue joints. Does it look like a neat job or does it look like a three-year-old's rendition of the Mona Lisa with popsicle sticks?

This is also a good time to look for any damage from crashes, to see if anything was installed incorrectly or if it has shoddy workmanship. The wing and fuselage on the RC model are easiest to inspect.

The radio, motor, and batteries are another story. With the radio, check to see if it is gold stickered (narrow band). Is it on the same frequency that you need? A new crystal could cost another \$30. See if all the parts are there for the radio, including the transmitter, receiver, batteries, wiring switch harness, servos, servo arms, servo mounting tray, and battery charger.

Turn on the radio transmitter and receiver, and with the transmitter antenna down, have someone walk with the transmitter 30 feet away. Have your buddy operate one control at a time while you listen and look at how the servos work, and notice whether they work smoothly in both directions. Now put your finger on top of the servo arm and apply a little pressure to the servo arm, does it still works smoothly in both directions or does it gets slow, stop, or get jerky?

RC radios can be the trickiest things to buy and work well. If you buy a radio, the best thing to do is to have an old airplane as a test mule. If there are any problems with the radio, it will show up in the test mule instead of the good airplane, returning it to kit form when it meets the ground at the flying field.

If the radio you buy is more than five years old, consider changing the batteries to new ones. I

find the most handy radio parts to purchase are the servos, wiring harness, and extra receivers for my type of radio transmitter, so I can have radio gear installed in all of my airplanes. Then, I can use just one transmitter on multiple airplanes.

When shopping swap meets for motors, check to see what the general condition looks like. Are there cracks on the muffler, carburetor, motor mount, or on the propeller shaft end bell?

Flip over the prop. It should turn over smoothly. Next, check the compression of the engine by putting your finger over the carburetor opening to seal it off. Turn the propeller slowly in both directions. It should hold a good vacuum on your finger.

Look for any slop in the drive train when you turn the propeller over to the compression side. The vacuum should increase or decrease correspondingly with the propeller movement in a good engine.

Try to pull and wiggle the propeller shaft side to side. It should be tight and not wiggle or pull toward you. This is where a Phillips screwdriver, flat blade screwdriver, and a flashlight come in handy.

Remove the muffler and look at the general condition of the piston and cylinder wall. It should be shiny with no scratches, chips, or burned score marks.

Look for rust and varnish deposits from not being used for a long time. Luckily model airplane engines are fairly simple mechanical devices and problems will be fairly easy to see.

When you go to a swap meet and auction know your prices and take an RC hobby catalog along with you to compare prices. This is the time to wheel and deal and save some money on hobby supplies.

from *Loops & Lies*
River Flyers of Central Wisconsin
Rich Ida, editor
PO Box 1013
Wisconsin Rapids WI 54495

Modeling Safety in the Workshop

Last month I talked about the fire/explosion hazards of airborne fumes and how to minimize those hazards. This month I will discuss another fire/explosion hazard.

That hazard is wood dust. That's right, wood dust! Wood dust, like those piles of balsa dust that we all tend to make, is also extremely explosive.

A balsa stick or balsa dust in a pile burns ... right? Well, when that pile of dust is floating around in the air it can burn so rapidly that an explosion occurs. If there is enough wood dust suspended in the air, an explosion powerful enough to damage your home or even kill someone could occur.

This is a pretty sobering thought when you consider how many folks routinely reach for a cigarette during their sanding sessions.

An electric sander really adds to the problem by rapidly filling the air in your shop with wood dust. A shop vac with its nozzle located near the sanding belt or disc can draw this dust away before it becomes airborne.

Yes, this is an extra step and extra noise, but it is also extra safety. That shop vac combined with other housekeeping tools can be used to make your balsa dust factory a healthier and safer place to work.

by Ron Kohler
Tri City RC
Berkshire NY
via R/C Gulls' *Tale-Spinner* newsletter

Heads Up, CMA Activities

February 2001

1-Feb 5-6 PM Meeting
8-Feb 6-9 PM Build session
16-Feb 5:00 PM Flightline deadline

March 2001

1-Mar 5-6 PM Meeting
8-Mar 6-9 PM Build session
16-Mar 5:00 PM Flightline deadline

April 2001

5-APR 5-6 PM Meeting
12-Apr 6-9 PM Last Build Session
16-Apr 10 AM to 2 PM Brown Bag & Beauty Contest 106
Conference room C-Ave. Complex
20-Apr 5:00 PM Flightline deadline
21-Apr 2:00 PM First Open Flying day
24-Apr 5-? PM Basic airplane training
26-Apr 5-? PM Advanced airplane training

CMA voice bulletin board 295-8888

Send your input for FlightLine to:

James H. Doty
MS 108-205 x5-2931
jhdoty@collins.rockwell.com

Or at my home EMAIL

jhdoty@home.com

AMA events 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:

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

2001 CMA Officers

President: David K Shema
(319) 295-9543
dkshema@collins.rockwell.com

Vice President: Steven C Plantenberg
(319) 295-9625
scplante@collins.rockwell.com

Sec./Treas.: Larry W Kerns
(319) 295-7157
lwkerns@collins.rockwell.com

Field Marshal: Mark Woytassek.....295-4332
Safety Officer: Crist Rigotti295-0612
FlightLine Editor: Jim Doty295-2931
Web Page Editor: Steve Plantenberg.....295-9625
Senior Flight Instructors and Test Pilots
First flights of new airplanes:

Frank Gutierrez

Mark Woytassek

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Crist Rigotti

Flight Instructor:

Steve Plantenberg

Flight Instructors in training:

Irv Anderson

Jamie Johnson

For membership information:

Contact: CMA Secretary Larry W Kerns