

FlightLine

A Monthly Publication of Collins Model Aviators February 1997



February's Featured Plane — Jim Doty's Buzzard Bombshell

☞ Reminder: February's CMA meeting is on Thursday the 6th in the main plant cafeteria at 5:00 p.m.. The February Build session will be Thursday the 13th from 6 to 9 p.m. in the main plant cafeteria.

February's Featured Model: No I haven't been building day and night. This month's featured model is my father's (he's Jim Doty also) Buzzard Bombshell. I got the chance to fly it over Christmas break.

The Buzzard is pulled by an old Enya 35 swinging an old Top Flight nylon propeller (the kind before they were glass filled). But the Buzzard is light, so there's plenty of power for takeoff and maneuvers.

For more about the buzzard see Buzzard Bombshell on page 2 ☞

James H. Doty, FlightLine Editor ➔

📖 In This Issue:

Featured Plane	1
Buzzard Bombshell.....	2
CMA Meeting Minutes.....	3
January's Build Session	4
Frosty Fun Fly turns Soggy.....	6
Local Activities, CMA Heads Up.....	9
CMA Staff & information	9



Buzzard Bombshell

by Jim Doty

Above is a picture of my father's Buzzard Bombshell making a low pass over the Tri-Valley RC club field. Its bright orange covering stands out against the white haze of the sky. I really like watching these oldtimers make slow passes low over the field.

I haven't had much recent experience with three-channel (rudder, elevator, and throttle) so I was anxious to get a chance to try out the Buzzard. The last day of December was unusually warm (for that time of the year), all the snow was melted, and there was only a mild wind. A perfect day to get in a winter flight. So off we went to the Tri-Valley RC field to get in a few flights.

The Buzzard is an old free-flight design. It's very light with a large wing with lots of polyhedral (the wing tips are raised to improve stability), so I expected that it would be fairly easy to fly.

I found this assumption to be basically correct except for takeoffs. The low takeoff speed and raised wing tips combine to make the model very sensitive to cross winds. Any sideways breeze or gust will tend to catch the wing tip and try to flip the bird over.

To prevent a potential repair job, my father performed the takeoffs and let me try it out once it was in the air. The Buzzard has large control surfaces and my father has it set up with large control throws. It only took a 5 or 10% throw of the stick to cause a moderate rate turn. With full throw the plane will snap-roll easily. But with a light hand on the

stick there wasn't much problem in keeping it under control.

I was correct that the Buzzard was very stable. In fact it was so stable that it had rather unusual flying characteristics. Left alone, it would fly straight and level. Shallow turns seemed relatively well coordinated, but larger rates of turn and maneuvers tended to make the plane wobble.

I had a lot of fun trying loops, snap rolls, and high bank turns. The rudder had so much authority I was even able to do a crude roll without using elevator. The maneuvers were relatively easy to complete, but they didn't look too good. The high stability means the plane wobbles through the maneuvers like a drunken cork.

Although I was able to accomplish most of the maneuvers I attempted, one thing the Buzzard will not do is fly upside down. The incredible stability right side up becomes incredible instability when upside down. Fortunately the plane will right itself quickly from any attitude so I was able to recover quickly from each aborted attempt. .

Unlike the takeoff, the Buzzard's slow stable flying characteristics make it easy to land. Although the plane has a tendency to float, it is very easy to bleed-off airspeed with a few quick turns just before final approach. With a little head wind the plane settles right in. On the second flight I was able to land without assistance.

The slow flight and stability of the Buzzard would make it a reasonably good trainer, but the control throws would need to be reduced, and any novice will need help on

takeoffs. The plane is not much good for pattern maneuvers, but it is still a lot of fun to fly.

James H. Doty, FlightLine Editor →

CMA Meeting Minutes

by David Gillespie

For meeting date: 1/2/1997

The first meeting of the new year, was called to order by President John Michael.;

OLD BUISNESS:

- Tom DeWulf brought up the fact that he had received (two) more ballots for President. By his count, Irvin Anderson would have won, but we decided that the decisions would stand.
- It was recommended that the club should try and send news letters to the (six) people who expressed intrest at the last LAW meeting for a couple more months. [editor's note: The January FlightLine was sent to 12 potentially interested people. Two of these people have already become members]
- Inquiries were brought up as to finding a new flying site. Site Search Committee: Rich Dean, and Irvin Anderson. No sites found yet, but had good ideas as to how finding one. Talk to farmers on weekends, pass the word around about our Club needing a new site.

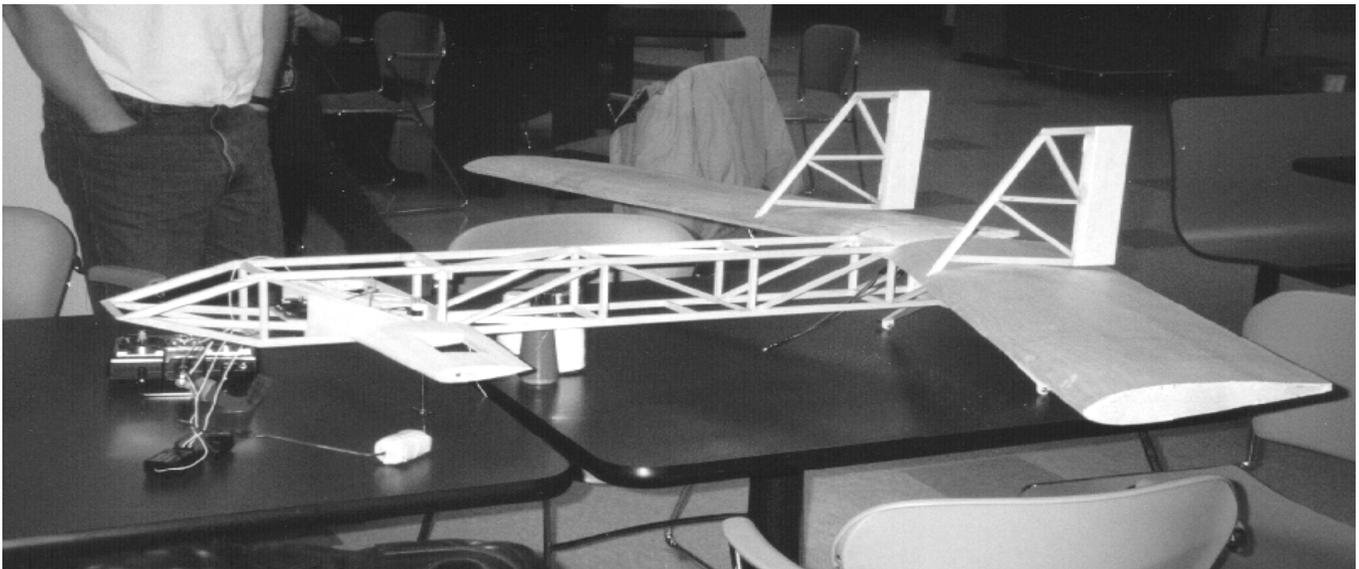
NEW BUISNESS:

- Brought up idea to sell Sturdy Birdie, currently trainer in Tom DeWulf s possession. The club will hold off selling for a month. Money from the sale will be used to buy engine for Eagle Trainer, currently in David Decker's possession.
- Discussed acquiring the Eagle 2 Trainer back from David Decker.
- Duane Smith and I, David Gillespie, will try and get together the week of 1/6/97 to fill out an expense report and get the money to Doc to pay for this years site dues.
- Discussed other ways of letting people know of our club. I brought up the TelePrompTer (RNN), John Michael already has sent articles to the Rockwell News Network in the past.
- Also suggested was for our Club to have a Brown Bag for our Beauty Contest, around April. Other ideas included sending fliers to secretaries to post on bulletin boards through out the Collins Complex. Bryan Smith Volunteered to make the bulletin.

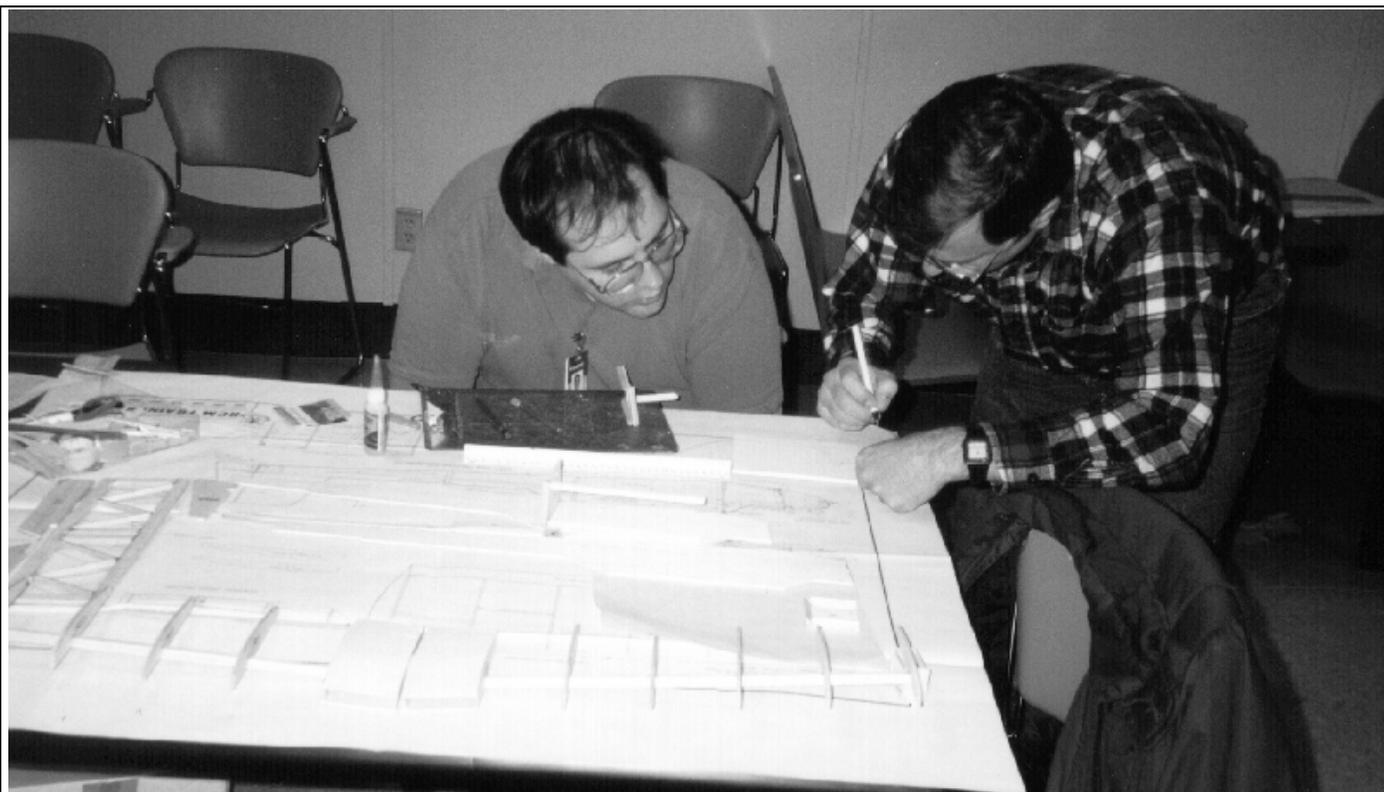
End of Meeting

Extra Note: Noah Misner brought his current project; a custom pusher canard. Noah has done an excellent job so far. Noah has used measurements from various sources including making a quarter scale of the plane he has been building.

David Gillespie, CMA Secretary →



Noah Misner showed his new model design at January's CMA meeting



Rich shows new member Brian Collins a few tips for his scratch built RCM Trainer.

January's build session

by Jim Doty

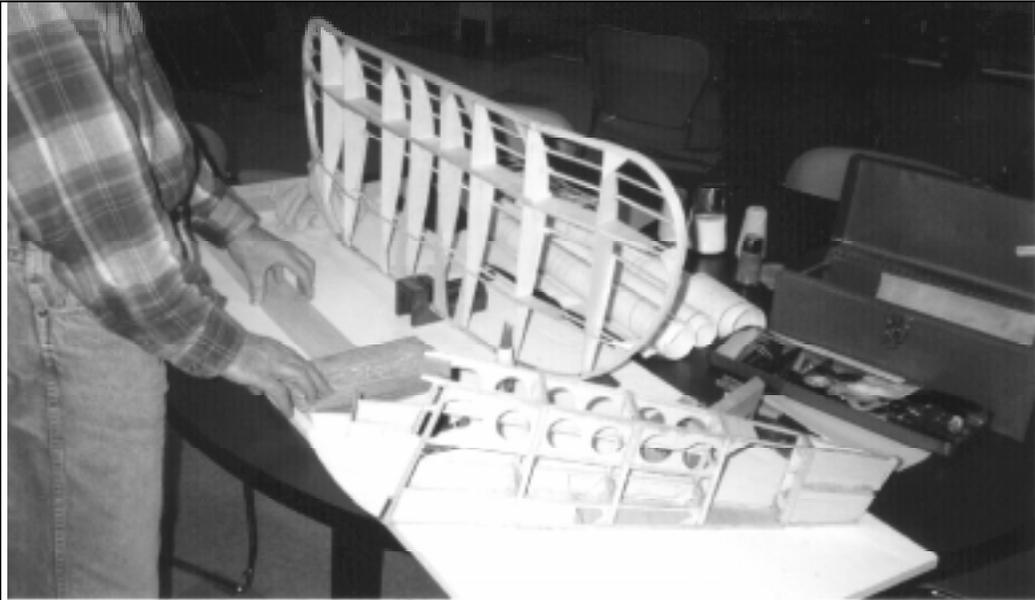
Build session number three went very well. Brian Collins brought in his RCM trainer. He is scratch building the trainer from purchased plans. This is quite a challenge for a first time modeler, but he seems to be doing just fine. Rich and others gave him a few pointers.

There are a lot of things that even the best kits leave out of the instructions (and if you're scratch building you're really on your own). That's why the build sessions can be so helpful — you get advice from experienced modelers, and independent opinions on what those silly instructions and plans really mean.

Noah Misner brought in his "experimental" aircraft. He said that the simple bridge-truss style fuselage only took a few hours to assemble. The wing is covered with thin plywood and is forward swept. The wing is built extra stiff to prevent warping in flight. Any flexing in the wing can lead to instability in forward swept wing designs.



Noah Misner works on his pusher



John Michael working hard on his Lazy Bee

It's tough to guess the flight performance of such an unconventional design. It will be interesting to see how well it does in the air. I hope that Noah invites us all out to see his first test flight. Maybe he can try it out on a Tuesday training night when most of us are there.

John Michael brought out his Lazy Bee. The construction of the Bee is very light. If you pick up the fuselage you can hardly feel it. You can see that John has a lot done already. He'll certainly have it

ready by Spring at this rate.

The new club trainer made its debut at the build session. The wing and the control surfaces are mostly completed, but the fuselage isn't started yet. Fortunately the Eagle 2 is a quick building model, so it will go together quickly. To get things moving the model was divided among the experienced builders at the meeting. They should be able to get a lot accomplished in a short time.

This is the first year I've gone to all of the build sessions. We all have a good time talking about modeling and giving and receiving advice. If you haven't been to a build session before stop by this month and check it out.

Build sessions are also a good place for nonmembers to see what modeling is all about, and to talk to the members. They are very informal and there is plenty of time for discussions. If your a member bring by your friends, if your a nonmember stop by and visit.



The new club trainer still needs "a little work". But with some hard work by a few members it should be ready by spring



The Tri-Valley RC's big square field makes landings easier for those of us who have trouble keeping our approaches straight. Unfortunately flying activities will soon be limited by a road being build on the east edge of the field.

Frosty Fun Fly turns Soggy (but still fun)

by Jim Doty

Over the Christmas break I visited my family in Northern Indiana. My father is an avid modeler and member of the local RC clubs. It was at the field of one of these clubs that I first started fly (when I was just a kid).

These days, it seems that the New Field Committee is a standing part of every club, and members feel lucky to stay at the same field for five or six years. So it may be hard to believe that a field has been around as long as I have. But the Tri-Valley RC field, where I got my start, is still in use.

Unfortunately, as they say, nothing good lasts forever. Very soon activities at the field will be greatly curtailed by a road being built on the east side of the field. With a road on one side, and woods on the other, there soon won't be much room to fly. Only Lazy Bees and helicopters



The club has a very nice shelter. For winter activities cloth sides are put up to keep the heat



Inside the shelter club members warm up in front of a kerosene heater with a cup of hot coffee.



Hand launched electric is a good choice for winter flying, with no starting problems, and no skis required



The powered “glider” is a good design for an electric because it doesn’t require much power to fly. This is important in winter when battery life is reduced by cold.

will be able to use the field.

Each New Years Day Tri-Valley’s most hearty members brave the cold to get in that first flight of the year. They say you’re not a “real” flyer if you don’t fly on New Years Day. The Frosty Fun Fly, as the call it, has become one of the biggest events of the year.

Since this may be the last year for the Frosty Fun Fly, at the old field, I just had to go. Unfortunately New Years Day wasn’t quite as nice as the last day of December had been. [see Buzzard Bombshell on page 2] When we got to the field it was cold with hard freezing rain.



The ultimate in low-cost RC, this plane is a converted foam glider. The plane holder is made from a cheap foam ice box. It has an 050 engine and two-channel (aileron and elevator) control



The field has a nice covered frequency board. You leave your club membership card in a slot when you take a frequency pin.

Luckily, conditions did gradually improve. It got a little warmer and the rain gradually slackened to a light mist. A foggy overcast hung low over the field, but you could still see the field, and that was good enough for us.

We trudged out onto the field to get a quick flight in before it started raining again. At first, the engine was

reluctant to fire in the cold damp air, but after a few adjustments to the carb. we eventually got it to start. We took off, and soon we were joined in the sky by several other planes.

The low visibility kept all the planes in close and conditions got fairly crowded. Fortunately all the planes were slow flyers so it was easy to keep an eye out for the other traffic. The only problem I had was that my glasses got so wet looking up into the mist, that I couldn't see. I had to give the transmitter back to my father so I could clean them.



A few helicopters came out for a New Years flight. One the choppers put on an impressive low altitude aerobatics demonstration

Along with my father's Buzzard Bombshell, there was an electric glider, a Buccaneer, a Lazy Bee, a converted foam glider, a few other planes, and two helicopters. Everyone got at least one flight in.

I have never seen an RC helicopter do much more than hover, so I was really impressed when one of the helicopter pilots started putting on a low altitude aerobatics demonstration.



I had never seen a Lazy Bee fly before. It was great to watch its antics, turning and twisting through the air. I think we will all be in for a treat when our members finish theirs



This Buccaneer showed why these old timers are so popular. Slow and stable but, without the polyhedral of the Buzzard Bombshell, still able to make relatively clean maneuvers. It's a great flying plane

He really thrilled the crowd with loops roll, and something that looked like a hammerhead stall, but with a few extra rotations.

The weather gradually cleared, and conditions became more favorable for flying. By 11:30 (time for me to had to drive back to Iowa) everyone was flying. All in all, the Frosty Fun Fly was a little soggy but a lot of fun.

James H. Doty, FlightLine Editor ➔



Heads Up, CMA Activities

Thursday, February 6, 5:00 pm—Club Meeting
 Thursday, February 13, 6-9 pm—Build Session #4
 Friday, February 21, 5 pm—FlightLine Deadline
 Thursday, March 6, 5:00 pm—Club Meeting
 Thursday, March 13, 5:00 pm—Build Session #5
 Friday, March 21, 5 pm—FlightLine Deadline

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

1997 CMA Staff

President: John Michael
Vice President: Bryan Wesner
Secretary/Treasurer: David Gillespie
FlightLine Editor: Jim Doty
Web Page Editor: Tom DeWulf

Flight Instructors:
 Rich Dean
 Dave Decker
 Tom DeWulf
 Dave Dillman
 Mark Woytassek

Flight Instructors in training:
 Irv Anderson

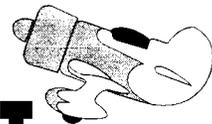
Test Pilots for first flights of new airplanes:
 Rich Dean
 Mark Woytassek

👉 For membership information:

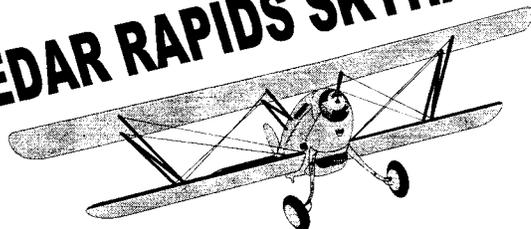
Contact: David Gillespie
 CMA Secretary/Treasurer
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 x5-8512
 djgilles@collins.rockwell.com

Local Activities

SEVENTH ANNUAL
**EASTERN IOWA
 R/C SWAP MEET**



CEDAR RAPIDS SKYHAWKS



**Palo Community Center
 1006 1st Street
 Palo, Iowa
 Sunday, February 23, 1997
 10:00 AM to 3:00 PM**

For table reservations contact
 R/C Adventures, 135 Marion Blvd.,
 Indian Creek Mall, Marion, Iowa 52302
 (319)-377-5932

✉ Send your input for FlightLine to:

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Send your input for the CMA Web Page to:

Tom DeWulf
 tvdewulf@cacd.rockwell.com

1997 CMA Membership

<u>M/S</u>	<u>NAME</u>	<u>M/S</u>	<u>NAME</u>
108-103.....	Irvin Anderson		108-166.....	John Michael
108-166.....	Geoffrey Barrance		108-166.....	John Michael (for Kevin)
124-111.....	Alan Bechtold		105-167.....	Noah Misner
124-111.....	Bob Bushette		108-136.....	Patrick Neu
137-148.....	Brian Collins		108-136.....	David Neu
124-111.....	Dan Cooley		137-136.....	Marion Payne
124-115.....	Rich Dean		124-123.....	Wayne Savold
153-264.....	Tom DeWulf		108-136.....	Duane Smith
124-300.....	James Doty		108-136.....	Brian Smith
106-183.....	Mike Eastman		105-152.....	Basil Tilley
153-264.....	Doug Emerson		139-142.....	Charles Ward
153-163.....	David Gillespie		153-264.....	Bryan Wesner
153-163.....	David Gillespie (for James)		153-264.....	Bryan Wesner (for Michael)
153-163.....	David Gillespie (for Amy)		107-110.....	Victor Wolfe
108-166.....	David Mason		124-115.....	Mark Woytassek

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John Crilley
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Muncie, IN 47302

R/C Adventures
PO Box 284
Marion, IA 52302

Is someone you know missing from this list?
Give them a call and ask them to *Come Fly with us in CMA!*