

FlightLine

A Monthly Publication of Collins Model Aviators December 1997



Reminders:

- Have you sent in your 1998 CMA membership application?
- Thursday December 4th is the CMA club meeting
- Thursday December 11th is the CMA build session
- **Send in your ballot for CMA officers in soon**

December's Featured Photo:

I found this photo of the P26A peashooter on the USAF early Years web page:
http://www.wpafb.af.mil/museum/early_years/ey.htm

For more information on the P26 see page 2

James H. Doty, FlightLine Editor →

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CMA Web Page Address:
<http://bbs.caed.rockwell.com/data/clubs/cma/>



Collin Model Aviators
Academy of Model Aeronautics
Charter Club #3257



The P-26A Peashooter

from the USAF Museum web page

The P-26A was the first all-metal monoplane fighter produced for the U.S. Army Air Corps, affectionately called the "Peashooter" by its pilots. It was the last Army Air Corps pursuit aircraft accepted with an open cockpit, a fixed undercarriage, and an externally braced wing. Significantly faster in level flight than previous fighters, the P-26A's relatively high landing speed caused the introduction of landing flaps to reduce this speed.

Boeing initially designed the P-26 in 1931, designating it first as Model 248 and in December 1931 as the XP-936. The company provided three test airframes, which remained Boeing property, with the frugal Air corps providing the engines, instruments, and other equipment. The first flight occurred on March 20, 1932. the Army Air Corps purchased the three prototypes and designated them as P-26s. The Air Corps purchased a total of 111 of the production version, designating them as P-26A, and 25 of later -B and -C models.

The P-26 was the Army Air Corps frontline fighter before it was replaced during 1938-40 by the Curtiss P-36A and the Seversky P-35. An export version was sold to China in 1934 where it was used against the Japanese. It was also used by the Philippine

government against the Japanese in December 1941 when all were destroyed in combat.

This P-26A reproduction is painted to represent the commander's aircraft of the 19th Pursuit Squadron, 18th Pursuit Group, stationed at Wheeler Field, Hawaii, in 1938.

SPECIFICATIONS

Span: 27 ft. 11.5 in.

Length: 23 ft. 10 in.

Height: 10 ft. 5 in.

Weight: 2,197 lbs. empty/2,955 lbs. (max.)

Armament: Two fixed .30 caliber machine guns or one .50 and one .30 caliber machine gun; up to 200 lbs. of bombs

Engine: Pratt and Whitney R1340-27 of 500 hp.

Crew: One

Cost: \$16,567

PERFORMANCE

Max. speed: 234 mph/203 knots

Cruising speed: 199 mph./172 knots

Range: 360 statute miles/313 nautical miles

Service ceiling: 27,400 ft.

http://www.wpafb.af.mil/museum/early_years/ey13d.htm

USAF Museum web page →

President's Column

by John Michael

I don't know about anyone else, but I don't get much done in November and December. It may be that I'm just not used to winter yet. I guess it could also be all the time spent getting ready for Christmas. Then there's all the school activities that I seem to be more involved with now than when I had four in school.

So, enter the build sessions. If not for being at the build session in November I may never have got started on my winter projects until January, or even February, which is much too late to start much of anything.

It was good to get back to the build sessions. Everyone has their own little projects going. Some have been going for the past couple or three years, some are new. All are fun. If your working on something, and would like to get together with other club members for a nice evening of building, talk, and fun, pack up your glue and sticks and cutting board and show it. We have a good time, and more people would make it better. At the next build session we decided to all put in a few bucks and order pizza. Pack a drink or two with your other things, and show up. Even if you don't want to build anything, come for the social time. Should be fun.

As I hope you read in my other article in this newsletter, we are planning on amending the bylaws to change how we can amend the bylaws. This has been in the works a long time, so I hope to put it to bed before I leave office. Come to the next meeting with your ideas. Your input is important.

By now I hope you have received your ballot for the 1997 election. My thanks to all those who have agreed to run. I especially want to thank Jim Doty for agreeing to be the newsletter editor again. Jim does a great job, but we need to give him total support if we expect him to continue in that capacity for another year.

So, get those ballots sent back. We need your vote.

This is my last entry as CMA president. I'd like to thank all of you for your support and cooperation these past two years. I'd especially like to thank the past year's officers, Bryan and Dave, for the support and help they have been, and to Jim for his continued efforts with the newsletter. It's been a good year. Good luck to next year's officers.

Don't forget the next meeting, December 4. We'll be counting the ballots, and then talking about the bylaws amendment. And we'll see what other things may come up.

See you there.

John Michael, CMA President →

Revisions to the CMA Bylaws

By John Michael

This past summer when I came to realize that a change to the club bylaws that had been voted on and approved had never made it in, I started looking through my old notes to see if there may have been something else that had been started and forgotten. Out of that search, and from some discussion with the people involved at the time, I provide you with the following story.

In the latter part of 1995 the club voted and approved an amendment to the bylaws to limit the use of helicopters at the flying site. Out of that discussion came a concern for how the bylaws could be changed. If you look at the current wording about bylaw amendments, section 8 states that the CMA bylaws may be amended by a majority vote of the current members present at a club meeting. The concern was that for something as important as amending the bylaws more of a membership representation should be involved, not just those that attend a particular meeting. We all know that sometimes, especially during the summer, the meetings are not well attended.

To address this concern a committee was appointed to look into how the wording of the bylaws could be changed to involve more of the membership for this important issue. For the remaining months of the year the minutes record that the committee did not have anything to report. After the new year (1996) new officers took charge, and the work of the committee

was forgotten. Until I went back through the past minutes.

I brought up the issue at our meeting in September. After some discussion the issue was tabled until the next meeting. At October meeting we had more discussion. Some good ideas were presented. Duane Smith, a member of the original committee agreed to propose some ideas for further discussion and a vote at the November meeting.

At the November meeting Duane presented his proposals. There was again concern that the entire membership should be involved in this amendment to the bylaws. After more discussion, the present membership agreed to the following proposal.

Proposed CMA Bylaw amendment to Section 8.

1. A proposed bylaw amendment is presented to the members present at a meeting. The proposal is discussed and, if it is decided that the amendment is worthy of a change to the bylaws, the wording is decided. The proposal can be tabled until the next meeting for further discussion. The final wording is voted on by the members present at the meeting.
2. After the wording of the proposed amendment has been voted on and approved for distribution to the membership at large for final approval, the amendment is printed on a ballet and distributed to the current members.
3. The proposed amendment ballet must be mailed to the membership so as to be in their possession at least two weeks before the meeting where the final approval vote is to be taken. The ballet shall include the proposed amendment, with instructions about to whom to return the ballets, and when the final vote count will take place.
4. Ballets can be returned to one of the officers before the final vote meeting, or can be brought to the meeting.
5. The vote is to be a paper ballet. Only the ballets returned by the final vote meeting will be counted.
6. The proposal is approved and the bylaws amended if a two thirds (2/3) majority of the ballets received approve the amendment.

This amendment will be formally presented and discussed at the December meeting, and will be voted on under the current bylaw change rules. If approved it will go into effect on January 1, 1998.

John Michael, CMA President →



The following articles are reprinted from the AMA's National Newsletter

Don't Let This Happen to You! or How I Ruined a Good Pair of Pants

by "Jumping" Jack Flash

My cordless Dremel tool recently died and I had diagnosed that two of the NiCd cells were "toast." Unlike the fully plastic-covered cells used in our RC battery packs, these batteries were the typical "cordless appliance" type, i.e., covered only with a thin cardboard tube around the outside and crimped over on the positive end to afford a minimal amount of insulation protection. I carefully wrapped the 5 cell battery pack inside a heavy plastic bag and went to the local "batteries-R-us" store to purchase two new 1000 mAh, Sub C replacement cells. I also told the store clerk that I needed two metal connecting straps so I could rebuild the pack. The job was a simple and routine battery replacement procedure and my cordless Dremel tool now accepts a full charge and works good as new.

But let me tell you of a couple mistakes that were made in the process of obtaining the new batteries and the chain of events that followed:

My Embarrassing "Blazing Pocket" Incident

1. Upon my purchasing the batteries, the man behind the counter put the two new cells and the separate metal connecting

straps in the same bag with my old 5 cell pack! A "red flag" popped up here, but apparently I wasn't paying attention!

2. In the process of leaving the store, I was sidetracked at their cellular phone display. During the ensuing "hands-on" examination of a neat little cell phone, I inadvertently stuck the plastic bag in my pants pocket! Is a mild disaster about to happen here? DUH! How many stories have appeared in this very newsletter over the years on this same subject?

After a couple of minutes the extra weight in my right front pocket was getting uncomfortable and I unconsciously reached down and repositioned it. It was at this precise moment, as later described by the lady at the counter, that I got a very "strange" look on my face and very quickly pulled this burning and dripping plastic bag out of my pocket and dropped it on the floor! The very surprised young lady said "Holy Cow!", or words to that effect, as she coolly stomped out the flames of the blazing mounds of molten plastic that I had just deposited on her tiled floor! I really wasn't of much help to her, I had to finish my involuntary "hot pants afire" routine, which is normally not a thing I do in public!

While being both embarrassed and experiencing pain at the same time, I was also making sure that the fire in my pocket was fully out! I was one very busy guy for a few seconds! I was very relieved to see that I really can move fast when necessary, but you know that, you've witnessed my "catlike" reflexes many times at the flying field!

Think of the humiliation! I was standing in a downtown store with my pants on fire! I had a 1" hole in my pocket where the fire had burnt through to the skin on my thigh and another 1/2" hole through the outside of my pants that was still hot and smoldering - all in all, a tough act to follow!

After everything, and everyone, cooled down somewhat, the lady inspected the suspicious pocket cargo and started asking questions. She was being very polite, but I could tell by her "burning" and questioning eyes that what she was really wondering was, "Why would anyone put batteries in their pocket?"

Our resulting joint "autopsy" revealed that at least one of the metal connecting straps that I had just purchased had apparently made contact between the (positive) center button and the (negative) outside metal case of a cell in my original battery pack. This had set the paper covering, and the plastic bag, and my pants, (and my leg), on fire. One of the new cells and both of the connecting straps that I had just purchased were destroyed!

The young lady declined my offer to pay for yet another replacement cell and gave me a new one. (She either felt that the other clerk should have known better and put my original purchases in a separate bag, especially the metal connecting straps, or she actually felt sorry for me! Maybe I did whimper a time or two?) My personal feelings are that I was very stupid in the first place by letting the other clerk do what he did!
I SHOULD HAVE KNOWN BETTER!

As I mentioned earlier, we have all heard the stories about someone, somewhere, putting their Ni-starter in their pocket with similar predictable results when it shorted out on pocket change etc! I know a fellow, who just like me, either wasn't thinking or was preoccupied at the time, who dropped an alkaline battery in his pants pocket. He said that he later had the same ensuing hot sensation when a dime or quarter shorted across the two exposed terminals of the 9V battery! Ouch, that's harsh!

My new \$48.00 pair of Dockers will never make another public appearance and the medicated ointment is still at work on the 2-inch diameter burn on my leg. For now, it is a constant and painful reminder of my carelessness! The burn will eventually heal, and in time, my pride will too. You can bet that I will never put another battery in my pants pocket!

"Never put a battery of any type in your pocket! If you think that 1.2 volts won't start a fire and melt your pants, think again, I know!"

"Jack"

The foregoing story really is true and actually happened very recently! The names have been changed to protect the guilty!

And you thought I didn't know "Jack"!

From the September 1997 National Newsletter ➔

The Model Doctor

Fiberglass Hint

How do you get the creases or lumps out of the fiberglass cloth we use to reinforce the center section of the wing? This method will probably eliminate them. Prior to applying the fiberglass cloth to the center section of the wing, take the time to iron it flat with your clothes iron. This will make it soooooo much easier to achieve a FLAT surface. Next, place the glass cloth on the center of the wing and tack it down to the surface with one drop of CyA (each corner, top and bottom). This may require that you have to pull the cloth taught, but don't overdo it!

Now you should have the cloth resting smoothly on the top of the wing. Now apply the resins (or CyA) over the cloth. You may find that after 3/4 of the cloth is attached that you now have puckers along one edge or the other, but this is easy to fix. Lift the material where you tacked it to the wing (remember I said to tack it down, not permanently attach it), pull taught, and tack it down again. there you have it!

Polish That Gear

Have you ever found that the aluminum landing gear that came with your new pride and joy looked so ragged that you either wanted to paint or replace it? here's a way that will not only make it look better than new, but will take less than 30 minutes! First you'll need the following materials:

- 400 to 600 grit Wet-or-Dry Sand Paper
- Emery Cloth
- Twinkle Silver Polish
- Aluminum "Mag Wheel" Polish

If your landing gear looks really crappy and has a lot of scratches, the first thing you'll need to do is to wet sand the aluminum (sounds a little strange but this goes pretty quickly). Keep your sanding strokes long and lengthwise along the gear. After most of the scratches are gone, the next step is to go over the

landing gear with the Emery Cloth (don't wet sand with Emery Cloth, use it dry). Just as you did earlier, keep your sanding strokes long and lengthwise along the gear.

Now wipe down the gear to remove all the dust and crud. After that, apply the Twinkle silver polish and buff. Don't try to get the gear to shine at this point, that will come after the next step. Now go over the gear with the Emery cloth lightly. This will bring the aluminum to its optimum sheen. This is the real trick, and I must admit it was discovered by pure dumb luck. As a final step, go over the gear with the mag Wheel Polish to protect the luster of the aluminum.

You'll be quite amazed at the looks of your "new" gear. The only drawback to this process is that your fingers will get a little dirty (okay, really filthy) with the aluminum dust, but the finish looks stupendous!

both from Jeff's R/C Aviation Web Page via The Flightline

Tom Minger, Editor
1715 Ponca Court
Fremont, CA 94539

From the September 1997 National Newsletter ➔

Local Events

Jan 17th — Skyhawks Banquet at Longbranch Supper Club, Marion, Iowa

Feb 22nd — Swap Meet, Palo, Iowa



Heads Up, CMA Activities

Thursday, December 4, 5:00 pm—Club Meeting

Thursday, December 11, 6-9 pm—Build Session

Friday, December 12, 5 pm—FlightLine Deadline

Thursday, January 8, 5:00 pm—Club Meeting

Thursday, January 8, 6-9 pm—Build Session

Friday, January 23, 5 pm—FlightLine Deadline

Note: Because the first Thursday of January is the New Years Day, we will postpone the January meeting until the date of the build session and have a combined meeting and build session.

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



Send your input for the CMA Web Page to:

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For membership information:

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CMA Secretary/Treasurer
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For an AMA membership application:

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

AMA National Newsletter goes on-line:

<http://modelaircraft.org/News/Newsletters.htm>

For selected articles from AMA club newsletters around the country

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Tom DeWulf
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Mark Woytassek

Flight Instructors in training:

Irv Anderson

Test Pilots for first flights of new airplanes:

Rich Dean
Mark Woytassek



Build Sessions

Build sessions start in November and are held from 6 to 9 pm on the second Thursday of every month

Bring your current project, or just stop by and see what people are working on

For more information call:
Rich Dean x5 8002,
Build Session coordinator

1997 CMA Membership

| <u>M/S</u> | <u>NAME</u> | <u>M/S</u> | <u>NAME</u> |
|---------------|-----------------------------|---------------|-----------------------------|
| 108-103..... | Irvin Anderson | 108-136 | Patrick Neu |
| 108-166..... | Geoffrey Barrance | 137-136 | Marion Payne |
| 124-111 | Alan Bechtold | 108-175 | Elio Piccmenti |
| 124-111 | Bob Buschette | 137-152 | Steve Plantenberg |
| 137-109..... | Brian Collins | 164-100 | Crist Rigotti |
| 124-111 | Dan Cooley | 124-123 | Wayne Savold |
| 124-115..... | Rich Dean | 137-137 | Troy Simonton |
| 153-260..... | Tom DeWulf | 108-136 | Duane Smith |
| 153-264..... | Dave Dillman | 108-136 | Brian Smith |
| 124-300..... | James Doty | 124-115 | David Sneitzer |
| 106-183..... | Mike Eastman | 137-101 | Steve Timm |
| 153-260..... | Doug Emerson | 107-140 | Floyd Van Auken |
| 153-163..... | David Gillespie | 107-140 | Floyd Van Auken (for Ehren) |
| 153-163..... | David Gillespie (for James) | 139-142 | Charles Ward |
| 153-163..... | David Gillespie (for Amy) | 153-260 | Bryan Wesner |
| 108-166..... | John Michael | 153-260 | Bryan Wesner (for Michael) |
| 108-166..... | John Michael (for Kevin) | 107-110 | Victor Wolfe |
| 108-136..... | David Neu | 137-125 | Mark Woytassek |

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