



A Monthly Publication of Collins Model Aviators

June 2002

President's

Corner



First of all, let me apologize for not writing a newsletter article for last month and getting this one out so late. I've been really busy at work lately and have been busy at home with all of the spring chores and getting airplanes ready. I know it is hard for the newsletter editor to put out a newsletter when no one submits anything. I will try to set a better example in the future.

Since the last article I wrote, the club has had several events. The CMA display/open house on April 18th (formerly known as the 'Beauty Contest') turned out pretty good with 14 airplanes and a number of people came to see them and fly the simulator. I heard the "Take Your Kids to Work Day" April 25th turned out pretty good as well, although I was unable to make it to that. The Beverly Gardens tree cutting party April 20th wasn't as well supported as it was last year. That was probably due to the email that I sent out stating that it was postponed just before receiving a call from the Skyhawks saying that it was back on. Oh well, the Skyhawks will most likely be loosing Beverly Gardens anyway when they widen the road and put in the overpass.

The next CMA event is the fun fly on June 1st. Since I am getting this article out so late to Larry the event may have already passed. If you do get this

before the event, try to make it out and join in the fun. If this doesn't make it out before then, I'm glad to see you made it out to the event and enjoyed yourself!

Several CMA members, including myself, went to the Hannen Lake R/C float fly. There were lots of planes and a large number of various types of R/C boats and even a R/C jet ski and a surfer. There were people there from around Iowa and a few people from neighboring states. Its always fun to watch the airplanes take off and land from the water and then watch the owner/pilot row out to get them when things don't go as planned. Going to this event is a little like going to Beverly Gardens with the number of mishaps. The exception is that the airplanes at the float fly are a lot nicer and usually much bigger and have a lot of power. They can really splatter themselves across the surface of the water. One airplane even hit a tree just like at Beverly Gardens.

Other upcoming events are the Sig Fun Fly on Father's Day, June 16th and the fun fly at Dave Wilson's on June 26th (I think, keep your eyes peeled for flyers). I heard Dave's fun fly will be in the afternoon this time so bring your sunglasses.

Other CMA news: At the April meeting the membership voted to buy a paving brick at the new AMA headquarters. The club also decided to look into buying a banner that we can display at the various events we participate in. We will have a design contest to determine what it will look like. Start thinking of some good ideas.

CMA Web Page Addresses:
<http://www.collinsclubs.com/cma/>



Collins Model Aviators
Academy of Model Aeronautics
Charter Club #3257

Apologies



I wish to express my regret for not getting out the newsletter in May. Work commitments prevented its timely completion. I will try not to let this happen too often.

Larry Kerns

As for what I am doing, I have been flying one of the new Royal .46 engines in the Eagle 63 that I ordered with Crist for \$45 each. They are really nice engines and run really well and have LOTS of pull. Definitely worth the price and certainly better than the engine I used to have in it. I also have been flying the electric Champion. It's a little different flying such a small aerobatic airplane (26" wingspan). It really moves along at full power and still flies fairly slowly when you want it to. It is flying pretty well and I am just trying to fine tune the balance. It rolls well but has a little trouble doing a good loop. Hopefully that will improve when I get the balance adjusted. Hobby Lobby has a new, bigger brother to the Champion called the Flik. It is a speed 400 size and doesn't weight much more than the Champion but is bigger. I certainly would like to give that one a try. Curt and I have been working on getting his electric powered parachute flying without a great deal of success. I think the next plan is a .15 glow engine on it.

The \$50 airplane is progressing slowly but surely. With all the other stuff going on and with it being flying season, I don't get much of a chance to work on it. I glue on a piece here and there once in a while or iron on a piece of covering whenever I get a chance. I'll get it done eventually. There really isn't much more to do other than a couple of pieces of covering, hinge the control surfaces (slots are already cut), and install the radio gear and engine.

That's it for now.
See you here again
next month!

Steve Plantenberg
CMA President



Is Your Servo Going Bad?

Thanks to Stan Andrews and the Radio Control Sport Flyers Reprint from TPG Newsletter

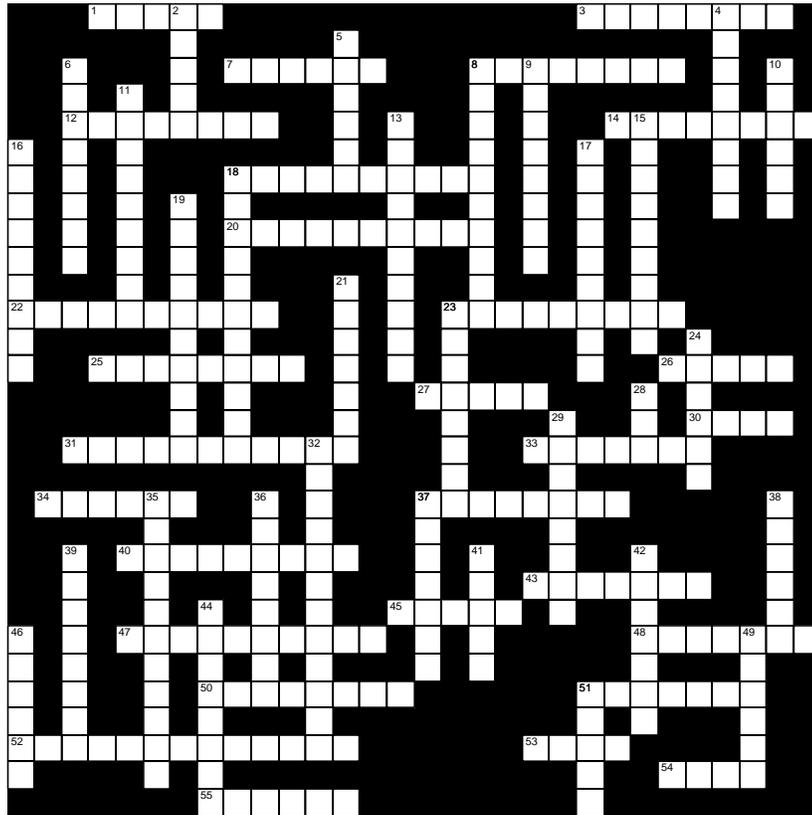
The other day I was asked if there is any way to tell when a servo is going bad. That's like asking your auto mechanic to tell you exactly when your car will stop running. But, just like your car, servos about to fail will give you some warning signs before deciding they've had enough. For example, you may notice slow movement, increased current drain, black residue inside the case under the motor, squealing, jittery movements or jumping during travel, or intermittent lack of response. While none of these symptoms by themselves necessarily indicate a servo about to quit, they do warrant a little extra attention to determine the exact nature of the problems and their repair. The following are some things to check if any of the above symptoms are occurring in your equipment:

Symptom	Cause
Slowing movement or increased power drain	Motor wearing out
Black residue inside of case	Motor brushes worn
Squealing	Worn bushings or gears
Jittering	Pot worn at that point (could also be improper dead band built into servo electronics or a servo incompatible with your transmitter)
Jumping during travel	Bad pot or worn gears
Intermittent movement	Broken wire, short or bad solder joint in wiring of components of amplifier. Bad connection in receiver block or in connectors.

Good maintenance of your servo, care in mounting and of exposed wiring and connectors will all help keep your servo from suddenly quitting in mid-air. If you see any of the above symptoms, pull your servo out of the plane and determine the cause. Get it fixed! They won't repair themselves. As I have said before, the plane you save may be your own!

How About a Little Entertainment?

June 2002 Puzzle (2)



Across

1. modeler's wood of choice
3. flying upside down
7. CMA group flying get together
8. A strong bulkhead immediately behind the engine
12. device that controls speed in a model engine
14. field accessory for determining wind direction
18. manufacturer of rc equipment
20. used to measure engine rpm
22. Italian model airplane engine manufacturer (2-words)
23. making a glide approach after the engine has stopped
25. identifying markings for a squadron
26. popular maker of model airplane accessories
27. motorized device that produces control surface movement
30. resistance to airflow on your model
31. "fly by wire" aircraft (2 words)
33. connection between servo control horn and control surface
34. plastic covering over cockpit
37. ignition source for a model airplane engine

40. Our flying field is at the _____ sod farm
43. covering used to reduce drag around the engine area
45. distance travelled along the axis of rotation of a propeller during one revolution
47. rotary wing aircraft
48. Rapid oscillation of a wing or control surface
50. controls up and down movement of the airplane
51. nose cone which covers the hub of the propeller
52. commercial hobby shop in Cedar Rapids (2 words)
53. Spanwise load-carrying member of a wing or tail
54. differences in air velocity over and under the wing cause this flying must be _____

Down

2. support structure that joins biplane wings
4. CMA weekly training night for beginners
5. non-powered aircraft that relies solely on aircurrents
6. allow landing gear to be stored during flight

8. engine type that has valves and pushrods (2 words)
9. control _____ occurs when model approaches you
10. Model jets typically use an engine called a _____ fan
11. provides movement through the air for airflow over the wings
13. receiver test prior to takeoff (2 words)
15. The angle, relative to the fuselage datum, at which a wing is set
16. patch received for flying at least once every quarter (2 words)
17. use one of these to keep flying skills sharp all winter
18. should be used after each flying session (3 words)
19. prevents side-to-side, or yawing, motion of the aircraft nose
21. two-winged aircraft
23. angle made between one wing and the horizontal
24. control surface for left and right movement
28. national association for modelers (abbrev)

29. carry-all for flying accessories at the field
32. fuel additive that improves power and idling stability
35. Our current club president
36. heat shrink covering for models
37. aircraft will become more unstable as the center of _____ moves rearward
38. reactive force generated by a revolving propeller
39. auxiliary control device used by the instructor
41. nickel cadmium (abbrev)
42. curvature of the wing that produces lift
44. used to bank the aircraft left or right
46. a prominent RC radio manufacturer
49. The propulsive force developed by a driven propeller or jet engine
51. complete loss of lift resulting from too steep an angle of attack





Meeting Minutes

2 May, 2002

Old Business

The meeting was called to order by CMA's President, Steve Plantenburg. Six members were in attendance.

Larry Kerns gave the treasury report. No minutes of the last meeting were read.

Larry Kerns reported that the new year's lease agreement had officially been signed by Larry Martinson.

New Business

The membership requested that Larry Kerns order the all-season patches and any additional patches and products that seemed appropriate from the AMA. A request was also made to obtain some official Competition Regulations from the AMA. It was also decided that CMA would purchase a brick for the new AMA building sponsorship walkway.

The idea of a club banner to display at special events was suggested and the membership decided to pursue it. A suggestion was made to have a design contest among the members to design the banner.

FlightLine

Steve Plantenburg handed out the 2002 officer patches from the AMA re-charter package.

A motion was made to buy new/spare battery packs for the club trainers and was passed.

It was also noted that the 2002 CMA membership cards had not been distributed. Larry Kerns apologized for the miscue and promised to have them available for the next meeting.

The club's first fun fly will be on Saturday, June 1 at the flying field (weather permitting). The event would be postponed one week to Saturday, June 8 in the event of weather problems.

Gregg Lind volunteered to check into the purchase of hats and shirts for the membership.

The new members were reminded that Tuesday and Thursday nights were the designated training nights for flying lessons.

Larry Kerns gave a short presentation with handouts on building a home vacuum-forming machine for making canopies, cowlings, etc. Larry promised to demo his machine when completed.

The meeting was adjourned.

Respectfully submitted,
Larry Kerns
CMA Secretary/Treasurer



Heads Up, CMA Activities

April 2002

4 Apr 5-6 PM Meeting
11 Apr 6-9 PM Build session
18 Apr 10 AM-2 PM Beauty Contest

CMA voice bulletin board 295-8888

Send your input for FlightLine to:

Larry W. Kerns
MS 107-140 x5-7157
lwkerns@collins.rockwell.com

Or at my home EMAIL

larrykerns@mcleodusa.net

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:

Dave Shema x5-9543
dkshema@rockwellcollins.com

2001 CMA Officers

President: Steven C Plantenberg
(319) 295-9625
scplante@rockwellcollins.com

Vice President: Mark Woytassek
(319) 295-4332
mawoytas@rockwellcollins.com

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

FlightLine Editor:Larry Kerns.....295-7157

Continuing from 2001

Field Marshal: Mark Woytassek.....295-4332

Safety Officer: Crist Rigotti.....295-0612

Web Page Editor: Dave Shema..... 295-9543

Senior Flight Instructors and Test Pilots

First flights of new airplanes:Mark Woytassek

First flights of new helicopters:Crist Rigotti

Flight Instructor: Steve Plantenberg

Flight Instructors in training: Irv Anderson
Jamie Johnson

For membership information:

Contact: CMA Secretary Larry W Kerns