

FlightLine

A Monthly Publication of Collins Model Aviators

May 2004



Steve Plantenberg's new Rubin

From the Editor

By Steve Plantenberg

I really did it this time. I open up my big mouth and volunteered to be the Flightline editor. Over the last couple of years the newsletter has been hit and miss (mainly miss) and I strongly believe that a club newsletter is important for keeping everyone informed about what is happening in the club and keeping the club active and going strong. I felt sorry enough for Dave being the president, web page editor, newsletter editor, public relations person, and newly assigned instructor that I decided I would try to help him out by taking over the duties of newsletter editor. I won't promise anything but I will try to get something out every month even if it isn't very much or very exciting. It definitely won't measure up to the standards set by former editor Jim Doty but I will give it a try at least until someone else wants to volunteer or I get really, really tired of doing it.

The newsletter can only be as good as the membership is willing to make it. If you are not willing to submit an article or two once in a while, don't complain that there is never anything in the newsletter. I will write up some stuff occasionally, but probably will just put in whatever gets submitted by members. Go ahead and write an article about your newest airplane or helicopter or your favorite one. It doesn't have to be much. Just a few words about it like what you like or dislike about it and maybe a picture or two. You can write an article about an experience that you've had or how you got started in the hobby. The articles that I like the most are hints, tips, and tricks for constructing your new airplane.

Pictured above is my new Rubin. I bought the partially assembled plane at a swap meet in Waterloo last spring for a pretty good price. The engine I installed is an OS 120-III with fuel pump currently swinging a 15x8 prop. Servos are JR 8011. Receiver is a JR 649S. First flight was Saturday, May 1st. →

President's Corner

By Dave Shema

It's May 1st, do you know where YOUR plane is? Last Tuesday evening a large contingent of CMA flyers met out at Larry's sod farm after work, in spite of the wind. As I recall, those present were Scott Duffin, Steve Plantenberg, Daryl Burns, Jamie Johnson, and yours truly. The flying session was kind of an impromptu event, set off by an email I had received from Scott about a week earlier. It also turned out to be the first official flying event of the season for CMA.

For those of you who don't know him, Scott is one of our new members who joined in January, after receiving pretty much everything you need to get airborne as a Christmas present from a very understanding person. The plane is a Hobbico NexSTAR ready to fly kit. It has an OS Max 46 FX up front, and with a little bit of work, is almost ready to go out of the box, radio, pilot assist system, and all.



Dave brings in the NexSTAR for a nice landing

Scott's been itching to get airborne after spending quite a bit of time on a simulator. The email I got from him said something to the effect that "the weatherman is saying next Tuesday is going to be pretty good for flying." I took a chance, sent an all hands email about meeting at the field and voila, a good time was had by all.

Scott's OS 46 fired right up, required a little carburetor tweaking, and after a last minute ground check, the plane was airborne. In spite of some pretty strong South winds, it flew very well. Scott got his hands on the controls, and the simulator work really paid off. The plane is still in one piece, Scott's still rarin' to go, and we're just waiting for more good weather.



Scott gets his hands on the sticks

The surprise of the evening was Jamie Johnson. After a two-year absence from the sod – he's back in action, and flying. He was flying one of the club's trainers, an LT-40. Good to have you back in action, Jamie. By the way, we need to buy a set of transmitter and receiver batteries for that club trainer, as Jamie had raided batteries out of his own radio to get the plane operational.

Steve was busy wringing out his Sweet Stik. Not a pretty plane (after all, it's a Stik), but it flies well, especially in the winds we were experiencing.

Daryl, yet another new CMA member from the past winter had a Sig Kadet with him. One that he built about 20 years ago. The Kadet of many years ago is not the same plane that today's Kadet LT-40 is. Daryl is our "other" helicopter flyer, for those of you who haven't met him. Daryl decided that discretion was the better part of valor, and did not opt to fly his plane in the wind. Maybe we can have an event later on this summer – I'll pit my 20-year old AeroStar against his 20 year old Kadet. If anyone else has a "vintage" plane, we could have a "Classic Airplane Fun Fly".

I had my new Hirobo Sceadu EVO 50 helicopter, and spent a lot of time trying to get the engine up and running. A half-hour and three glow plugs later, the engine finally came to life, and stayed that way. For some reason, I ate up three brand new OS #8 glow plugs trying to get the engine to run. My conclusion is that when OS plugs work, they are fine, but there is a good chance that you can get a whole batch of bad ones right out of the box. The three that were bad were all from a batch of six I purchased a couple of

months ago. I think I'm changing plug vendors from now on. At \$5 a pop, that was an expensive outing. Might even have to switch back to Fox plugs. Once I got the engine running, I managed to fly out most of a tank of fuel and have come to the conclusion that this may be one of my favorite all time helicopters.



Scott, Daryl, and Jamie watch Dave fly his helicopter

The weekend is upon us – and once again the weatherman is telling us it will be one more of those indoor weekends – rain, wind, cold. A good weekend for me to finish MonoKoting the Goldberg Skylane 62 I've been working with off and on (mostly off) the past 6 months or so. It's about finished. The Tiger 2 is back together, also waiting for good weather. With some luck the next time it flies, the tailfeathers will stay on, and in one piece.

If AMA has your email address – you probably got an email alert from them about the dangers associated with Lithium-Polymer batteries. These things are light, and have an incredible energy density – but if damaged, charged improperly, or discharged improperly – you can end up with a raging fire in no time flat that could fry your plane, your car, or your house. Be careful out there if you're using these little gems. Handled properly, they are opening up a whole new facet of modeling. But like most good things, if you get careless with them, they will bite you.

On that note, I'll finish up here, and email this article off to our new, official Newsletter editor, Steve Plantenberg.

OOOOhh – almost forgot. If the weather is decent, our next meeting begins out at the sod farm, Thursday, May 6, somewhere about 5:15 PM. We fly until the sun goes down afterwards.

If the weather is bad, meet at the Main Plant Cafeteria, 5:00 PM. The meeting will be short, and

you can be on your way home.

Dave Shema
CMA President →

Meeting Minutes

By Steve Plantenberg

There was no official meeting held for April due to no officers being present. Four members were in attendance. Crist Rigotti brought in old magazines he was getting rid of for others to take if they wanted. Members swapped stories for some time before leaving to go home. →

Heads Up, CMA Activities

6 May 5-6 PM Meeting
3 June 5-6 PM Meeting

CMA voice bulletin board 295-8888

Send your input for FlightLine to:

Steve Plantenberg
MS 137-152 x5-9625
splante@rockwellcollins.com

AMA web page:

<http://www.modelaircraft.org>

For an AMA membership application:

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

CMA Web Page :

<http://www.collinsclubs.com/cma/>

Send your input for the CMA Web Page to:

Dave Shema 295-9543
dkshema@rockwellcollins.com

For membership information:

Contact: CMA Secretary Tom Gorman

2004 CMA Officers

President: Dave Shema
(319) 295-9543
dkshema@rockwellcollins.com

Vice President: John Michael
(319) 295-2914
jjmichae@rockwellcollins.com

Sec./Treas.: Tom Gorman
(319) 295-6059
tjgorman@rockwellcollins.com

FlightLine Editor: Steve Plantenberg
(319) 295-9625
splante@rockwellcollins.com

Continuing from 2003

Field Marshal: Mark Woytassek...295-4332
Safety Officer: Crist Rigotti.....295-0612
Web Page Editor: Dave Shema.....295-9543

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