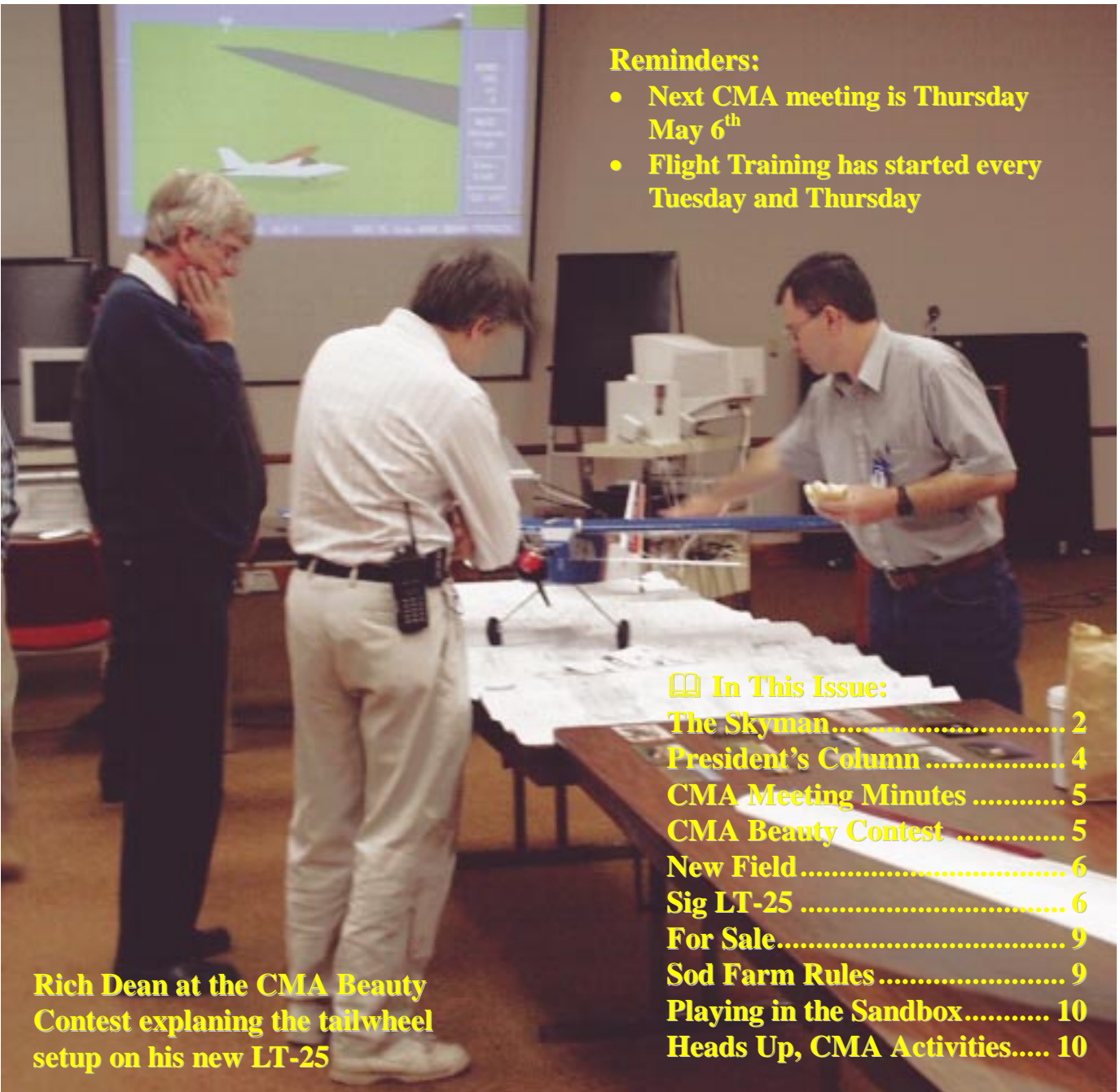


FlightLine

A Monthly Publication of Collins Model Aviators

May 1999



Reminders:

- Next CMA meeting is Thursday May 6th
- Flight Training has started every Tuesday and Thursday

📖 In This Issue:

The Skyman.....	2
President's Column.....	4
CMA Meeting Minutes.....	5
CMA Beauty Contest.....	5
New Field.....	6
Sig LT-25.....	6
For Sale.....	9
Sod Farm Rules.....	9
Playing in the Sandbox.....	10
Heads Up, CMA Activities.....	10

Rich Dean at the CMA Beauty Contest explaining the tailwheel setup on his new LT-25

CMA Web Page Addresses:

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



Collins Model Aviators
Academy of Model Aeronautics
Charter Club #3257



weather like this – no wind, no bugs, no sweat running in your eyes; these can be some of the best flying experiences you could wish for.

We fired up the Skyman first and I did the takeoff and flew around for a while. Planes look different flying over snow, they get lit up by the reflection from the white surface below – very pretty. I know I did a couple of very low flybys, just skimming the snow surface. Peter had his camera with him, so we have the picture to prove it.

The Skyman Dies, But Flies Again

By Geof Barrance

I promised I would tell you more about the Skyman if I found the photos of a particular day's flying one winter. Well, I found them...

This was one of those perfect Iowa winter days, well below freezing but crystal clear and with a bright sun and NO WIND. Much too good to miss an opportunity to take the planes out and keep the thumbs in practice. My son Peter was home too, and we always enjoy sharing a flying session, alas not something we get to do very often, now that he's grown and moved away to Maryland.



After a while I thought I was having too much fun, and should let him have a go. Just as I was going to hand him the transmitter I got that dreaded feeling – “Oh no, I haven't got control any more!” The plane's throttle was stuck about half open, and no controls would respond. From about 100 feet the plane entered a steepening spiral dive and crashed hard on the rising ground to the east of the runway. Bits scattered everywhere!



So we packed the Kadet Senior and the Skyman into the wagon, grabbed the transmitters, flight box and fuel, put on the warm clothes and set off for Beverly Gardens. There was an inch or so of snow covering the hard-frozen ground. The snow had enough of a crust to be just able to bear the pressure of the plane's wheels, so it didn't matter that we couldn't see the runway. Of course we were the first and only ones there. It always puzzles me that more people don't get itchy transmitter fingers in FlightLine





The snow wasn't thick enough to be a cushion and the ground was frozen rock-hard, so it was almost like coming down on concrete. The picture shows the ground-zero impact point in the foreground, and I'm standing looking at the engine where it finished up. It looked bad. The radio was hardly damaged but was completely dead. Not much to do except gather up all the bits, suck the remaining fuel out and pack it back in the wagon.

(Peter did get some flying though, we had a lot of fun flying low and slow with the Kadet Senior!)

When we got home I tried the radio again – it was still dead. In a way that was a good thing, because at least there was still a chance of finding a definite problem. The battery leads got very warm each time I switched the flight pack on, until I discovered by elimination that with the elevator servo unplugged everything else worked normally again. Ahah! Off came the case of the elevator servo.

It all looked good at first, but with the magnifying eyeglass I became suspicious of a tiny (smaller than a pinhead) ball of solder between the positive and negative input leads. I picked it out and sure enough the servo then worked normally again.

The tiny ball must have been there all the time, held in position by some flux residue. As the servo cooled in the winter air it contracted enough to squeeze the ball until it made contact and shorted the battery. Once contact was made the sudden current flow welded the ball of solder in place. It's

FlightLine

not often that a crash investigation comes up with such a conclusive finding!



Well, the point of all this is that there is a happy ending! Many of you will have seen the Skyman flying, and it is indeed the very same plane, repaired from the wreckage of that day.

The foam-cored wings were glued back together, bandaged with glass cloth and the covering patched. The tail unit was glued back on the fuselage, a new engine mount was purchased and the motor refitted. The original mount had snapped cleanly on impact (probably helped by being so cold), so the engine was undamaged. Some more instant glue and cosmetic work on all the splits, dings and dents and the plane was fairly soon ready to go again. I think it's even still flying with the very same servos that were in it that day.

So, I want to encourage those of you who have crashed and smashed, or will do (and that includes all of us who fly at all often!), to have faith in your ability to repair the wreckage. Be sure to pick up ALL the pieces, even small splinters of balsa. Take them home and put them to one side. After a suitable time, when you can face it, take a careful look.

Sometimes it's quicker to scratch-build a new fuselage, or to get and build a replacement wing kit, but it's amazing how often a few minutes work with instant glue can begin to recreate the



shapes that seemed to have gone forever from that puzzle-kit of balsa shards. Getting started seems to be the main thing – once you can see some positive progress the prospect of having the model back in the air seems to make it all go easily.

Come to think of it I have some wreckage myself that I should be working on. Enough of writing – out with the glue and on with the sticking!

Geoff

Geoffrey Barrance →



President's Column

By Frank Gutierrez

I would like to thank Crist Rigotti for his contribution to the April 1999 FlightLine. The format was a refreshing approach differing from the norm.

By the time everyone gets this letter, the brown bag/beauty contest will be over. The feature article for June FlightLine will have pictures and write-ups of the aircraft and their pilots from the beauty contest. I would like to thank everyone in advance that helped make the beauty contest a great success. Winners will be announced. [see page 5]

I would like to give my appreciation to the club members who are actively participating in the direction of the club and so willing to voice their opinions. The recent emails were certainly exciting and no one can say that the CMA club is boring. I would like to encourage all members to take an active role in your club. Learn the issues, do your

homework, and help make it fun for yourself and the person flying next to you.

Be sure to get you ballots for the bylaws in by the May 6th meeting. As a note to all members, nothing has changed as far as the wording agreed upon at the April 1st meeting. Use the letter I sent out as a suggestion for further discussion.

I would like to mention that several members, flight instructors and club officers were able to fly at the new site on Monday, April 12th. The weather was perfect and some discoveries were made about the new site. The grass is very dense even though it is short. This means you may find yourself needing a hand launch from a flying buddy because the plane won't roll. The irrigation pipe on wheels makes it a new challenge to get the plane from the pit area to the flight line. Stepping over the pipe with a running engine would present a safety hazard. This one has to be worked out. We also should think about how to temporarily mark where the flight line and or pilot station should be. We have a wide-open field. And I mean wide-open field! These are a few topics that can be discussed at the next meeting. I would like to encourage everyone to give it some thought and be prepared to talk about how you think the field rules should be for the flying site at the next meeting.

I sent a map of the new CMA flying site to all the members with the ballot for the bylaws. Flying season has officially started and all members are welcome to come out and fly. There are some introductory procedures that first timers at the field may need to go over. This can be done with flight instructors or members who have previously been indoctrinated to site-specific rules and procedures per the owner's guidelines.

Refer to the April FlightLine for detailed directions to the sod farm.

FlightLine



May 1999
Page 4



The owner has established a list of operating rules that we must abide by to protect the sod and other areas of the property. A copy will be provided with the frequency box and field rules. A personal copy is provided in this issue for the membership.

See you at the Flying Site!

Frank Gutierrez, CMA President →

CMA Meeting Minutes

By Dan Cooley for Doug Emerson

April 1st, 1999 Minutes

The April CMA meeting was called to order by Frank Gutierrez. The minutes from last month's meeting were read and accepted as read by the members in attendance. There was \$1080 in the CMA account.

Old Business:

Frank still needs pictures for the bulletin board, please get your pictures to Frank by April 15. Kudo's went to Crist for his article in the April FlightLine. Rich reported that materials had been purchased for upgrading/repairing the club trainer. Also, the fuel for the club fuel buy has arrived at HobbyTown. Please stop at the store and purchase your fuel if you ordered some. If you need an extra gallon, that should not be a problem.

A discussion was started about helicopters flying at CMA flying sites. A motion was put forward by Ed FlightLine

DeRuiter stating that "Helicopters remain banned at all CMA flying sites except for specific helicopter flying sites." Of those attending the meeting, 9 voted to accept the wording of the motion, and 6 voted not to accept the wording of the motion.

New Business:

The members went through all the recommended bylaws changes and voted on the final wording for each of the changes. A ballot will be written and distributed to the membership to vote for each of the bylaw changes.

The field owners instructions for flying at the new flying site were read. These rules will be posted on the frequency box at the new field. A representative of the club will ask the owner for instructions on what to do if a plane inadvertently lands in an area where flying/taxiing is not allowed.

The possibility of having a rule in the bylaws which allows the membership to remove a member if 1/3 of the membership wants to remove the member was briefly discussed. An updated frequency chart is now available.

The meeting was adjourned

Dan Cooley, CMA Vice President →

CMA Beauty Contest Winners:

Scale

- 1st Doug Emerson (Citabria)
- 2nd Geoff Barrance (Bucker Jungmeister)
- 3rd Jack Morgan (Piper J-3 Cub)

Sport

- 1st Steve Plantenberg (Sweet Stick)
- 2nd Gregg Lind (Falcon III)
- 3rd Frank Gutierrez (Headmaster)

Trainer

- 1st Steve Plantenberg (Eagle II)
- 2nd Cris Heald (LT-40)
- 3rd Kyle Chapman (Eagle II)



New Field

By Rich Dean

The new flying field was checked out Saturday April 10. Doug Emerson had received the site insurance from AMA and the club leadership wanted to get the site owner the insurance as well as check out the field to firm up field rules. Frank Gutierrez, Doug Emerson, Crist Rigotti, Dan Cooley, and I were able to make the appointment. The insurance was handed over to Larry Martinson, his general rules verified and our field rules talked over. The field was basically open for business!

Monday afternoon April 12 was too calm to let slip by so I grabbed the PT-40 club trainer and the new LT-25 and headed to the field. Gregg Lind and his son Aaron were watching Crist fly his helicopter when I got there. Dan Cooley, Frank Gutierrez and sons Evan and Jay and Geoff Barrance showed up shortly thereafter. I managed to get the PT-40 into the air to check out the LDM ball bearing servo rebuild and the flight was without incident although I noticed it was hard for the plane to get started rolling on the THICK grass.

Dan got his LT-40 off but could not get his Tiger 60 off the grass so it was hand launch time. Gregg had his Sig Senior hand launched. Geoff didn't have any trouble with his Profile Hots or Wonder(which is hand launch only anyway). For Frank it was also hand launch for the Skyman and another "new" old timer which looks like a Top Flite Headmaster.

So what we are saying is this grass is THICK. We didn't know if it had been mowed yet this year or how short it is when it does get mowed but we are taking a second look at our tires and thinking that "bigger may be better", sorry Pontiac. Also think about lengthening the nosegear on those trike geared planes to give the wing a more positive angle of attack. This helps get wind under the wing sooner and may help on take offs.

The field is huge, and already the landings were spread all over the field. It will take a fair amount of discipline to keep the landings close and in front of us. There is the potential of getting sloppy for us old timers but the room available will be a big relief for

the new guys working on their landing skills. It is time to get out there and try it!

Rich Dean, CMA Field Marshal →



Sig LT-25

By Rich Dean

It has been a while since I had a trainer type in my fleet. One of my daughters, Melanie, had been flying the flight simulator pretty well and when the new Sig LT-25 came out it looked like it may be a good one for her to fly. OK OK any excuse to get another plane. Several of the guys were flying the LT-40s with great success and Duane Smith and I had converted one into a twin so I just went ahead and got one.

The LT-25 is a four-channel ship offered only as a taildragger. No three-channel option was shown, no nosedragger option shown. The kit is not much cheaper than the larger LT-40 and does not include tank or wheels like the LT-40. What you are paying for is a completely laser cut kit. The laser cutting and parts fit in this kit are incredible and the construction is very well thought out.

I changed a couple of things I'll explain later, but the one thing that is different is the light weight construction throughout. The wing spars are balsa instead of spruce like the LT-40. The fuse is all balsa except for the firewall, front hatch, tailwheel mount, dihedral brace and landing gear ply plate.

Tail feathers first. The main parts are cut to fit like a jigsaw puzzle. I tried to find a way to put the pieces together wrong, I couldn't. I had heard rumors that you had to sand the laser cut edges before the glue would stick but an experiment showed that Pica Gluit white glue and Goldberg Super Jet cyanoacrylate(CA) made glue joints stronger than the surrounding wood so no laser edge preparation was done. Tailfeathers are done.

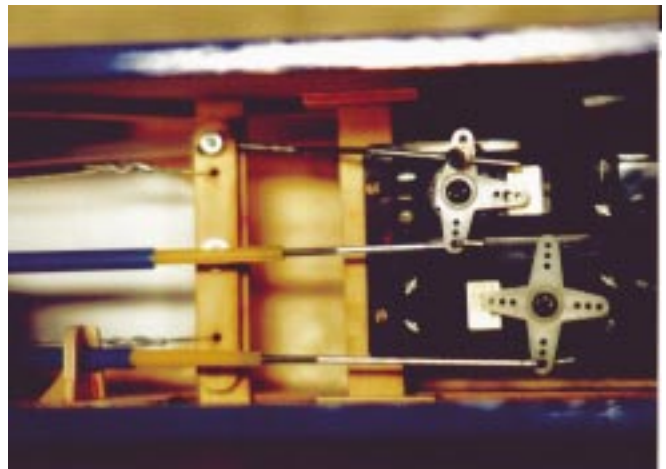
The wing spars and shear webs make I-beams. There are front and rear I-beams. The shear webs are one piece root to tip with half height slots cut to accept the ribs which have half height slots for the shear webs. Construction is: pin down the lower spars, lay on the shear webs, lay on the ribs. Add leading and trailing edges, put in some diagonal half ribs, put on the upper spars add CA and your wing half is done. This is too easy. I am leaving out some steps but this laser cut stuff could spoil a guy. Build another wing half, add tips and ailerons. Join the wing halves leaving half the dihedral in the box. Wing is done.

The fuse formers, sides, top and bottom are all balsa. They went together quick. The landing gear plate was a rather small ply plate. We fly mostly off grass so some ply scraps from the kit(which weren't much) were added to double the thickness of the landing gear plate to add strength front to back. The aluminum landing gear had two holes in it to bolt it to the fuse. It looked like any rough landing at all would rotate the gear right off the plane so I put three holes in the aluminum gear in a triangle arrangement to strengthen it up. It was a nit, but I also replaced the bolt type axles with smooth Dubro axles. There is plenty of room for the recommended 6 oz. tank and standard sized radio gear. An OS .25 FX borrowed from a seaplane was bolted on for a powerplant.

Now for the most interesting part of a plane that is aimed at beginners. The tailwheel is not run directly off of the rudder. The rudder sits high in the tail like the LT-40 so to control the tailwheel a pull-pull tillerbar arrangement is used. The rudder servo runs to the rudder and the tailwheel tillerbar.



The tillerbar runs fishing leader sized cable in a pull-pull system through teflon tubes in the bottom of the fuse to a pull-pull control horn on the tailwheel assembly. The instructions say to run the cable through the holes in the tillerbar and crimp on ferrules then run the cable to the pull-pull control horn at the tailwheel assembly and crimp.



Now — what are the chances I can do all this cutting and crimping to these two cables and make them exactly the same length? Slim to none I thought. So I added Dubro rigging couplers and clevises to allow for any variation in length between the two cables. When I did get done there was some variation so it was adjusted out. Fit all radio gear, fuse is done.

No pink covering on this plane, clearance was given by Melanie to make it look just like the box. OK. No tricks here. Hinge with gapless hinge, cover it with UltraCote. Fuelproof the tank

area and firewall, and put on the decals. I added some triangle stock to both sides of the base of vertical stab. Noah Misner suggested doing this to everyone building LT-40s. He had the first LT-40 in the club and he had the vertical stab on it just snap loose and lay over in a spin. Not good.

Balance was just a little noseheavy, but that is fine for a first flight. The final weight was 4.6 pounds compared to the box estimate of 4-4.25 pounds. AT 4.6 pounds it is 1.9 pounds less than the PT-40 we use for a club trainer. The LT-25 has 724 sq in of wing area and the PT-40 has 672 sq in. That makes the wing loading for the LT-25 14.6 oz/sq ft compared to 22.4 oz/sq ft for the PT-40.

Control throws initially were:

	Recommended	Actual
Elevator	+/- 9/16"	5/16"
Aileron	+/- 3/8"	+3/8" -1/4"
Rudder	+/- 1"	1 1/8"

Recommended elevator throws seemed a bit much and I like a little differential aileron for a flat bottom airfoil.

Monday April 12, first flight for the LT-25 was at the new field. A couple of pictures and we are ready. The Airtronics transmitter was an oldie but goodie. No dual rate switches, but an option for linear or exponential on aileron and elevator. I chose the exponential option for both. The engine loosened up after a couple of minutes, the carb was set and the plane was on the THICK grass ready to go.

Full up elevator and add the throttle. It was trying to get rolling so a wiggle of the rudder was tried, wow lots of rudder/tailwheel authority! It broke loose and after a short run into the light breeze is off the grass and climbing. And climbing and climbing. The LT-25 has the same built-in climbing as the LT-40. Any change in speed or wind and the pitch changes, usually up a lot. We have been fixing it on the LT-40s with a piece of 1/8" lite ply as a spacer under the back of the wing. Looks like the same fix is needed here.

Full down elevator trim will not quite get rid of the all of the climb so let's live with it and see what else needs changing. This plane will do the full AMA advanced pattern on low rates and 1/3 throttle...no no, this is not an ad for one of the major model magazines, back to reality. With the exponential rates the plane is soft around the center of the throws yet will still do a roll in about a second and a half. Rolls are pretty axial for a high wing plane. Loops are no problem at 3/4 throttle. Need less throw on the rudder though.

Time to think about landing so let's go up high to check the stall characteristics. Throttle to a reliable idle, point it into the wind. Wait for it to slow down while giving it more and more up elevator. This lightweight is just about at a standstill pointed into a 5 MPH breeze. No tip stall at full up elevator, safe for a beginner but might be more fun if the CG was moved back just a little. Set up for landing. I don't want to land too fast on this THICK grass. Oops killed the engine about three feet off the grass but holding it off to make a slow landing is easy.



No problems here guys, great kit and great flier. It penetrates the wind well for a light airframe, not just a light floater. The OS .25 FX provides plenty of power but I just know guys are going to put bigger engines on it. One of the non-ball bearing .40s you have lying around would be more than enough power for this good flying easy building plane.

Of the mods I made, beefing up the landing gear and triangle stock on the vertical stab are probably the only ones that are really necessary. I think most kits are designed by guys that fly off of asphalt strips and their landing gear must not take the kind of abuse that we (I) give them off of grass. I will probably replace the 2 3/4" tires with 3" tires. Ask to fly this plane when I have it out at the field and let me know what you think.

Rich Dean, CMA Field Marshal →

For Sale

Great Planes, Super Sportster 20

{Ready to Fly}

\$350

Includes:

- 7 Channel VG7P 7 Airtronics Vanguard Radio Receiver/Transmitter (Channel 21)
- Fox 22500 25RC motor (excellent motor, ask Rich Dean)
- Servos, batteries, and gas tank included
- Has been flown several times, never crashed.

To sweeten the deal I will throw in:

- 6 channel receiver (works) (channel 21)
- 3 extra servos (all work)
- 4 channel transmitter (non-operational)

Sig, 4 Star-40

{Built but not covered}

\$50

Great Planes, Sportster Bipe 40

{Still in box never opened}

\$65

Contact Dave Dillman Phone: 295-4689

Sod Farm Rules

Listed below are rules to be followed by everyone using the land known as the Martinson Sod Farm for flying radio controlled airplanes.

1. Only members and guests of the following local clubs will be allowed to use the sod farm to fly radio controlled airplanes

A. Collins Model Aviators - Franklin S. Gutierrez III

B. C R Sport Flyers - Terry Philpott

2. Vehicles shall drive and park on the areas marked gravel lot on the attached drawing. During normal dry conditions vehicles may drive on the dirt driveway heading in an easterly manor into the sod farm. This dirt driveway will be marked out with orange cones. During dry conditions driving and parking will be allowed on the bare dirt area located between the "existing sod" or "new seeded" areas.
3. Only model planes will be flown, no planes capable of carrying a pilot or pay-load will be allowed.
4. Operations of model planes shall be done in a fashion so they will take off and land either on the "existing sod" or the bare dirt area.
5. Fueling of the model planes shall not be done on either "existing sod" or "new seed".
6. If noise from the model planes become a problem mufflers will be required.
7. A frequency board may be stored at the sod farm, outdoors at a place suitable to everyone concerned.
8. Sometimes our pet dog "Dusty" may be running loose when you arrive. If no one is here to put her in side, you should put her in the kennel that's is located at the South-East corner of the shop. Access to the kennel will be made from the outside.
9. Caution shall be exercised so as not to injure the numerous cats that run loose.
10. We will maintain the "Sod Farm" in the usual manor, expending no extra time or expense for the benefit of Collins Model Aviator or C R Sport Flyers.
11. At all times common sense and courtesy shall prevail.
12. This agreement is valid only for the year of 1999.

Martinson Sod Farm →

Playing In The Sandbox

There exists a sandbox for little girls and little boys
They have a club to play with their toys
The club is sponsored, so they say
And the sponsor says you must do it my way.
Most of the children have a dump truck to play
They fill them with sand and play all day
They drive them around and their wheels go fast
The children think this is a blast

Along comes Jimmy with a pail and shovel
Who really didn't mean to start a rumble
Oh No he is different, he has a pail and a shovel
Its not like our dump trucks he must be trouble
It doesn't have wheels, it doesn't go fast
Its round and just sits there its not a blast

We must make a rule that Jimmy can't play
That pail and shovel must go away
The sponsor said that is not fair
Jimmy should be able to play over there
He paid his dues and gave his money
Saying Jimmy can't play isn't at all funny

The pail and the shovel fill with sand
As the dump trucks do, as the dump trucks can
The sponsor would like the children to share
Or the help and support would no longer be there
Help Jimmy out, show some kindness and care
And one day he will be at the sandbox with dump trucks
to spare

The pail and the shovel may still be around
But the threat is small, the threat is not sound.

How will it end, the dump truck kids say?
What the sponsor says isn't really our way?
What do we do, where do we go?
What must our laws really show?
Can this just be a sandbox rule?

Or

Are the rules perceived as too cruel?
If another sandbox were somewhere else
Then Jimmy could play all by himself.

The members must note the members must decide
How this story turns out and what we should abide
What ever happens we must make it so
To get on with our lives, dump trucks and pails too.

Anonymous →

Heads Up, CMA Activities

May 1999

4-May 5-? PM Basic airplane training
6-May 5-6 PM Meeting
6-? PM Advanced airplane training
11-May 5-? PM Basic airplane training
13-May 5-? PM Advanced airplane training
18-May 5-? PM Basic airplane training
20-May 5-? PM Advanced airplane training
21-May 5:00 PM Flightline deadline
25-May 5-? PM Basic airplane training
27-May 5-? PM Advanced airplane training

June 1999

1-Jun 5-? PM Basic airplane training
3-Jun 5-6 PM Meeting 6-? PM
Advanced airplane training
8-Jun 5-? PM Basic airplane training
10-Jun 5-? PM Advanced airplane training
15-Jun 5-? PM Basic airplane training
17-Jun 5-? PM Advanced airplane training
18-Jun 5:00 PM Flightline deadline
22-Jun 5-? PM Basic airplane training
24-Jun 5-? PM Advanced airplane training
29-Jun 5-? PM Basic airplane training

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

Local events:

5/01/99 - 5/02/99 -Polk City, IA (AA) MICL's 2nd
Annual Spring Contest for 323, 324, 325, 330(JSO).
Site: Big Creek State Park. M. J. Fawley CD, 237
51st St Des Moines, IA 50312 PH:515-277-3450.
Sponsor: MID IOWA CONTROLLINERS

5/16/99 -Co. Bluffs, IA (C-restricted) The Float Fly.
Site: Lake Manawa State Park. D.K. Hutchinson CD,
268 Kenmore Avenue, Council Bluffs, IA 51503. PH:
712-322-0038. Sponsor: IMPORTS
INTERNATIONAL/MARTY CAMPBELL

5/29/99-5/30/99 -Muscotine, IA (AA) Muscotine
Glider Contest for 442, 444(JSO). Site: Bayfield
Aerodrome. Jim Rummey CD, 2729 Brookview Rd.
Muscotine, IA 52761. PH: 319-263-8402. Sponsor:
MUSCOTINE MINIATURE

6/06/99 -Grundy Center, IA (C) Lynch Memorial Fly-In.
Site: Airport. Leroy Satterlee CD, 1805 Lark Lane,
Waterloo, IA50701. PH: 319-233-1487. A non-
competitive fly-in honoring a departed club member.
Prizes will be awarded by drawing from the participant
list. Food available on site. Sponsor: GRUNDY
COUNTY LOST SIGNALS R/C

6/06/99 -New Hartford, IA (C-Restricted) 1st Annual
Big Bird Fly-In. Site: Club Field. Robert Nelson CD, 433
Ardmore Waterloo IA 50701 PH:319-233-4771.
Sponsor: BLACKHAWKS RC PILOTS

6/12/99 - 6/13/99 -Ottumwa, IA (C) S.E. Iowa Big
Wings IMAA. Site: Ron Beasley CD, 1906 N. Court St.
Ottumwa, IA52501. PH: 515-684-4375. Sponsor:
OTTUMWA R/C FLYERS

6/19/99 - 6/20/99 -Montezuma, IA (C) SIG 25th Annual
Fly-In. Site: SIG Field. Al Grier CD, 13003 Castlebar
Dr. Sun City West, AZ 85375. PH: 602-546-2205. SIGS
25th Annual Fun Fly! Don't miss this great event. Expert
and Novice will enjoy the events we have scheduled (SIG
models only, except 1/4 scale). No entry fee, and
everyone that fly's wins! Contact SIG Mfg. for events
and rules @ 401-7 Front St., Montezuma, IA 50171.
Sponsor: SIG MFG AND DESMOINES
AEROMODELERS

6/27/99 -Grimes, IA (C) SAM Old Timer. Site: Club W.
Field. Al Grier CD, 13003 Castlebar Dr. Sun City West,
AZ 85375. PH: 602-546-2205. SAM rules apply to all
old timer models (R/C assist) 3 flights, 7 min max, 20
sec eng run. (35 sec for elec). Also A clumb and glide
event for any type of model. (25 sec eng run, 10 min
max, 3 flights).
Sponsor: DES MOINES MODELAIRES

For an AMA membership application:

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



Send your input for the CMA Web Page to:

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

**CMA voice bulletin board Call
295-8888**

For flight and weather information

Send your input for FlightLine to:

James H. Doty
MS 124-111
x5-2931
jhdoty@collins.rockwell.com

1999 CMA Staff

President: Frank Gutierrez..... x5-0969
Vice President: Dan Cooley x5-0401
Secretary/Treasurer: Doug Emerson ... 377-6971
Field Marshal Rich Dean..... x5-8002
FlightLine Editor: Jim Doty x5-2931
Web Page Editor: Steve Plantenberg . x5-9625

**Senior Flight Instructors and Test Pilots for
first flights of new airplanes:**

Rich Dean
Frank Gutierrez
Mark Woytassek

Flight Instructors in training:

Irv Anderson
Ed DeRuiter

For membership information:

Contact: President Frank Gutierrez III
MS 108-166
X5-0969

fsgutier@collins.rockwell.com

Flight Training

**Flight Training started Tuesday April 27th
Beginner training is held on Tuesday nights
Thursdays are advanced training nights**

**Watch for more Beauty Contest photos
in next month's FlightLine**

1999 CMA Membership

<u>NAME</u>	<u>M/S</u>
Irvin Anderson	108-103
Geoffrey Barrance	108-166
Larry Black	155-100
Kyle Chapman	124-111
Dan Cooley	124-300
Rich Dean	106-181
Vince Decker	124-300
Ed DeRuiter	124-300
Jim Doty	124-300
Frank Gutierrez III	108-166
Jamie Johnson	124-217
Chris Heald	105-191
Gregg Lind	108-167
John Michael	108-166

<u>NAME</u>	<u>M/S</u>
Patrick Neu	108-136
Jeff Niemeier	106-186
Gary Owen	124-210
Marion Payne Jr.	137-146
Steve Plantenberg	137-152
Crist Rigotti	164-100
Duane Smith	108-136
Van Snyder	108-104
Alain Suarez	108-166
Floyd Van Auken	107-140
Tom Wachtel	106-186
Charles Ward	108-137
Bryan Wesner	153-260
Mark Woytassek	137-137

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