

February 12, 2004

The February CMA meeting was one of the many casualties of the big snow storm of '04. John Michael and I made it to the Main Plant cafeteria just after 5:00 PM, and it was snowing like crazy. When no one else arrived by 5:15, we called it a night and the meeting was done before it ever got started.

I just got home from the February Build Session. It was 12 degrees when I left. Mark and Steve were both pining for at least one good flyable day in February so they can get their All Season Flyer patches. The weatherman is predicting some warmer weather – maybe a high 30 by the middle of next week. Hope it happens soon, and stays that way.



Mark Woytassek helped Steve Plantenberg install some mechanical retracts in a Wolfgang Matt “Rubin.” It looks like it will be a very nice (and big) pattern ship. I suspect that means the \$50 airplane won't see much work on the contest trail this summer.

The picture at the left shows a couple of Rubins. Steve is putting an OS FS-120 four stroke in it for power.

I called Larry Martinson – our flying site owner -- last Wednesday afternoon to chat about using his sod farm again this year. He was very happy to have us back. His only request was to replace the wind sock. Thanks to Doug Emerson and his wife, we have that taken care of. I just need to get them to Larry.

The AMA sent an email telling me that the 2004 rechartering kits were to be mailed out the week of February 2. We should have them by now. I haven't gotten it – I guess I need to see if Larry Kerns or Tom Gorman got it instead. We need it filled out and turned around quickly so we can get the lease for the field taken care of early this year.

Is anyone building anything new this winter? Is there any interest in holding the annual “Beauty Contest” this year?

In case you don't know what it is, or haven't heard about it – The Beauty Contest usually happens in early or mid-April, and the following Saturday is the first “official” day of the flying season at the CMA field. It also heralds the end of the winter building season, and April is the last of the scheduled build sessions until fall. It's a chance to show off your winter projects and to advertise the CMA within Rockwell.

While I'm asking questions – do we need to pick a different date/time for the club meetings or build sessions? If we are asked to help out with the Take Our Kids to Work Day, is anyone interested in helping or being a part of the program? What can we do to build our ranks and find more members? It would sure be nice to be able to hold some fun flies this summer, have a good turnout, and have some actual flying events – competition.

Who has the club trainers, and what shape are they in? Do batteries need replacing in the radios? Are the engines OK – not all gummed up or rusted out? Are the airframes still airworthy?

I mentioned last month that Randy Aschbrenner brought a mostly framed, but not nearly finished Bud Nosen Citabria to the December build session. Here is a picture of it, sitting on the Aramark scale in the cafeteria. Two and a quarter pounds, and most of the construction was done. Not bad. It had spent many many years in a garage somewhere, and was full of spider webs, spider parts, and lots of dirt. It would be nice to see this finished and flying.



Speaking of finished, and flying, I'm still waiting on decent weather to get that Goldberg Tiger up in the air. I'm also itching to get back to tweaking the

engine and other settings on the Hirobo Freya Helicopter I had started flying last fall. It has an OS 70 SZ-H in it for power, carbon fiber rotor blades, and a new JR 8103 radio with all digital servos. It's shown below. Yes, the trees were green and there was no snow on the ground when this picture was taken. That's how long it's been since I have gone flying!

The canopy is the "bleach bottle" plastic that is popular in many helicopter kits these days. It is really tough, but nearly impossible to paint. Most paints go on well, and look great – but they don't stick. One crash, and it comes off in sheets. Bump it and it flakes off. I tried a new product on this one - Krylon Fusion, formulated specifically for plastic. It went on well, seems to stay put pretty well – but it isn't fuel proof! The canopy has little "measles" all over it where fuel has splattered on it while in the air. I tried a scrap of plastic with this paint, and some clear overcoats. Fusion is not compatible with Top Flite Lusterkote – puckers and peels. Nor is it compatible with Rustoleum Crystal Clear – it alligators, and also bubbles.



I bought a can of some new stuff from Rustoleum yesterday – it is a primer for plastic paint. Soon as it warms up enough to spray, I'll give this stuff a test shot on a scrap of the plastic, then follow it up with Rustoleum Enamel – as that stuff IS fuel proof. I'll publish the results of my paint test when I've had a chance to check it out.

Meanwhile, better start getting your gear checked out for the upcoming season. Radios, batteries, engines, airframes....check it out and get those repairs done now.

Dave Shema
President - CMA