



A Monthly Publication of Collins Model Aviators

January 2005

President's Corner

Dave Shema

Happy New Year. I hope you all had a good Christmas break and that the Jolly old Elf brought you something more useful than a lump of coal.

The January meeting was postponed due to weather and was moved back a whole week to coincide with the January Build session. As I recall, the weather a week later wasn't all that much better than the weather we postponed the meeting for!

I wasn't able to make the postponed meeting/combined build session, but I hear it was a success. Maybe that means I should stay away so things run smoothly this year!

It's time to make sure that your AMA membership is current for 2005, and that you either have, or are in the process of renewing your CMA membership. Dues are still only \$20 or the CMA. Go to the club website, download the application form, and send it and your hard earned \$20 to Tom Gorman. He'll gladly take your dollars and turn it into a keepsake to be treasured forever, your very own 2005 CMA membership card. Tom's at mail stop 108-227.

I have no idea what was discussed, if anything, at the January meeting, or who brought what to work on. I believe Dave Hoban, our new VP, was there and was up to the task of running such a demanding meeting. Thanks, Dave.

In the December Flightline, I published a bunch of ideas, and really haven't heard a lot of feedback.

First was the thought that now that we seem to be free and unfettered by Rockwell Dollars, we should be able to open club membership up to anyone. What do you think?

There was talk of CMA assisting in some way with a summer pattern contest, maybe in conjunction with the Skyhawks and other surrounding clubs. I haven't heard much about that, either, and don't know if the Skyhawks have been approached about this, either. Will the "Cornfrontation" be rekindled?

Other things in the works:

The summer flying season is sneaking up on us, it's almost February! It's time to start checking batteries, the radio, your airplanes and other stuff, preparing for the summer.

This year I think we're going to try throwing some low-key, informal fun-flies. One a month, just show up and fly. As soon as Spring arrives and we get our fled secured for another year, I think we start having fun flies.

Training nights will be back before you know it. Tuesday evenings are set aside for beginners, Thursday evenings are for advanced stuff. Call and make arrangements with the fellow helping you, to make sure you don't end up at the field waiting for help when none is on the way!

Once again, I'd like to take this opportunity to encourage all CMA members to take advantage of the Skyhawks new field by joining the CR Skyhawks this year. I realize it's some extra dollars and effort to do so, but if we were to increase "our" presence in that club as well, it might help foster much needed cooperation

between local area flyers. If you do join – be courteous, helpful, and friendly. I found my initial reception in the Skyhawks to be a bit stand-offish, especially since I always show up at their site with a boatload of --- oh no!, GASP!, Helicopters! By the end of this season, however, just by being friendly, helpful, and willing to assist others with suggestions, parts out of the flight box, or in the pits – I've felt welcomed by the Skyhawks. Put forth the effort, it will be returned to you.

This question was raised in the December newsletter: ***Is there any opportunity*** in the CR area to put on some scheduled indoor Electric Fly events? How would this best be pulled off? Are there any good local venues that could be used?

BUILD Session news:

As I said, I don't know who was present at the January meeting and build session. I know that it was advertised as a Build Session and E-Fly night (with a meeting thrown in). The weather was too bad for E-flying outside, so I presume it didn't happen.

The Electric Fly on build session nights was the idea of Steve Plantenberg. At the December build session he and Mark Woytassek showed up with their Multiplex "Teddy" electrics and had a go at flying in the parking lot, under some of the lights. It was great. The planes looked like a couple of giant moths circling the light. Geoff Barrance came by and flew his Little Tiger Moth bipe.

Not to be outdone, Daryl Burns and Tom Clark brought their electric micro helicopters. Daryl's is a Century Hummingbird, Tom's is a GWS Dragonfly. They seem to be pretty much the same heli with a different name and decals. Tom was having some difficulty getting his charged and in the air, meanwhile, Daryl was churning up the air in the Main Plant Cafeteria with the Hummingbird. (Daryl has since "upgraded" to a collective pitch version of the Hummingbird). For those of you who haven't seen these, they are fixed pitch helicopters, about 15 inches long, and powered by speed 400 sized electric motors. They weigh somewhere less than a pound, ready to fly, using either NiMh or LiPo batteries. I think the possibility of having an Electric Fly at the build

sessions is a great idea. Thanks, Steve.

Steve and Mark were making a stack of wing-skins (balsa sheeting for foam wings) at the December session.

John Michael is plugging away on a Sig LT-40 – it was looking good at the December build session.

I think I heard that Dave Hoban began work on a new plane at the January session.

Santa apparently thought I was a pretty good boy last year, as he rewarded me with a Trex 450x micro electric helicopter, and a Hitec Electron 6 three channel flite pack to go with it. This is a new entry in the micro electric heli world, and is a full collective pitch, 3D capable helicopter, powered by a speed 400 motor and high discharge rate Lithium Polymer batteries. It's not just an indoor electric, but is outdoor capable. I gathered up the remaining stuff needed to get airborne – a motor, battery, speed controller, tail rotor servo, and a LiPo charger and have now gotten five flights under my belt on it. This is a FUN machine with some serious potential that can easily be flown in my front or back yard! I had planned to have it at the January build session, but missed it. ***I will definitely have it at the February Meeting and at the February Build Session.***

COLLINS CMA NEWSGROUP – use it. It's been out there on the intranet languishing for two, maybe three years.

That's about all for this month. IF ANY OF YOU wish to submit pictures, articles, hints, editorials...whatever for publication in the FlightLine newsletter, send it to Steve Plantenberg or me. Otherwise, you're going to be stuck with MY ramblings month-by-month. We'll find a way to get you published!

See you again next month. Till then, I wish you all a Merry Christmas, and would like to express my wishes to all of you and your families for a happy and bountiful New Year.

Dave →→→

Scenes from the December Build Session



Daryl Burns churns up the air inside the Main Plant Cafeteria with His Century Hummingbird.



Mark Woytassek wields a ruler and a sanding block, cranking out wing skins for a foam wing.



John Michael and his LT-40.



Measure once – cut twice? No, wait, measure twice -- cut once?...No, let's try that again..

HEADS UP, CMA ACTIVITIES

FEBRUARY 2005

3 FEBRUARY 5 - 6 PM MEETING
10 FEBRUARY 6 - 9 PM BUILD SESSION/E-FLY

MARCH 2005

3 MARCH 5 - 6 PM MEETING
10 MARCH 6 - 9 PM BUILD SESSION/E-FLY

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