

# FlightLine

*A MONTHLY PUBLICATION OF COLLINS MODEL AVIATORS*

*MAY 2005*

## **President's Corner – Dave Shema**

Wow. Things are looking up for the CMA. Last Thursday (April 28<sup>th</sup>), we had the official kickoff of the CMA summer flying season at the sod farm. It was not planned, but just happened. Thanks to our newest member, Lloyd Swanson, an impromptu flying session was arranged. Seems that he is one of the AMA "All Season Flyers", had moved here from Albuquerque (good move, by the way), and April was coming to an end without him having had a chance to get a flight in for the month of April. He still has most of his stuff packed away, but being determined to not miss a month and spoil his record, he dug deep and found a plane, his radio, and charger. A few emails later, and we had arranged to meet at the sod farm and fly. That evening, a bit on the cool side, was pretty darn successful. I think we had a total of six flyers, all of them sporting some kind of flyable aircraft. That's more people at the field at one time than we've had in a long long time. Lloyd got his April flight in. Good thing, too, as for the rest of April, the weather just was plain nasty for flying.

By the way, Lloyd flies a little of everything – with the exception of helicopters. He's got plans to build a nice P-38, has an electric Stagger Wing Beech, and flies quite well. Welcome to Rockwell, and to the CMA, Lloyd.

Speaking of new members, we have back in our ranks, a new "old" member. Frank Gutierrez is now back in action at the Radio Ranch, has joined CMA, and is already back in the saddle flying. This after a three-year absence. Good to have you back.

We have four people who can help instruct (check the last page of this newsletter to find out who they are). In the past, we've scheduled training nights on Tuesday and Thursday Evenings and the plan was that the instructors would just be there, and help whoever showed up. When we had gobs of instructors, and gobs of students, that worked pretty well. The last three years have seen some might lean years for CMA, and frankly, we've not done a good job of getting students hooked up with instructors. THIS YEAR – we're going to try something completely different. The names and numbers of the instructors are listed on the back of this newsletter, and on the CMA website <http://www.collinsclubs.com/cma>. If you need help, call

one of the people listed, make arrangements to meet, and do your flying thing. That way, everyone should be accommodated.

Dave →

## **May Meeting**

The meeting for May was held at the sod farm on May 5. Weather was a bit on the windy side, and a little overcast and cool. The meeting was REAL short. Then we flew. The turnout was incredible. I think I counted nine people. All came to fly (well, except for one who rode out on his motorcycle). We had some electrics, some helicopters, one of the two club trainers (which saw real training action), and an assortment of planes. In spite of the wind, the fact that it was cool and overcast, a great deal of flying ensued. A good time was had by all. The meeting was adjourned quickly so we could get to flying.

I've been asked by one of the science teachers at the Strawberry Hill Elementary school in Anamosa to put on a short RC demo at the school on the afternoon of May 19<sup>th</sup>. I did this a couple years ago, and it turned out pretty well.

We need to spring for some new batteries for the club trainer that Jamie Johnson has. We need to pick up transmitter and receiver batteries, as well as get a new motor. The crankcase of the ST 45 currently on the plane is damaged – one of the lugs that holds the muffler on the crankcase is broken. The club has the money, if there are no objections, I'll take care of it and send Tom Gorman the receipt. →

## **Summer "Fun Fly" Events**

If anyone has bothered to look at the calendar on the CMA website, you may have noticed something called "CMA Fun Fly", scheduled for one Saturday a month, starting at about 2:00 PM out at the flying field. This is my attempt to get as many of us together at one time, at least once a month, just to fly and get to really know the members of our club. This is the first year in quite a few where we have had enough people capable of flying so that we can actually get out and FLY! No events, no scheduled contests, no prizes. Just come out, bring whatever you have to fly, and fly! The next one (and that would actually be the first one) is scheduled for Saturday, May 21. See you there. →

## **Safety**

Yes, a reminder. Now that we seem to have a good number of active flyers, we need to review some of the safety procedures the club has in place.

**F**irst and foremost, if you are flying at the sod farm (or anywhere for that matter), do NOT turn on your transmitter until you are sure that your frequency is clear to use. For small gatherings ( a couple of flyers), it is usually sufficient to find out who is flying on what channel, and if there are conflicts, beware of your actions.

The club has a small plastic tool/tackle box out at the field with frequency clips in it. It's portable frequency control board. It is stored on the SouthEast corner of Larry Martinson's shop, between the shop building and the dog run. It's a good idea to use this system when you are flying. Take to box out to the area being used as the pits. Pick the clip that corresponds to your transmitter channel, and clip it on your flight box or transmitter. Unless you have that clip in your possession, you DON'T turn on the transmitter. If more than one person is at the field on the same channel, share it – don't hog the clip. Remember, you shoot someone down, you've just bought them a new plane (or helicopter).

That same tool/tackle box also has some rudimentary first aid supplies in it.

**D**on't start your motor in the pit area. Don't run it up in the pit area. Don't taxi to and from the pit area. Simply put – if the motor is running, you're not in the pit area with it.

**E**stablish a flight line out in front of the pits, and separate from it. Under no circumstances is flying allowed BEHIND that flight line.

**I**f two or more people are flying, separate the transmitters by at least ten feet. Stay put when you fly – it's really annoying to be flying, only to have someone wandering in front of you or behind you while they are flying. Don't crowd the other guy.

**A**nnounce your takeoffs, landings, and low passes. Do it loud enough so that everyone else can hear. Don't be afraid to shout it out. The plane you save may be your own.

**I**f you have to retrieve an aircraft while others are flying – let them know you will be out on the field. Get out, get your plane, and clear the area as quickly as possible. Let others know when the field is clear.

**R**ange checks. If you have a new radio, a new plane, just recently had a crash and rebuilt your pride and joy – perform a range check on your system before you fly. If the range is way down from what it normally is –

resist the temptation to fly until you find out what needs fixing and make sure it gets taken care of. A range check the first time out each day is a good idea, too.

**D**on't charge batteries unattended. Especially Lithium-Polymers. They burn like the dickens. Don't charge Lithium-Polymers in your plane or helicopter. It's one thing to roast an \$80 battery pack, it's quite another to roast it while it's installed in your expensive, hard to replace flying machine.

**D**ig out the stuff you got from the AMA. READ the safety code at least once. Remember what it says, and FOLLOW it. Your (and our) being covered by the AMA liability and site owner's insurance is dependent upon us flying per the published safety code. Remember, the AMA liability insurance covers you wherever you fly, as long as you follow the safety code. →

## **Other Field Related Stuff**

When fueling or removing fuel from your tank – try not to spill raw fuel on the grass. Use an overflow bottle, or just be very careful. We don't want to kill the grass.

If you have an aircraft whose exhaust is directed downward into the grass – be ware that the heat from the exhaust will leave little brown spots of dead grass wherever you let the thing sit and run. We don't want to kill the grass.

Larry has quite an assortment of dogs and cats around his place. He likes them. He especially likes them if they are alive and well. If they are out and about, take care. They usually run up and greet you as you get out of your car and then go their merry way. They generally leave us alone. We don't want to kill or maim the domestic animals.

Park in the grass or gravel area by the entrance to Larry's sod farm, by the sign. Sure, it's a long walk to the pits, but then we all need that exercise, don't we.

Don't use the big wheel-line watering system as your chair. Don't sit or lean on the piping. We don't want to break Larry's watering system.

If the ground is really wet after a heavy rain (or in late Winter, early Spring, or late Fall), don't fly. If the ground is soggy, we don't want to leave big holes or mess up the grass.



# HEADS UP, CMA ACTIVITIES

## **JUNE 2005**

2 JUNE, 5:00 PM, MEETING AT THE SOD FARM  
18 JUNE, 2:00 PM, CLUB FUN FLY AT THE SOD FARM

## **JULY 2005**

7 JULY, 5:00 PM, MEETING AT THE SOD FARM  
16 JULY, 2:00 PM, CLUB FUN FLY AT THE SOD FARM

### **FLIGHTLINE SUBMISSIONS:**

**Dave Shema**  
MS 112-103, 295-9543

### **ACADEMY OF MODEL AERONAUTICS:**

<http://www.modelaircraft.org>

### **CMA WEBSITE:**

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

### **CMA WEB PAGE SUBMISSIONS:**

**Dave Shema**  
MS 112-103, 295-9543  
[dkshema@mchsi.com](mailto:dkshema@mchsi.com)  
[dkshema@rockwellcollins.com](mailto:dkshema@rockwellcollins.com)

### **MEMBERSHIP INFORMATION:**

**Tom Gorman, CMA**  
**Secretary/Treasurer**  
MS 108-227, 295-6059  
[tjgorman@rockwellcollins.com](mailto:tjgorman@rockwellcollins.com)

### **CMA 2005 OFFICERS:**

**President: Dave Shema**  
319-295-9543

[dkshema@rockwellcollins.com](mailto:dkshema@rockwellcollins.com)  
[dkshema@mchsi.com](mailto:dkshema@mchsi.com)

**Vice President: Dave Hoban**  
319-295-6844

[dmhoban@rockwellcollins.com](mailto:dmhoban@rockwellcollins.com)

**Secretary/Treasurer: Tom Gorman**  
319-295-6059

[tjgorman@rockwellcollins.com](mailto:tjgorman@rockwellcollins.com)

**Flightline Editor: Dave Shema**  
MS 112-103, 295-9543

[dkshema@rockwellcollins.com](mailto:dkshema@rockwellcollins.com)  
[dkshema@mchsi.com](mailto:dkshema@mchsi.com)

**Field Marshall: Mark Woytassek**  
[mawoytas@rockwellcollins.com](mailto:mawoytas@rockwellcollins.com)

**Safety Officer: Dave Shema**

**Web Page Editor: Dave Shema**

### **FIRST FLIGHTS OF NEW PLANES**

**MARK WOYTASSEK – 295-4332**

**DAVE SHEMA – 295-9543**

### **FIRST FLIGHTS OF NEW HELICOPTERS**

**DAVE SHEMA**

### **FLIGHT INSTRUCTORS**

**JAMIE JOHNSON – 295-0984**

**STEVE PLANTENBERG – 295-9625**

**DAVE SHEMA – 295-9543**

**FRANK GUTIERREZ – 295-5633**