



The Sunbeam

President's Column

by Craig Krueger

Sounds like several members have made it out to the field to dust off their fingers. Great they could get an early start despite the weather we've been having.

I want to bring to the memberships' attention that the board will have an update on the status of the petromat. Please plan to attend if possible to discuss options for replacement, as well as disposal of the old mat. Keep in mind that NOTHING has been decided. We want your input.

One topic I have not written about is the planes in my hangar. For me it seems like I have to research and find out about everything possible, good or bad, on the plane I am contemplating purchasing. From reading forums, articles in magazines, and a source that's invaluable...fellow modelers' knowledge, it's amazing what you can learn by just listening and watch when they work on their airplanes. It's helped me greatly. Now,

all this comes from myself migrating away from glow, (not forever), to gas engines. I'm not debating which is better, just wanted to try something different. So with that said, several(?) years ago I decided on the Kangke Yellow Monocoupe 90. 76" W.S. and was capable of accepting a Zenos 20ei (*electronic ignition - Ed*). It has been quite an experience fitting this engine into space that really wasn't meant for a gas engine. After getting the installation done, I asked myself, "What was I thinking?" But I must say it runs quite well, looks good, and just needs more air time to get the bugs out of the plane.

So I thought, the process worked for the Monocoupe, why not apply it searching for my next gas airplane? As I was looking for something different, and a Warbird, I discovered The World Models AT6 Texan (in yellow covering), 71" W.S., retracts, flaps, and capable of accepting a gas engine. So after discussions with fellow modelers again, I chose the DLE 20. Really nice engine, but a challenge installing it. There was just enough space between the rear carb

Club Calendar

April 8 Regular meeting at the Ames City Hall, Room 135. Bring Show'N'Tells!

April 26 Ames Airport Fly-In pancake breakfast, 7:00 - 11:00 a.m. Adults \$6/ Children \$4. Stop by and chat with people. We will have some models on display.

Sept. 6 & 7 Multi-Fly 2014. Spread the word!

and the firewall for the fuel lines to fit and still have the correct distance between the firewall and back plate. Whew! Being a Warbird, I just had to spice it up a bit. Added 2 pilots, cockpit with gauges, rollover bar, etc. Keep in mind, this is only sport scale. One thing I HAVE to mention is Mark Taylor showed me the leverage calculation for center of gravity. Amazing, and it's relatively easy to do! I was so impressed, I took the calculation sheet for the AT6 home and framed it. (Well not really) AND while at Mark's we decided to fire up the engine. All I can say it was cold, windy, and the engine started after some

continued on page 2

The Scrap Bin

by Denny Goodrich

Last week Don Sprague invited me over to help set up his electric glider. It is a plane he bought from someone else. Don has flown it and says it flies nicely. We needed to get the servos connected and check out the throws.

The first thing was to be sure the throttle ran the motor in the expected way. Then, that the motor ran in the correct direction, which it did right off the bat.

Next were the rudder and elevator. The rudder throw was greater to one direction than the other. It was easy to see that the holes in the rudder control horn did not line up with the hinge line. We moved it so they were in line with the hinge line and then throws were more equal.

What I noticed about the elevator was that when a down command was given, the outer end of the panel on the control horn side twisted and that the throw up was greater than that down. The control horn holes in this case were pretty well aligned to the hinge line, so what was wrong? We released the clevis and manipulated the control surface by hand. It became instantly apparent that the tape that had been applied to seal the hinge gap was preventing the elevator from moving very far downward. Obviously, it had been applied incorrectly by the builder. If the elevator had been in the down position when it was applied there would have been no problem. The hinge gap was quite small on this installation, so we just slit it. Now the elevator moves up and down equally and the end of the stabilizer does not warp when the control is moved. This was the problem on the rudder, too.

The point of this lesson is another reminder of what I learned from the planes I bought last summer: Check everything out as though it is just being built. There is no guarantee that the original builder did everything as it was supposed to have been done!

Get out to fly AFTER checking your models!

Denny

(President's Column cont'd from page 2)

coaxing. More tune up needed when it gets warmer. Anxious to fly this one.

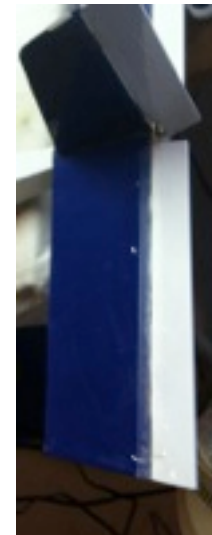
And the last airplane in the hangar is the Sig 4-Star 40. Super Tigre 40. Can't say enough about this plane. It's my "go to" plane.

In ending, I must tell you this story. As you can tell from the above, I do a lot of research before deciding on something. Looking for low cost airfare, small airline, dependable service were some of the things that I wanted. So after purchasing my ticket, boarding the plane and after being in flight for a while, I noticed the flight attendant making her way back asking passengers a question and writing the answer down in a small notebook. When she got to the gentlemen in front of me, I just had to eavesdrop and hear what she was asking. "And sir, do you want to have lunch?" Wow, I thought. Lunch. To which he asked of her "What are my choices?" She responded "Yes or No".

Take care,
Craig



Hinge tape
needs to be
applied so that
the control
surface can still
move as
intended.



Executive Council Minutes

Mark Taylor

The Executive Council met at Cafe Melos on Thursday, March 27. Mark Taylor, Craig Krueger, Kent Woods, Dave Sult and Dave Popelka were present.

Field discussion: Petromat is near end of life expectancy and becoming increasingly hard to repair, although it might limp by another year.

Two club members have offered to donate a whole roll (\$400 ea) and one offered to donate a half-roll.

Four rolls total are needed to replace the entire runway. That, plus staples would be about \$1,800 -2,000.

Three main decision points:

- 1) Whether to do it
- 2) When to do it
- 3) How much to do
- 4) How to fund it

Well, four things

A petromat roll is 12.5 feet wide and is 360 feet long. \$395.00 per roll. Staples: 2 X 6 inches 1000 per box \$44.00. Kent figures we need 10,000 staples.

Our runway is 4 rolls wide. You do the math. Replacing the current mat is a goal we must set for ourselves.

There are several thoughts on how replacement might proceed. The old needs to come up because staples are coming up. This would give a opportunity to do some grooming of the land beneath. Perhaps some of the old could be used to create taxiways, the lack of which is at times obvious when we see planes struggling just to get to the runway.

With only 3 or 4 regular members yet to sign up for 2014, known future expenses are \$450 for fall rent, \$50 for Jacobson seat, \$200 for tractor gas, \$350 for porta-potty.

Anybody wishing to donate to the "Runway Renovation Fund" is reminded that all donations to club are tax-deductible. Mark Taylor expressed some doubt about this point, but was shouted down.

There is some clean-up work around the entryway to be done: removing broken concrete blocks, etc.

Further discussion deteriorated from an administrative perspective about new versions of quadcopters and how even an idiot can fly them.

Michael Sult, US Army, made a guest appearance via Skype, but contributed little other than a bromantic exchange of friendly insults with various Committee members.

Denny Goodrich has a new posting on YouTube. It is the first run after overhaul for a 1940 Stinson Model 10A. It is nothing more than 10 minutes of clatter and whir, but if you like that sort of thing, you will appreciate it. Go to YouTube.com and search for Dennis Goodrich. Look for 'Model 10A Run-up' or try this link: http://youtu.be/WIMIV_KJzVE.



The Central Iowa Aeromodelers

<http://centraliowaeromodelers.weebly.com/index.html>

This club has been established to promote all facets of the hobby/sport of model aviation and to provide assistance and fellowship for its members. AMA Charter 2091.

For information about modeling or this club contact:

Craig Krueger	- President	231-7047	rcflyer02@gmail.com
Mark Taylor	- Vice President	232-0848	mktaylor145@earthlink.net
Kent Woods	- Treasurer	232-8180	woods229@msn.com
Dave Popelka	- Field Marshall	515-231-8924	dmpopelka@gmail.com
Dennis Goodrich	- Secretary / Newsletter	505-0408	dennyginia@yahoo.com
Dave Sult	- Safety Officer	490-4662	wings4fun60@gmail.com

2014 Central Iowa Aeromodelers Membership Form

Annual Dues: Open Member \$70 - Any Open AMA member.
 Student \$35 - Full time college undergrad/school student of any capability
 Family Membership \$70 - Includes spouse and all in household 18 & under.
 Newsletter Subscription \$10 - For non members only.

NO REFUNDS ON DUES PAID

THESE DUES ARE ADDITIONAL TO ACADEMY OF MODEL AERONAUTICS MEMBERSHIP

<https://www.modelaircraft.org/joinrenew.aspx>

All except newsletter subscription require proof of current Academy of Model Aeronautics membership.
 Make checks payable to Central Iowa Aeromodelers. Mail to: Kent Woods, 4709 Twain St., Ames IA 50014.

Please note reason for payment.

Name: _____

Today's Date: _____ AMA No: _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Telephone: (____) ____-____ R/C Channels You Use: ____, ____, ____

CIRCLE MEMBERSHIP CATEGORY(S):

OPEN

STUDENT

FAMILY

NEWSLETTER

Comments to the Editor

Any comments concerning this issue of the Sunbeam can be made via email to Denny Goodrich at dennyginia@yahoo.com. You can also call: (515) 292-6326.

New or Renewed
Welcome !

Sam Sutter
Steve Brodie

DUES
are
DUE

Thank you if you have
already rejoined!

Otherwise, please
Pay your dues!