



The Sunbeam

President's Column

by Craig Krueger

Here it is March already and hopefully a warm up in the weather is not far off. It's been too cold, and long, of winter for me! Now is a good time to do the final checks on your planes. We might be surprised and *really* have a true warm up. Time to go flying!

I want to mention to the readers of an article in the March addition of Model Aviation written by Rich Hanson, AMA Government and Regulatory Affairs, on pages 14-15, AMA in Action. These two pages contain a lot of information/timelines of the work that has been completed or still in progress with AMA and the FAA concerning our hobby. I encourage you all to read this. As can be seen, time and effort by a lot of people have gone into this. I also want to mention that our state has legislation proposals (Senate File SF2314) that could affect our hobby. From emails I have read, now is the time to remain calm, not to "stir the pot", and create strained relations with

legislators, or others that could have a direct impact on our hobby. Keep in mind all of the above is under the watchful eye of AMA.

In ending, I must share some sad news you might have heard about. An acquaintance of mine happened to be boarding a 747 and noticed his friend was the captain. In his excitement to see him, he yelled to captain in the cockpit, "Hi Jack", and was immediately shot.....

Take care,
Craig

Executive Council Report

The Executive Council met on February 27th at Milos Cafe. Craig Krueger, Dave Popelka, Denny Goodrich and Mark Taylor were in attendance.

Website dues come due of \$80 for the Pro Plan. Council deemed it was

Club Calendar

March 11 Regular meeting at the Ames City Hall, Room (?). Bring Show'N'Tells!

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

worth keeping the Weebly website. We should use it more than we do.

Did you know we have a Facebook page? Encourage people to LIKE us!

Two memberships paid. Brian Tibben, re-upped and paid a donation to the club for Dave Popelka's Four Star 120. Thanks to both Dave and Brian.

All bills current. The club AMA charter has arrived.

Craig commented that our club should strive to become more community service oriented in order to be good citizens and to become more well known in the community.

Next meeting: possible program is second half of THE CUB.

The Scrap Bin

by Denny Goodrich

At last month's meeting I had the fuselage of the Goldberg Cub at hand for comments on the engine placement and the cowling. The first thing that Paul Hines and Doc Beall said was that they thought it was tail heavy. I mean, there was considerable lead in the tail, so....;

Well, you know, I just assumed the original builder had handled that. However, it was damaged when I got it. So I balanced it at home. The range of balance on the plan is $3\frac{1}{2}$ "- $4\frac{1}{4}$ " back from the leading edge. It was actually at $5\frac{1}{8}$ " back! Whoa!!!

After removing all the weight I found that it totaled just over 6 ounces. My benefactor must have gotten up on the wrong side of the bed the day he put that in! Without the weight it is just a bit nose heavy, so I will probably put back an ounce or so. What a difference.

As far as the cowl fitting goes, this is all new to me, so I have fished for suggestions. First, the cowl was too large all around. I found I could squeeze it down over the top where it is curved, but the square bottom too wide. So, I cut out a dart. By carrying the point of the dart far enough forward, I could squeeze the back to come into contact with the fuselage sides. I taped this to maintain that width.

I then got out the fiberglass cloth and epoxy (this is an epoxy/glass cowl). I filled the dart with long rovings pulled from the 6-oz. cloth. After wetting them with epoxy, I added two layers of cloth over the dart.

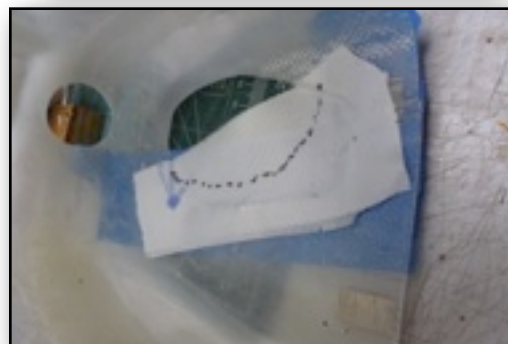
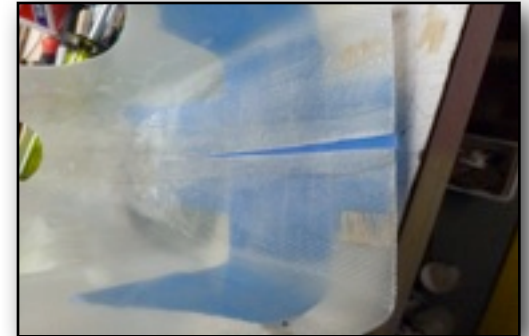
Earlier, I had made the slit to allow the cowl to go over the cylinder in the wrong place. I should have put it in line with the attachment of the exhaust pipe. Also, the hole extended too far to the rear. So I taped over the parts where I wish there was still fiberglass. I then trimmed the edges of the slit to be even with each other, and glassed over the slit and the area where I wanted more glass (again), overlapping that to the inside, of course. I will trim off the rear edge in front of the point on the lightning

strike decal. Last, I will fill in the areas that did not get enough epoxy and other low spots with Bondo, then prime and paint. I will try to have the whole thing at the meeting.

One interesting side note: the muffler that fits the old FS-61 is for the more current FS-48S or FS-52S and it is much bigger than the original muffler.

See you next Tuesday, March 11, at Ames City Hall!

Denny



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:

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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.

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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.

DUES
are
DUE

Thank you if you have already rejoined!

Otherwise, please
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