



# The Radio Flyer

The Monthly News Bulletin of the Iowa City Aerohawks Radio Control Flying Club  
March 2017, No. 296 P.O. Box 25, Iowa City, Iowa 52244 [www.iowacityaerohawks.com](http://www.iowacityaerohawks.com)

## A Good Preflight is Failures #1 Enemy !!!



Wow, the flying season has definitely started...Who thought we would be flying in T-shirts in February? We have had some incredible days of flying lately. It was great to see planes filling the pits and the air while pilots discuss their winter project with each other. Even though there were many new planes, many pilots, like myself brought out there “go-to-planes”...you know, the plane that helps you get your flying fingers back into action from the winter!

Mine is a purple Sig Extra 300 🕶️

It was great, I got the text that everybody was going to meet up to go fly, grab my plane from my workshop, dusted it off since it hadn't been moved since I parked it in October and threw it in the back of my van. Got out to the field and threw the wings on, threw some fuel in the tank, chatted with a few buddies and I was ready to fly?!?!?



Sure, the engine was running a little rough, but after a few revs, she took off! After a couple loops and rolls the engine went dead. First dead stick of the season.



Brought her back into the pits, check the needles, everything seemed good to go and off she went. After only 30 seconds this time, my second dead stick of the season. OK, what's going on. After much persuasion from Lance M. the engine was off the mount and the carburetor was pulled apart. We found quite a bunch of gunk in the screen prior to going into the carburetor, cleaned it out, put everything back, and the engine sounded great!

So, after reading my first day out at the field story, what would you say the biggest thing I did wrong? If you said tuning the engine, you

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Spectators are welcome at the Aerohawks' flying field and clubhouse on Hebl Avenue, west on Melrose, west of HWY 218, on manicured, reclaimed land near the entrance to the Landfill. New members are welcome at any time, at any level of skill.

The Club has an active, free instructional program for beginners. Membership is \$60 annually, and the Club also requires that members volunteer help with work projects from time to time. Members must also join the Academy of Model Aeronautics, (the Iowa City Aerohawks are Chapter 824).

# Iowa City Aerohawks General Meeting 2/7/2017



Meeting brought to order by President Dave Petsel @ 7:00 PM

Treasurers report from -

Motion – Marc Niehus

2<sup>nd</sup> – Roger Schultz

Passed

Dave asked if any changes to the month's minutes -

Motion – Marc Niehus

2<sup>nd</sup> – Roger Schultz

Passed

## **OLD BUSINESS**

Dave Petsel thanked everyone for all of their hard work in the swap meet. We had a record attendance this year. Things went very well. We had several complimentary emails and a few suggestions. Always good to hear feed back to make things better every year.

The Board discussed the budget for this year at the last board meeting. Dave brought the budget proposal to the body. Discussion ensued.

Motion – Jason Schick

2<sup>nd</sup> – Marc Niehus

Passed

## **NEW BUSINESS**

There will be no float fly at Kent Park this year due to draining of the lake. We are looking for at least 2 float fly's at Riverside.

It was brought forth to the body that the west side of the runway has staples rising. This is a yearly occurrence and needs to just have them pushed back down. Several members are meeting out there to correct this issue.

Dave Petsel mentioned that he has spoken with a mud jacker for filling the voids under the runway. He had some very good ideas for correcting our issue with voids and will be looking into this more.

Larry Bailey questioned how much it will cost for the club house to be moved. Discussion ensued.

The combination for the gates will be changed this week. Please see your club Board Members for this new combination.

Motion brought forth for a push button lock installed on the door for the clubhouse. Not to exceed \$100.00. Motion has been tabled until further research.

Rich VeDepo and Lance Meyers will put together a list of items for maintenance on the clubhouse and deck areas. This will include replacing of broken boards, sheet rock repairs, and painting.

Meeting adjourned @ 8:01PM

Motion – Scott Garrett

2<sup>nd</sup> – Marc Niehus

Passed

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are wrong. If you said a good pre-flight, you would be correct. Sure, we all go out to the field and might have a dead stick because of some engine issue...but I think the big thing that you take away from this is I basically grabbed the plane, dusted it off and went to go fly. I really should've taken some time to go through the plane and do a good preflight check of linkages/battery capacity/range check/screws and bolts/gear/prop/etc..



Well, you'll be happy to know that I did exaggerate that story a little bit. I actually had the plane on my workbench the night before, going through it top to bottom and front to back...even wing tip to wing tip!

A good pre-flight is essential to everything, especially safety. Things will happen but a good pre-flight might mitigate the chances of those *really* bad things happening. It would be awful if you

had a loose control horn or clevis come off resulting in an out of control plane. So what entails a good pre-flight you might ask? I have included in this newsletter an abbreviated version that is included in our Aerohawks Training Manual. I'm sure we will want to add a few other items that are important to us, but keep in mind that this is gauged toward the beginner and help point them in the right direction...experience will



help get them there! With that being said, the “experienced guys” should be doing this!

The best preflight you could do for your plane would be hands down, with out any doubt having someone with experience look it over! Many times have I had fellow pilots over at my house to look at a project I working on...to hear the phrase "so, why did you do this that way" or "you should try this or that" or "why in the heck are you doing it that way". I could tell them to stop drinking my beer and get lost, but 99% of the time, they notice something that, if changed or improved upon, will result in me having a better plane. We have a great resource of experienced club members to chose from. A second set of eyes is a great thing.

The first plane I built (a Sig Kadet MKII), I followed the directions TO-A-TEE...John Young found about 6 items wrong...2 of them were "no-go" items. The last plane I built, Tim must have been at my house a half dozen times with suggestions to improve my build and make her airworthy. It doesn't matter if you have been doing this for 1 or 20+ years...ask a friend to take some time and look it over. I actually heard a conversation between two pilots a year ago that went;

*question...*”so, where did it balance at...where’s the CG?”...

*answer...*”Ahhh, I forgot”...

After 18oz placed in the nose, the plane flew great...not sure if that would have been true without a preflight from a good buddy!



# Club Officers

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*“It’s better to have your plane on the ground wishing you were flying it, than it is to be flying your plane wishing it was on the ground!”*

## Before Mounting the Wing:

### ELECTRONICS

1. Check that both the receiver and transmitter batteries have been fully charged.
2. Check that ALL servo and power connections are secure.
3. Check servo arms are screwed in tight and that the push rods connections are secure.
4. Check to be sure that all clevises and control horns are secure. Clevises can come unsnapped (make sure you put a small piece of fuel tubing on the clevis)
5. Ensure that the battery and receiver pack have been secured properly.

### ENGINE

1. Check the throttle linkage.
2. Check the engine mounting bolts.
3. Check to make sure the muffler and muffler bolts are tight.
4. Check that the fuel tank is secure and that the clunk is free.
5. Disconnect the tank pressure line from the muffler and fill the tank. As you do, watch for leaks and cracks in the fuel line. Replace the tank pressure line to the muffler

### FUESALAGE

1. Inspect for cracks in the fuselage or any signs of fuel/oil leaks or stains.
2. Check your wing attachment system.
3. Check that the vertical & horizontal fin are secure.
4. Check that each aileron, elevator, and rudder are secure. Paying special attention to the hinges.
5. Check that landing gear.

### AFTER MOUNTING THE WING

1. Check that there are no wires pinched-off or sticking out from under the wing.
2. Ensure that the wing is seated firmly in place and centered.
3. Time to do a control and range check described on the next page.

### CONTROL RANGE CHECK

1. Range check your radio using manufacture instructions.
2. Check to make sure your controls all move the proper direction.

### PRIOR TO ENGINE START

1. Review the Flying Rules that appear in the Aerohawks Membership Packet & By-Laws. Some have been mentioned here, but you **MUST** review ALL the Flying Rules prior to flying.
2. It is a **MUST** that you ensure that your plane is properly restrained prior to any engine operations.
3. Your plane **MUST** be pointed toward the flight line.
4. Check that the area around your plane is clear of tools, cords, other obstructions...specifically, **CHECK THAT THE PROP ARC IS CLEAR!**
5. Check that you have your frequency pin. **NEVER** turn on your transmitter without your frequency pin!
6. Recheck your battery voltage on **BOTH** your transmitter and receiver.

***HAVE A GREAT FLIGHT !!!***

## March 2017

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

## April 2017

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Don't forget that the first Tuesday of the month is the **General Membership Meeting** and the third Tuesday of the month is the **Officers Meeting** at the **Field Club House!!!**

**Club night** is every Thursday night..."what is club night?" you may ask...well, during the flying season, its the night we all like to get together fly and grill out. During the off season (NOW) we try to pick a local restaurant, have dinner and "talk" about flying!

## 2017 CORRECTED Event Calendar

- April 9th  
1st Ditch Clean-up
- April 16th  
Maiden Voyage Day
- May 20th  
Riverside Float Fly
- July 4th  
Coralville Parade
- July 8th  
2nd Riverside Float Fly
- July 22nd  
2nd Ditch Clean-up
- August 19th  
Air Show Field Preparation
- August 20th  
24th Annual Air Show
- End of August  
Sertoma Pancake  
Breakfast
- October 15th  
Kent Park Float Fly
- December 14th  
Tentative Holiday Party
- January 1st  
New Year's Chili Fun Fly



# AS WE GO TO PRESS, a few other items to talk about...

## Change in Club By-Laws to be Voted On

With the FAA Modernization and Reform Act of 2012 that required the FAA to "...provide for the safe integration of civil unmanned aircraft systems into the national airspace system as soon as practicable, but not later than September 30, 2015..." required the AMA to address many concerns. This included if clubs should be the ones to "police" membership to make sure they now have the required FAA UAS Certificate of Registration required to fly RC aircraft.

Originally, our club voted into our bylaws language that would include us to (language in red):

### ARTICLE IV. Membership

1. Membership in the Club shall be open to all, upon application and payment of dues, who are interested in radio control aircraft and who are members in good standing of the Academy of Model Aeronautics (AMA). **If a member is going to operate a model aircraft they must also be registered with the FAA if age appropriate.**

2. Types of Membership:

a. A General Member is entitled to all rights

and privileges, without limitations.

b. Family Member is a member of the immediate family

of a General Member who shall enjoy all the rights and privileges of a General Member, at reduced dues, providing that he/she holds a current AMA license **and is registered with the FAA if operating a model aircraft and age appropriate.**

c. An Honorary Member is a designation bestowed upon a person by the membership who has distinguished himself or herself in service to the Club or to the hobby of radio control model aeronautics. The Club may consider such designation upon the recommendation of a General Member. Honorary Members shall have no voting privileges and will hold such designation at the pleasure of the membership. Such members may use the Club flying field, but only as a guest of a General Member, providing the Honorary Member holds a

current AMA license and an FCC license, if necessary, **and is registered with the FAA, if operating a model aircraft and age appropriate.**

3. Requirements of all Members:

a. It will be incumbent upon any officer of the Club, and

especially the Safety Officer, to disallow any person not holding a valid AMA license, **and a current FAA registration,** to utilize the Aerohawk flying field in any capacity other than that of a spectator.

e. Any non-member who possesses a valid AMA license, **and current FAA registration, if operating a model aircraft and age appropriate** may utilize the Aerohawk flying field as a guest, up to and including two visits per year, but only under the following conditions: With the acknowledgement and approval of the Safety Officer, a duly appointed Flight Instructor, or an elected Club Officer who must be in attendance at the flying field during the use of the flying field by the non-member. More than two visits in a single calendar year by a non-member to operate aircraft requires membership to the club. An exception to the number of visits may be granted by the Board of Directors provided it is preapproved.

### ARTICLE X. Duties of Club Officers

3. Secretary:

b. The Secretary shall maintain a current and ongoing record of Club members, AMA status and **FAA registration.**

After discussions with the AMA and other clubs, it has been brought to our attention that we should not have language in our by-laws that would require us to "police" the FAA rules. This would/could open us to liabilities and since it is not a requirement of the AMA, it is highly suggested to remove it from our bylaws.

So, our next club membership meeting is March 7th where discussion of the motion on the removal of all "FAA registration" language (in red) from our by-laws. The vote on this motion will be at the following club membership meeting April 4th.