



# The Sunbeam

## Views From the President by Kent Woods

April is here!! The weather has been a little milder on occasion which has allowed some good flying. Last weekend (March 21&22) there were several who took advantage of the nice weather. I happen to go out during the week and had a very good thermal day, one round I "specked out" in less than 5 minutes!! Along with the good, sometimes comes the bad...I crashed my ducted fan jet....takeoff was uneventful, then it decided to turn left and down and I couldn't convince it to do otherwise!! But new parts are on the way for a rebuild.

Along with nice flying weather comes good work weather, now that we have had some rain to settle the ground. We hope to soon be able to get the other gate post in and the next major project will be to get the last roll of Petromat runway down...that will be dependent on the wind direction and velocity.

Keith presented all the rules and information at the last meeting for the LA racer, the dates for the two planed races are June 7th and July 12th. Even if you don't plan on racing I'm sure your help would be appreciated.

A topic of importance at the next meeting will be the portable toilet...do you want it, and how are we going to pay for it?!! We will discuss this and some other important items at the next meeting...which will be held a week early due to the library having a book sale, and they use our meeting room for the sale.

Our next meeting will be at the Ames Library on Tuesday April 7<sup>th</sup> at 7 PM. YOUR INVITED!! Attend the next meeting and receive a free gift!!

## Calendar

**April 7** Regular monthly meeting at the Ames Public Library, Community Room at 7:00 p.m.

**NOTE: MEETING IS ONE WEEK EARLY!**

**April 30** Executive Council meeting at Bergies Express 6:30 p.m.

## Club News

March meeting notes.

The March meeting was held on the 10th at the Ames Public Library. 19 people attended.

Due to a scheduling conflict we met in another room. Several members brought their examples of the racing planes we have been talking about. Keith Begin and Tom DeGroot walked everyone through a race day.

Everyone told about their planes. Denny Goodrich showed a framed up Taylorcraft wings with scale ailerons, including internal control rods.

## Executive Council Notes

The Executive Council met at Bergies Express on APRIL 2. We had 26.5 paid members at that time. An update to our field rules in in the works. Definition of the "flightline" and just where it is was discussed. Pilots, please note: some people have been uncomfortable behind the flight line at times. You must become aware of those around you. If you are flying in a manner that is making others feel uncomfortable or unsafe, or if that is communicated to you, you must make an effort to adjust your activity to accommodate them.

The cost of the port-a-pot was discussed. Kent will shop for pricing. We plan to have it available from June-September. *Cont'd on Page 4*

CIA Finances March 31, 2009				
Expenses	2009 Budget	Spent to Date	Balance	% of Budget Spent
Club Expenses	\$275	\$90	\$185	33%
Rent	\$900	\$450	\$450	50%
Port-a-Potty	\$385	\$0	\$385	0%
Field	\$900	\$0	\$900	0%
Newsletter	\$100	\$0	\$100	0%
Tractor	\$100	\$0	\$100	0%
<b>Total</b>	<b>\$2,660</b>	<b>\$540</b>	<b>\$2,120</b>	<b>20%</b>
Income	2008 Carryover	2009 Dues	Other Income	Total Income
Totals	\$2,466	\$1,820	\$36	\$4,322
Membership	23 Single @ \$70	0 Student @ \$35	3 Family @ \$70	Total
2009 Dues	\$1,610	\$0	\$210	\$1,820
2010 Dues	\$0	\$0	\$0	\$0
<b>Central Iowa Aeromodelers</b> Keith Begin Treasurer				<b>Summary</b>
				Total Income
				\$4,322
				Total Expenses
				\$540
				Balance
				\$3,782

**CIA Treasurer's Report – 3/31/2009**

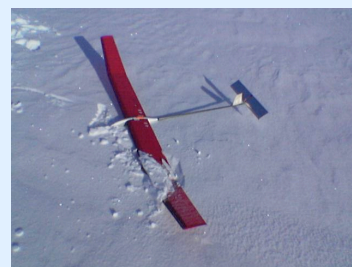
By Keith Begin

**Income and Expenses**

Field rent was paid on 3-16 in the amount of \$450. We are currently at 23 single members and 3 family members.

**News From Finland**

Jukka Juslin reports that he recently won a Finnish nation title in F1A free flight. Later in the day, however, he fell on the ice and broke his hand badly. If you wish to send your greetings, his e-mail address is: [jtjuslin@hutcs.cs.hut.fi](mailto:jtjuslin@hutcs.cs.hut.fi)



The butcher backed into the meat grinder and got a little behind in his work.

**Selected Events for 2009** (so far)

For more detailed information consult the Contest Calendar in Model Aviation

- May 2-3 Mid-Iowa Control Liners annual contest at Big Creek  
 May 16-17 Muscatine Glider Meet  
 May 25 C.I.A. Trainer Fun Fly/Picnic
- June 7 C.I.A. sport racing (sanction pending)  
 June 20 Quad Cities Air Show (full scale)  
 June 27-28 Modelaires Warbird Fly EPJ Field
- July 12 C.I.A. sport racing (sanction pending)  
 July 11-12 Modelaires Giant Scale Fly EPJ Field  
 July 25 Cedar Rapids Skyhawks Warbirds Over Iowa- rain date 8/25
- August 1 Modelaires' Frank Perkins Fly at West Field  
 August 7-9 Owatonna Warbirds  
 August 22 Cedar Rapids Skyhawks Electric Fun Fly 8/23- rain date

*From the Milwaukee Area Radio Kontrol Society, Franksville, Wisconsin*

## **Vibration: How to Keep it Out of Your Radio**

by Dennis Vollrath, Editor of The Flightline

One of the real problems with our hobby is inevitable, the heartbreaking crashes that can occur with our flying models. Once our club members have some experience flying these airplanes, pilot error becomes less and less of an issue. What is a real concern is when the model suddenly fails to respond to the pilot's command.

Several of these crashes at our field have involved the larger, and more expensive, models. When these are lost, they can involve possible safety issues before the crash, along with potential total loss of all airborne equipment.

For what it's worth, I've been flying electric models for 25 years, and outside of one or two issues where the electrical noise from the electric motors interfered with the receiver, I've never had a total loss of control with these electric jobs. Don't know, maybe I'm just lucky, but one big difference exists between the electric models and the glow/gasoline powered models—vibration.

I wrote an article in the defunct RCM magazine on vibration, and how to keep it out of our radios. This article required the entire airborne radio system to be installed inside a plywood box, with nyrods connecting all servos to their respective model surfaces. The plywood box could then be isolated from the fuselage with a few small, soft foam blocks. The effectiveness of this setup was easily verified by removing the wing, and running the engine. Just place your fingers on the fuselage near the radio system, and compare vibration levels at the fuselage to that of the receiver. If done right, the vibration levels at the radio/battery/servo box will be near zero.

Yes, this type of setup does have drawbacks, such as added weight, extra size of the radio box and whether it will fit inside the fuselage. And, obviously, no one in their right mind will connect a servo of a 50cc gasoline-powered model to the rudder/elevator with a nyrod.

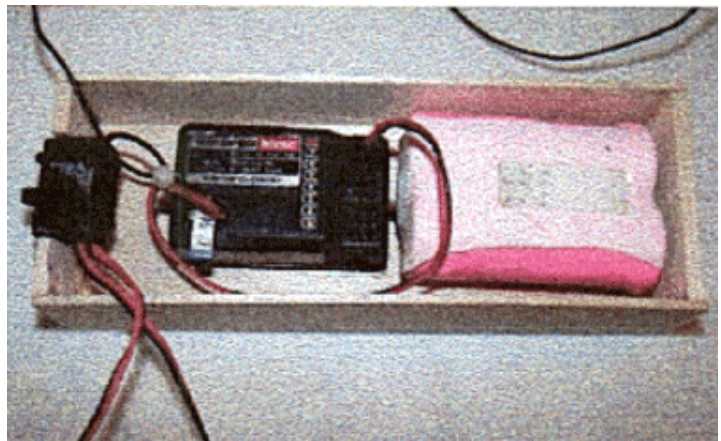
Please read the following and determine for yourself if it would be useful for the models that you fly.

What options do we have? It's a given that we can't change how the servos are mounted. They absolutely have to be solidly mounted with very stiff linkages to the elevator/rudder/ailerons to prevent soft control of these surfaces, or even worse, flutter of the surfaces. (*Editor's Note: PLEASE! Those brass eyelets go in with the flange at the bottom!*) At any rate, most of the larger models have dual servos on the elevator and ailerons. Failure of one servo hopefully will allow enough control by the other servo to get it safely back on the ground in one piece. Even still, servo failures are rather unusual in modern radios, even with larger models.

This leaves the receiver, battery, and on-off switch. Try building a plywood box out of Lite Ply, maybe a ¼-inch bottom, and 3/16-inch sides. Size this box to allow room for the receiver, battery, (or batteries in dual battery installations) and the on-off switch. The receiver/battery mounts can be hook-and-loop or Velcro.

Mounting this inside a model with foam will allow a considerable reduction in vibration levels to these components. The box should be mounted with soft foam, such that it is free to move perhaps 1/4 or 1/2 inch or so. Placing the on-off switch on the box gives it vibration protection as well. Try this for a vibration-free connection of the switch to outside the fuselage: drill a small hole through the plastic tab of the switch slide. Then insert two lengths of fish-line-type cord through the small hole, one pulled through the right fuselage side, and the other the left. Just pull one for on, and the other for off. Using this setup should hopefully make this portion of the on-board system at least as reliable as my electric models.

Note the illustrative photo above. Normally of Lite Ply wood, the photo model is balsa to show the concept. It could even have a lid. All the wiring between the switch, receiver, and battery can be placed inside of the box. All that would exit the box would be the servo leads. One way to mount this thing would be to construct another larger box with clearance on all sides. Then insert small pieces of foam between the large box and smaller box. The larger box would be solidly mounted to the model. It's worth thinking about. Q



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*Executive Council cont'd from Page 1*

Kent distributed copies of a modified By Laws as a beginning proposal for updating them. Mark Taylor will have notes for discussion at the meeting. Kent and Lowell will get a real gate post in the ground, soon. Lowell has seeded some of the vandals's tire tracks. It was moved that future Executive Council meetings will be on the last Thursday of the month, rather than the second Thursday preceding the meeting. Kent noted that District VII AVP Charles Spencer dropped by the field. He was at last year's Multi-Fly and hopes to come again this year. There will be a Memorial Day Fun Fly for trainer planes. Events will be task oriented to normal flying skills. Dust off your trainer!

**Comments to the Editor**

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



A Scene from the Iowa City Aerohawks Swap Shop held in February.

**The Central Iowa Aeromodelers**

<http://dlgoodri.public.iastate.edu/page5.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.

For information about modeling or this club contact:

Kent Woods	- President	232-8180	<a href="mailto:woods229@msn.com">woods229@msn.com</a>
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**2009 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 Keith Begin, 2530 NW 14th St Ankeny IA 50023.

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