



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JANUARY 2010

THE MEETING WILL BE THURSDAY, JANUARY 21, AT RIVERWIND!!

PRESIDENT'S CHATTER

Even with the cold weather a few of us have braved flying at the field this winter. If dressed for it, flying with floats or skis is a lot of fun. Just remember, with the cold, to be careful with props, your hands and fingers don't move as quickly.

Flying at the indoor soccer fields has been a success so far with many fliers taking advantage of the warm open space. Even with small electrics indoors it does help take the edge off cabin fever, as does some flight simulator time.

Doug Lewis of King Kong Hobbies will be having a "Club Discount Day" on Saturday January 30 from 8:00 AM to 10:00 AM with 15% off anything in the store. It might be a good time to pick up a kit to work on or to buy building supplies. Anything to keep our hands busy for two or three months. Please remember, any club member can contribute to our newsletter whether it is an announcement or a concern needing addressing. All contributions are welcomed.

See you at the field!

Erik Castrodale

PONDERISMS

- I used to eat a lot of natural foods until I learned that most people die of natural causes.
- There are two kinds of pedestrians: the quick and the dead.
- Life is sexually transmitted.

- Health is merely the slowest possible rate at which one can die.
- The only difference between a rut and a grave is the depth.
- Health nuts are going to feel stupid someday when they are lying in hospitals dying of nothing.
- Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they used to?
- Whenever I feel blue, I start breathing again.
- All of us could take a lesson from the weather. It pays no attention to criticism.
- In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.
- How is it one careless match can start a forest fire, but it takes a whole box to start a campfire?
- Who was the first person to look at a cow and say, "I think I'll squeeze these dangly things and drink whatever comes out?"
- If Jimmy cracks corn and no one cares, why is there a song about him?
- Do illiterate people get the full effect of Alphabet Soup?
- Does pushing the elevator button more than once make it arrive faster?
- Why doesn't glue stick to the inside of the bottle?

ACRC Forum - <http://acrc.forums-free.com>

Meeting Minutes

Meeting called to order at 7:00 PM.

21 members present.

Board Reports:

Vice President: Dan Thiede reviewed the evening's raffle prizes that included a Park Zone Mustang RTF and assorted building items.

Membership: Stan Zdon reports that renewals for 2010 are moving along well.

Events: Andy Noll reminded members that the Freeze Fly would be held January 1 at 10:00 AM.

Treasurer: Jake Groetsch reviewed the clubs finances and noted that we ended on the positive.

Old Business:

Indoor flying at the soccer complex has been a success so far and many of the members have been enjoying this winter activity.

New business:

Stan Zdon mentioned the need to get the AMA sanctions for the 2010 events.

A mid January club get together was suggested - possibly at the Old Country Buffet. More information to follow.

Possible combat activities were discussed for 2010. The members were enthusiastic about having more specific times allocated for this.

Show and Tell:

Dave Greene brought in a scratch built peanut scale plane he recently completed. It uses Vapor gear and weighs in at 21 grams. The wingspan is 12 inches. Dave used thin carbon fiber rods for the fuselage. Like Dave's other scratch built projects this turned out to be a real beauty. Dave reports many successful flights so far.

Andy Thunstrom brought his current work in progress. A scratch built AG Wagon he is building from RCM plans. The model sports a 60-inch wingspan with full flaps. Andy described

how he made the cowl from a pink foam mold. He plans to install lights in the wingtips. The model should weigh in at 4½ lbs when completed and will be powered by an OS56 four stroke engine.

Darren Bitzer showed us a recently acquired P40. The model has a 94" wingspan and will be powered by a 55cc gas engine. Darren explained how the model was constructed using molds for the wings and fuselage. Darren also has the molds and plans to duplicate the parts. Darren also explained some of the modifications he plans to make. This model is a giant and we will be anxious to see it fly in the spring!

Raffle:

1st	Roy Carrigan	Park Zone P51
2nd	Dan Thiede	Dremel tool
3rd	Mike Harter	Glue set
4th	Scott Jarchow	Straight edge
5th	Roger Jeffrey	Cutting board
6th	Willie Allshouse	CA
7th	Scott Jarchow	Sealing iron
8th	Roger Jeffrey	CA
9th	Phil Vaughn	Razor plane
10th	Roger Jeffrey	CA
11th	Jeff Flander	Balsa stripper
12th	Erik Castrodale	CA

Steve Ulrich



SAAB J-21



MEMBERSHIP NEWS

SEASONS GREETINGS AND HAPPY NEW YEAR!!

The Freeze-Fly is over and although there were fliers at the field New Year's Day, I did not make it. Temperatures below zero were too much for my aging body. I stayed home and worked on a plane instead.

This is the last month that you can rejoin for the regular \$50.00 dues. Membership applications were included with the November and December newsletters that were mailed out. Members that read the newsletter online can download a membership application from the website. After January 31 a \$5.00 late fee will be added to your dues. This will also be the last newsletter that you will receive via snail mail because it is part of last year's membership. If you don't want to miss any of the newsletters, be sure you renew on or before January 31. If you don't have your AMA by the end of January you can send me your application and dues and I will mail you your ACRC membership card when you verify your AMA.

Anoka County R/C, St. Paul R/C and the other clubs in the area are working on their 2010 calendars. ACRC will be having a Fly-In in May, a Pattern Contest and Warbird Fly-In in June, a Fun Scale contest in July, a scale Fly-In in August and an end-of-season Fly-Out in September. A complete listing of 2010 events and their dates will be published in future newsletters.

I am including a few web site addresses for this Chatter: The first shows some really neat model making by a retired dentist, all made from aluminum. Obviously it is a hanger queen, but even I have a couple of those!

The second site shows the process of building a larger flying model aircraft using sheeted foam for both the fuselage and the wing. I don't believe that I have ever seen one of these kits nor have ever talked to anyone that has built one of these kits. The procedures are pretty interesting and may give you some really good ideas about building models.

The third is the web address of the home-built 82% Corsair that shows some really interesting techniques and the extreme version of patience.

- #1. www.craftsmanshipmuseum.com/park.htm
- #2. www.jackdevinemodels.com
- #3. www.corsair82.com

SWAP MEET AND AUCTION:

MAAC SWAP MEET – The MAAC swap meet will be January 16 at the B-Dale Club located at 2100 North Dale Street. This is 1/2 mile south of Hwy 36 on Dale. Buying or Selling, admission is \$5.00.

The TCRC auction will be on Saturday, February 6, at Cross Point Church on 98th and Bloomington. Registration starts at 8:00AM and the auction starts at 10:00AM. Go to the TCRC website for more information:

http://www.tcrconline.com/pages/auction_seller_registration.htm

Sky Hobbies and Hobby Warehouse will be at both events to take your hard earned money.

The next meeting will be at Riverwind on January 21 at 7:00 PM.

Stan Zdon

TRAINING UPDATE

Happy New Year to all

This month is a little dry, not much to report, other than the same old "keep practicing on the simulator." Don't feel too bad, I have to do same thing my self just to keep every thing in check. Have there been any good resolutions made yet? Hope so! Hopefully one of those is to be able to solo this spring. I suppose that's more of a goal but that it is O.K. You can at least try. Mine is trying to keep my planes in one piece. We will see how that goes?? If there are any questions, contact me by email or by phone.

Until next month keep practicing.

Andy Thunstrom

ACRC EVENTS

I hope that Santa brought everyone what they wanted. I don't have a whole lot to report on this month but I wanted to let everyone know about some up and coming events in and around the Twin Cities.

Indoor Flying

Indoor flying continues in 2010 at the National Sports Center in Blaine on Saturdays. I've been to the morning session and I can tell you that there is plenty of room to fly. We had access to all three soccer fields for the entire time.

More information:

<http://www.3drcmn.com/forum/forumdisplay.php?f=23>

Dome flying in Iowa! Over the past two years I have gone down to Iowa to the UNI Dome for some fun indoor flying. This is one big flying site with 162ft ceilings and over 2 acres of flying space. I believe that there were over 100 flyers last year but I never had to wait to get a flying station.

E/xpo in the UNI Dome - Cedar Falls, IA
Indoor Electric Fly-In
February 20 & 21, 2010

Adult Flyers – \$25 per day or \$40 for both days
AMA Youth Flyers – \$10 per day
Spectators – \$5 / children 12 and under are free
Flying from 9:00AM until 6:00PM (Saturday)
from 9:00AM until 5:00PM (Sunday)

On the web at:

<http://www.expodome.org>

Swap Meet

This Saturday is the MAAC swap meet at the B-Dale center.

Auction

February 6th is fast approaching and with that the long awaited TCRC auction. There has been a lot of chatter this year about the auction among ACRC members and I suspect that we will be well represented. You still have a few weeks to save your pennies, see you there.

34th Annual TCRC Auction

Saturday February 6, 2010.

Cross Point Church - 98th Street and France Avenue, Bloomington Minnesota

Registration opens at 8:00AM

Auction starts at 9:30AM

Admission is \$3 and includes bidder card

http://www.tcrconline.com/pages/auction_seller_registration.htm

I have heard that there are a few brave souls that have been flying out at the field this winter, for the rest of us let's hope that spring gets here early.

Until next month

Marc Davis

SAFETY FIRST

I hope you all had a great Christmas and a happy new year and I hope Santa got you a new toy or two for this summer. That being said the winter months are obviously upon us and many of us have begun our winter projects whether it is a few repair jobs from the summer months, or your building an ARF or a kit we often forget about safety in the shop so I want to share this article with you from the AMA insider.

On the Safe Side Safety in the Workshop

It's winter and the building season is in full swing. Just as the safety coordinator focuses on flight safety during the flying season, he should not forget about shop safety during the building season. Below are some general tips to share with your club:

Keep it Clean:

Many injuries result from poor housekeeping in the shop. Trips, slips, and falls account for the bulk of these mishaps. Scrap material and wrappings, loose parts, scattered tools and equipment, or oil spills can cause injury. Debris should be swept up and disposed of. Parts should be kept on workbenches. Tools should be placed

Continued on Next Page

where they cannot fall and cause damage or injury. Oil spills should be covered with absorbent material and cleaned up.

Lighting, Heating, and Ventilation:

Enough windows and overhead lights are required for a good level of overall illumination. Additional lighting should be available over benches and stationary tools. When supplemental heating is required for winter workshop operations, the heating unit should be located to provide an adequate, even distribution of heat, but should not cause a fire hazard. Adequate systems are needed to vent smoke, fumes, and exhaust gases. Open windows and doors may provide enough ventilation in the summer. Special systems may be needed to remove exhaust fumes and other gases during the cold-weather months.

Little things make a big difference:

When working on your next building project do not forget the safety precautions below:

Goggles: Protect your eyes from sawdust and other materials that can break off and fly into them.

Face Mask: I personally prefer the charcoal filter mask to help protect the lungs from the dust and fumes from the glues and other various chemicals we may use.

Remember to post your project on the forums. We would love to see what you are working on or have you give advice on any questions or problems you may encounter.

Happy building

Joe Coleman

Remember the old saying:

"If you want to go up in an airplane pull back on the stick. If you want to go down in an airplane pull back further on the stick."

FROM THE VEEP

The holidays are finally over and now we can look forward to spring and warmer weather. All right, maybe it's still a few months off, but it's nice to dream. I hope everyone had a good Christmas and New Year. We had a good turnout for the freeze fly on January 1st. It was about zero degrees and there were around 8 to 10 pilots and a few spectators who came out. The raffle prizes this month are a Hanger 9 Tribute 36, an Electrify Yak 54 foamy, a 24" x 36" cutting mat, a bottle of canopy glue, a chicken stick, a rechargeable Dremel tool and some CA adhesive.

See you at the meeting.

Dan Thiede

HINTS AND TIPS

The Pinch Test

If you pinch the fuel line, and the engine speeds up, it is on the rich side of the adjustment. How much it speeds up shows how close you are. If it speeds up a lot, you are rich. If it speeds up just a little, you are just right. If it doesn't speed up at all, you are just going lean. If it slows down, you are lean. This test temporarily starves the engine for fuel and is reliable to test for a too-lean condition. At full throttle, quickly pinch the fuel supply line. The engine should momentarily increase rpm before starting to die. If it starts to die immediately, then it's already too lean and should be adjusted.

Electric Starter Safety

People who start engines by turning on an electric starter and jamming it against the spinner or prop hub are acting in an unnecessary and hazardous manner. This could slip and go into your hand, break props and needle valves or tear up your fuselage. Place the starter firmly against the engine, and then turn it on. This will save a lot of broken equipment and will create enough torque to turn your engine over effectively.

All of the Hints and Tips are from the AMA National Newsletter.



Improving Poorly Controlled Dangerous Takeoffs

By Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch.

The Secrets Behind Building and Improving ARF Models

by Jim Soque

From the Long Island Aero Radio Society, Bohemia, New York

I would like to contribute certain ideas of how to make your ARF airplane more unique and a better built ship. More familiarity with your model will only improve your piloting skills and increase your confidence as a flier. In more than six months, I have completed the following five ARF models: Great Planes Lancair ES 60, Great Planes Cessna 182, Jim Dymond Tiger Moth 120, Seagull Models PC-9, and the Kangke Monocoupe 60. These are all well manufactured ARF airplanes, each having been tested by countless design pilots, and manufacturer experts. I fly them all with great confidence and have the utmost respect for each of their designers and engineers.

The suggestions I make in this article are my own and from my own experience:

Read your instruction manual from cover to cover, then read it again.

Take inventory of all the parts listed in the instruction manual.

Measure the engine mounts; change them if you think they are too short.

Mount the engine to the engine mount with socket-head screws, washers, lock washers, and lock nuts.

Use a ball-link for the carburetor pushrod link on the engine.

Change the tank to one you are familiar with.

If a third tube is used for fuel-filling purposes, use an additional hose and a clunk.

Trim the cowl with a router/sander tool, and use a vacuum cleaner with hose to vent the fiberglass dust away from you.

Continued on Next Page



Tech. Editor's Note: Best if this is not done in an enclosed space. No one, not you or anyone in your family or your neighbors, need to breath this dust.

When drilling the holes in the cowl, enlarge them using a drill bit wrapped with some 220-grit sandpaper; enlarge gradually.

Attach a flexible pushrod material to pull the fuel hoses forward through the firewall.

Cut the bottom air vent hole three times the size of the air intake hole. This allows for maximum cooling of your engine.

Measure the stabilizer tips to a center point over the cabin using an aluminum ruler and take note in centimeters, not inches. Measure twice and always use epoxy.

Tech. Editor's Note: Do not use any string, line, cloth measuring tapes, or anything flexible to measure with. If the measuring device sags or bends, support it so it is straight over its length.

Level any imperfect surfaces with your eyes, and then put a level on it. Take away any balsa gradually with a hobby knife.

Use a 90° angle device for your vertical fin, or try a laser leveling device.

If your kit comes with 2mm or 3mm hardware, switch it to 2-56 or 4-40 hardware instead.

Change the supplied wheels to wheels with tread. Don't use cheap wheel collars.

Use a hinge-slotting tool (I prefer electric) to widen the precut hinges on control surfaces. Use slow cyanoacrylate glue on the hinge surfaces edge, then insert the hinge.

Z-bend the links for the control rods at the servo arm end.

Mount your cowl with beefier screws and washers.

Tech. Editor's Note: Reinforce the part of the cowl where screws or bolts go through. Use a small piece of cloth soaked in epoxy and placed on the inside of the cowl or any other part that

needs reinforcing. Fiberglass cloth is a good choice but any woven cloth will do.

Mount your switch harness and charging jack opposite from the exhaust side of the aircraft.

Use a glow-extension device for any inverted engines.

Use scrap fuel line pieces to secure your clevises.

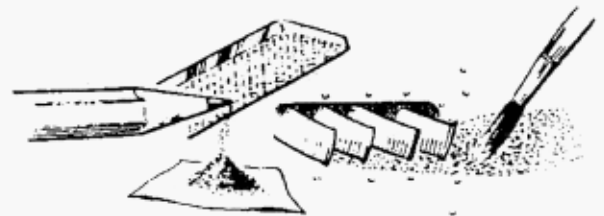
Tape any servo extensions to the servos main wire for insurance.

Run the antenna wire inside the fuselage and out the back whenever possible.

After you finish, test run your engine, high and low end, before coming out to the field.

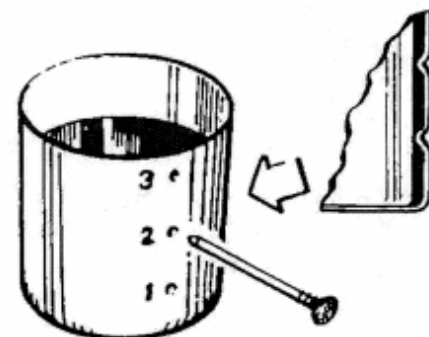
Fully charge everything before packing it up and heading to the field.

TIPS AND TRICKS



PAINT DETAIL

Make a little pile of fine pencil dust, then smudge this onto your model with a finger. This makes very realistic exhaust and gun soot marks. Seal with a spray of matte varnish. You'll get more control if you use a soft dry brush to apply the soot marks.



NEAT MEASURING CAN

A smart way to calibrate the inside of an empty soda can so that the correct proportions of epoxy can be poured in for mixing - just indent on the outside of the can with a blunt nail, taking great care not to perforate the can.



MAAC SWAP MEET

The MAAC swap meet will be January 16 at the B-Dale Club located at 2100 North Dale Street. This is 1/2 mile south of Hwy 36 on Dale. Buying or Selling, admission is \$5.00, no table fee. More info will be published in future newsletters.

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Deadline for the next newsletter is: February 1, 2010

CALENDAR OF UPCOMING EVENTS

Thursday – January 21

- ACRC Club Meeting

Saturday – February 6, 2010

- TCRC Auction

Thursday – February 18

- ACRC Club Meeting

Thursday – March 18

- ACRC Club Meeting

