



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

OCTOBER 2012

THE MEETING WILL BE THURSDAY, OCTOBER 18, AT RIVERWIND!!

PRESIDENT'S CHATTER

The last of the scheduled events is officially in the books. We had a great turn out for the cold windy conditions we had. I think the ballpark number was about 60, a very comfortable crowd. I would like to thank 2 very special people; John (The Mad Chef) Sager and the always lovely Mrs. Speedy Thiede. Without these people our events would not be what they are, with the excellent cooking and baking and most of all, the time sacrifice. THANK YOU BOTH VERY MUCH!

That is going to lead me in to the next subject. We need some board members, four to be exact. The nominations are at the October meeting. Please don't be bashful about this. We need board members. If you would like to help and feel you could make a difference, or just come to meetings, its not that hard.

Now on to the important news. We have one fun fly left for the year and Grandpa is in the hunt for a trophy, it should be a good time and some aggressive flyers may be present.

That is it for the month. See you at the meeting.

Andy Thunstrom

FLIGHT INSTRUCTION

We have had a member solo in September. Please congratulate Neil Olson for soloing on the 19th. We also have a new member/trainee. Welcome Matt Hoffman.

The weather at the Fall Fly-Out was pretty windy but we still had some Discovery flights. Thanks to Andy Thunstrom and Dan Stahn for helping out. Now that we are past the Fall Fly Out, we will not have a scheduled day for training for the rest of the season. Training will continue while we have good weather by calling me or any other instructor to arrange some time.

Instruction Coordinator

Dale Anderson

612-481-6405

Murphy's Laws Revisited

1. Law Of Mechanical Repair: after your hands become coated with grease your nose will begin to itch or you will have to go to the bathroom.
2. Law Of Tools: any tool, when dropped, will roll to the least accessible corner.
3. Law Of Probability: the probability of being watched is directly proportional to the stupidity of your act.
4. Law Of Likeability: as soon as you find a product that you really like, they will stop making it.
5. Law Of The Result: when you try to prove to someone that something won't work, it will.
6. Law Of Logical Argument: anything is possible if you don't know what you are talking about.
7. Law Of Biomechanics: the severity of the itch is inversely proportional to the reach.

SEPTEMBER FUN FLY RESULTS

Name	Evnt 1	Evnt 2	Evnt 3	Ttl	Place	Points
Stan Zdon	4	1	2	7	1	25
Phil Vaughn	3	3	1	7	1	25
Andy Thunstrom	1	2	6	9	2	24
Jeff Flander	2	2	5	9	2	24
Dale Anderson	6	4	3	13	3	23
Marc Tellevik	6	4	4	14	4	22
Dan Thiede	6	3	7	16	5	21
Marc Davis	5	5	7	17	6	20
John Sager	6	5	7	18	7	19

Scores Compiled by Marc Davis

FUN FLY STANDINGS

Name	Apr	Jun	Jul	Aug	Sep	Total	Place
Andy Thunstrom	21	21	22	25	24	113	1
Stan Zdon	18	23	19	25	25	110	2
Phil Vaughn	19	22	19	21	25	106	3
Marc Davis	16	17	23	22	20	98	4
Marc Tellevik	14	18	20	21	22	95	5
Jeff Flander	21	24	0	24	24	93	6
Dan Thiede	23	24	0	0	21	68	7
Dale Anderson	0	17	0	23	23	63	8
John Sager	21	20	0	0	19	60	9
Dave Boll	0	25	25	0	0	50	10
Bob Moser	0	0	24	24	0	48	11
Scott Oleson	25	19	0	0	0	44	12
Chris Cone	22	16	0	0	0	38	13
Chris Elliot	20	17	0	0	0	37	14
Paul Rono	24	0	0	0	0	24	15
Christian Cone	22	0	0	0	0	22	16
Andy Noll	0	0	21	0	0	21	17
Don Olson	0	0	18	0	0	18	18
Kris Westerbur	17	0	0	0	0	17	19
Joe Parent	15	0	0	0	0	15	20

ACRC EVENTS

Well all, its been one heckuva' year and with the conclusion of the Fall Fly-out the season of events has pretty much wound down. Since our last meeting we held the monthly Fun-Fly, combat, and our Fall Fly out.

The weather on the day of the September Fun Fly was windy and cold and unfortunately claimed a couple of planes. The first event was a new but challenging one. We were required to take off, do 3 vertical loops and land all without exiting the "box" delimited by the north road, south ditch, runway and the first east ditch. It doesn't seem that hard on paper but that event claimed 3 planes. One was repaired on site even though the tail broke off and a bunch of wing covering was removed (gotta love them Sig Fazers dontcha' Andy?). One needs a landing gear remounted and the other one ended up kindling. Andy Thunstrom was the winner of that event with a time of 14.5 seconds. The second event was a 15 second climb, kill the engine and complete a spot landing for points. Stan Zdon won that event. The last event was the Ring Drop. The winner was Phil Vaughn with a distance from the cone of only 3 feet 9 inches!

There was a tie for the overall winner for the month of September with the award going to Stan Zdon and Phil Vaughn.

The other big event was our Fall Fly-Out. Unfortunately Mother Nature did not cooperate with us and with the forecasted cold and windy day we postponed the event to Sunday, October 7. Sunday was still chilly and there was a bit of a wind, but we still had a respectable turn out of around 60 pilots and spectators. We had a great meal and nobody went home hungry. I believe a good time was had by all and If I had to pick the best part of the day I'd have to say

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it's when Jeff Flander decided to go up and fly combat with his Twist 40. Earlier in the day he lost the gear and was hand launching it. It lasted one round but midway through the second round Scott Oleson T-boned it and there was nothing left but a wing fluttering down out of the sky. By the way Jeff, Scott told me you owe him a prop for his Battle Axe to replace the one you broke with your Twist. LOL!

Lastly, I want to take the opportunity to thank everyone for the support and help I have gotten during the events. Thank you Dan and Amy Thiede for storing all the club supplies and a special big THANK YOU to Amy for helping out with the food and everything else that you did. Without you, the club events would not run nearly as smoothly!

John Sager



Ballard Street by Jerry Von Amerongen



Paul has found a new use for his spare helicopter parts.

MEMBERSHIP NEWS

Membership in ACRC is currently at 120 members. There are 101 members that pay full annual dues. The remaining members are Life Members, junior members and family members. This is the highest the membership has been in the last 5 years. Each year ACRC gets some new fliers. One of the ways that you can help the club is to become an instructor. If you are interested in becoming an instructor you can contact Dale Anderson at (612) 481-6405.

At the membership meeting in October ACRC will be taking nominations for board members for 2013/2014. Four positions will have to be filled. The two-year terms of Dale Anderson, Jeff Flander, Doug Jelinek and Stan Zdon are ending. Start thinking of who would be a good board member and come to the October meeting and nominate them. If you check with them first to see if they will accept the nomination it will make the process proceed more smoothly. You might even consider entering your own name into nomination. ACRC needs members who are willing to help run the club. You cannot just wait for the next guy to do the work while you just fly. Remember, you too can be a FBM.

The Scale Fly-In held on August 25 was a huge success. There was a total 35 pilots and spectators. The club supplied turkey and ham sandwiches with members bringing salads and desserts. It was a great lunch and the donation jar was filled.

THE NEXT MEETING WILL BE AT RIVERWIND ON OCTOBER 18 AT 7:00 PM. Don't forget the fun-fly on Saturday October 18.

Stan Zdon

EVENTS CALENDAR

Oct 20	ACRC Funfly - 10:00 AM start
Nov 23	SPRC Turkey Fly - 10:00AM
Jan 1	SPRC Freeze Fly - 10:00AM-?
Jan 1	ACRC Freeze Fly - 10:00AM-?
Jan 1	MRCSS & MARCEE Freeze Fly

MEETING MINUTES:

Meeting Called to Order at 7:00 PM
29 Members present

Board Reports:

President:

Andy welcomed David Williamson who was visiting to potentially become a member. It also announced that at October's meeting nominations for the 4 board positions would be taken.

Membership:

Stan reported that we have 121 members, which is the highest total he could recall in a long while.

Vice President:

Jeff reminded all of us to be courteous at the field and to be aware of other pilots when flying.

Jeff also announced the prizes for the raffle at the end of the meeting.

Safety:

Joe 'Tombstone' Parent reported that there were no known safety issues he was aware of.

Training:

Dale announced that Neil Olson completed his solo flight and now has his full flight privileges. Dale also reports that training is winding down for the year and that after the Fly-out there will be no more regularly scheduled evenings for training. He did note that training is still available but will need to be scheduled directly with an instructor.

ACRC Forum - <http://anoka-rc.com/forums>



Petlyakov Pe-2

Events:

John reminded everyone that the September Fun Fly was scheduled for Saturday 9/22, then the following Sunday 9/30 would be combat. He also reminded everyone that the final big event, the Fly-out was scheduled for October 6 and encouraged the pilots and their guests to attend.

New Business:

Dan Codner thanked the club for welcoming his family at the field during the week that they were visiting him. He had relatives from Texas and Toronto visiting him and his family and they spent a lot of time flying out at our field together. His family gave us a nice signed card as well as a gift.

Old Business: None to report

Show and Tell:



Bob Gallagher brought in a Carl Goldberg Edge 540 ARF he purchased. He put a YS 91 FZ in it. The Edge weighs 9 lbs. and has a 67 in. wingspan.

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Ilyushin IL-2 Sturmovik



Ron Fichtner showed us his plane built from RCM plans. The 'Don Quixote' is a pusher prop ultralight. It has a 3s Lipo system and a 10 e-Flite motor in it. Ron added ailerons and tail wheel.

Raffle:

Super Stand	Mark Bilyk
SIG Mini Boss Flight Box	Bob Burton
H9 Ultra Fuel Pump	Andy Noll
RTL Fastener Servo Screws	Mark Bilyk
RTL Fastener Servo Screws	Chris Elliot
OS F Glow plug	Mark Bilyk
OS F Glow Plug	Darren Bitzer
HotShot 2 GloStarter & Charger	John Sager
Digital Variable Load Voltmeter	Dan Codner
H9 Micro Digital Tachometer	Dan Codner
4-way Plug Wrench	Mark Bilyk
Bag of Chargers	Kent Buell
Bag of Engine Mounts	Kent Buell

John Sager

WINTER AIRPLANE STORAGE

Since the snow will be flying very soon (if it hasn't already), many AMA members may not be flying for quite some time. For those who don't intend to fly on skis, the following suggestions may help to preserve your model over the winter months and allow you to get back in operation quickly when the snow disappears next season.

Airplane

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure the fuel is not creeping under seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods and/or control cables for excessive wear or damage. The plane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine due to condensation and probably to the balsa or covering material due to temperature changes. If you store the plane on a wall, it should not be supported on the nose as this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the plane resting on the tires if you don't store it vertically.

Engine

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the plane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene. While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season. If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor

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and spin the engine over clockwise and counterclockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the prop if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

Batteries

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. If they are doubtful, cut the connector off and throw them away and buy new next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

Transmitter/Receiver/Servos

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, get them replaced. Also, check the output shaft for looseness. Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact fingers inside each antenna section that may become coated with oil, preventing proper contact between sections, greatly reducing the transmitting range.)

Fuel

If you have fuel left, be sure it is capped tightly and store it in a cool place out of the sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

Starter Battery

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery **MUST BE CHARGED** if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

Miscellaneous

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, props, etc. and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

from Itasca R/C Club News

Bob Blase, Editor

PROPELLER SAFETY

I have been bitten and nicked by spinning propellers more than once, mostly before the days of electric starters and remote needle valves. The fact is our hobby or sport uses an exposed, rigid, and sharp blade, spinning at a high rate of speed. Respect and alertness are mandatory if you want to keep all of your fingers. If you continually ignore safety, you or someone close to you *will* be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.

The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40 size two stroke engine with an 11-6 nylon propeller can generate as much power as a 10" table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller!

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

- Always have someone hold onto your model while you starting it!
- After starting, move around behind the prop to remove the glow plug battery and to make needle valve or engine adjustments!

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- Never, under any circumstances, reach over a running prop!
- Be conscious of the prop arc! Don't let spectators stand in line with or in front of the spinning propeller, and don't stay there yourself any longer than necessary.
- To make the arc visible, paint the tips of the propeller with a bit of white or silver paint.

Inspection and Preparation

After purchasing a new propeller or rotor blade, or before installing a used one, take a few moments to inspect and prepare it. First do a visual inspection. Look for any obvious nicks or gouges. Flex it gently back and forth along its length. Check for cracks. Primarily wooden propellers are susceptible to cracking, however I have had a composite prop completely disintegrate during normal running of the engine. If you do find any damage, other than some minor scuffs at the tip, discard the propeller immediately.

Another technique for propeller safety is painting the tips of the propeller with a contrasting color. It will add a bit of visibility. Remember to use a fuel proof paint and to balance your prop. Or just shop around for a commercially produced version. Many manufacturers are already including tip paint for safety.

Choosing a wooden propeller instead of a nylon composite propeller is also a good way of reducing the severity of an injury if you are stuck by a propeller. A wooden prop will still hurt you, but it can't compete with the ability of a composite prop to slice through flesh, tendons, nerves, and bone. Unfortunately, wooden propellers are very susceptible to damage. Although I like the look and added safety of a wooden propeller, you just can't beat a composite prop for durability and performance. If you choose to use a composite propeller, do yourself a favor and take a moment to remove the razor sharp flashing that comes from the factory mold. It will not adversely affect the performance. Again, this small step may help reduce the severity of a cut. I like to use a very fine sandpaper to just knock off the edge. Make sure you do not alter the actual shape of the propeller.

I also use this time to dull down the surface near the tips in preparation for paint.

Balancing

A balanced propeller is essential for safety, performance, and to reduce wear and tear of your engine's bushings and bearings. An unbalanced propeller causes vibration. Vibration is an enemy of aviators. Glue cracks, nuts loosen, and electronic equipment fails. Luckily, most propellers come from the factor fairly well balanced. Many people just skip this step. They just take the propeller out of the package, mount it to their engine and go flying. However, I don't recommend this. It does not take much work to balance a prop. I use a commercially made version from Top Flight. It can also be used to balance ducted fans and R/C car wheels. I mostly use my tip paint to make up for any deviations but there are many techniques for properly balancing your prop.

Needle Valves

Before commercially manufactured remote needle valves were standard on most average two strokes, many a modeler had at the very least been "bit" by the spinning blades of their engines while attempting to adjust the needle valve. If you are in the market for a new engine, consider a remote needle valve. Anything that keeps you fingers away from a spinning propeller is a good idea!



NAME THE PLANE

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ACRC SPONSORS

King Kong Hobbies
Abraham Technical
Aerospace Welding
Cambridge State Bank
T & G Hardwood

*Deadline for the
next newsletter is:
November 1, 2012*

CALENDAR OF UPCOMING EVENTS

Thursday – October 18

- ACRC Meeting

Saturday – October 20

- ACRC Fun Fly

Thursday – November 15

- ACRC Meeting

Thursday – December 20

- ACRC Meeting

Tuesday – January 1

- ACRC Freeze Fly

