ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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ANOKA COUNTY RADIO CONTROL CLUB, INC.

APRIL 2013

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

PRESIDENT'S CHATTER

Happy spring to everyone! The snow is pretty much gone and the fun fly is in two weeks. YES! It's the official start to the flying season. The day of the fun fly we will have a field clean-up and repair day. The orange fence is in desperate need of replacement. The new snow fence has been cut; we just have to put it up after the old one is taken down. Tables can be set, out windsock put up and the run up stands put out. Our sign is at ABC Graphics getting fresh stickers. It should be done real soon. Hopefully we get a good crew to help and participate in the fun fly. I am looking forward to a fun, fun year.

See you at the field.

Andy Thunstrom

FROM THE VEEP

Spring is upon us… well at least that's what should be here by now. The weather has been iffy and decent flying weather has been hard to come by. I hope you all have taken the time to finish up any winter projects and to pre-flight all your planes. Now is a good time to check all your linkages, screws and bolts, covering, motors etc. Don't forget to check your transmitter and receiver batteries as well. It is recommended that you cycle them before starting the flying season.

We meet this month at Riverwind and our first fun fly follows that weekend. See you all at the meeting and good luck to everyone at the Fun Fly.

John Sager

MEMBERSHIP NEWS APRIL 2013

I hope you will take time to read the flying site rules and refresh your memory now that the flying season is close at hand. This is especially important because some changes were made to rule 10 and high-speed passes are now allowed over the runway in certain instances. The rules will be attached to the email you get with this newsletter. You should print a copy and keep it handy. If someone mentions to you that you are violating one of the safety rules please do whatever it takes to correct what you are doing. It is considered bad form to give them a hard time and then continue doing what you are doing. If it means that you have to stop flying and make repairs or go home to get something that you need, that is what the club expects you to do. The AMA insurance for you and the landowner provides coverage only if you are following the rules. It would be a shame to lose our field because of the ignorance and arrogance of a few fliers.

Part of Rule #2 states that members are to put their membership card on the frequency board and guests are supposed to use their AMA card. The reason for this is so that we can be sure that the fliers are either current ACRC members or guests with a current AMA. Fliers are not to use last year's cards, driver's licenses or business cards. If you lose your 2013 ACRC card and need a new one let me know. I will mail you a new card - FREE.

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

Don't forget that the first Fun Fly of 2013 is on Saturday, April 20 and the Spring Fly-In is on Saturday May 4. The Fun Scale Contest will be Saturday, June 1 and the Pattern Contest will be held on Saturday, July 13. The list of maneuvers and the descriptions of the maneuvers for Sportsman and Intermediate Pattern will be emailed along with this newsletter. Get out there and practice. You will have some purpose to your flying other than just boring holes in the sky. If you have any questions about the maneuvers for the pattern or scale contests call Stan Zdon at (763) 784-3121.

The next meeting will be at Riverwind on April 18 at 7:00 PM. This is the last indoor meeting until September. The summer meetings will be AT THE FIELD.

Stan Zdon

W.C. Fields Safety

The late comedian was known to have said, "Never work with Children or Animals". When we are thinking about field safety we need to think about working with children and animals. We need to always set a good example for those who may one day model the same things they learn from those with the experience. We also need to ensure the safety of those that don't know any better. I don't know a lot of dogs that understand the concept of a spinning propeller and it seems like I know less smokers that understand the concept of an open flame around a tank filled with nitro or gasoline.

"*If at first you don't succeed, try again. Then quit. There's no use being a damn fool about it.*" In the case of (W.C.) field(s) safety however, I am willing to restate some of the basics.

"Thou shalt not take the name of the Lord thy God in vain unless you've used up all the other four-letter words." Start your engines on the starting stands or on the ground nearby with the aircraft facing the runway. If upon starting a plane is able to break free of its restraint and does so from the pit area or while pointed at people, it could potentially hit a person. If an airplane is started far enough back from the safety fence your airplane could even build up enough speed to jump the fence, which could spell bad news for pilots on the flight line possibly resulting in a use of many of those four lettered words

"*A rich man is nothing but a poor man with money*." Maintain physical restraint on your airplane while moving between the starting area and the runway or taxiways. There should be no free taxiing behind the line of flight stations and no deliberate flying on the pilot's side of the line created by the closest side of the runway. It only takes a split second of distraction or a thumb-fumble to send an airplane whizzing around out of control. You can do real costly damage to your airplane by running it one of the barriers or into the back of someone's legs.

"Never mind what I told you--you do as I tell you." Announce your intent at "coming out" when entering the runway. While you are at it you might as well announce when you are "landing", doing a "high speed pass", "touch-and-go", "dead-stick" or anything else that might be important to others using the field. Should I ever forget to call out my intentions, feel free to remind me by doing it yourself.

"I don't believe in dining on an empty stomach". You should also not believe in flying from the up-wind half of the flight line. There are five (5) pilot stations on each half of the runway that corresponds nicely with the number of aircraft that can be flown (5) at one time. If there are five aircraft up consider it time to sit back and have a snack and enjoy watching other people fly for a moment. It may also be a good time to give your airplane "once over" for safety. Nothing like waiting in line for ten minutes to fly only to have your wing fall off during takeoff.

"Don't worry about your heart, it will last you as long as you live." Dead stick landings however will have priority. If someone calls out a "Dead-stick" leave enough airspace and runway for that person so they can try to land as safely as possible so their plane will live to see another day.

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"Everything I do is either illegal, immoral, or fattening." The AMA has a published a complete set of guidelines that need to be adhered to for safety and accountability. This includes noise restriction ordinances, proper identification displayed on your airplane, membership requirements in order to fly at the our flying field as well as most any AMA sanctioned club field, as well as other rules, regulations and requirements. These requirements provide not only for safety but also for positive promotion of our hobby to the public. At the very least however, none of the guidelines are fattening.

As the Chump once said to W.C: *"Is this a game of chance?"* W.C. responded with: *"Not the way I play it, no"*. We don't need to make RC Flying a game of chance if we play it right also. W.C also once said: *"I like my films to influence the audience. Even if it means tripping their aged grandparents with a cane when they get home."* Let make sure that we are all flying in a safe manner that influences our audience to do the same, those children and animals are watching.

Brett Ohnstad

RC Helicopter Safety Not Just for the Novice Pilot

By Bill Zydycryn

Learning to fly and build RC helicopters is very rewarding. Today more people are getting into the hobby either as first time helicopter pilots or fixed-wing pilots who have shown an interest in learning to fly RC helicopters. RC helicopters, electric or nitro need to be given the proper respect to keep your flying experience safe for you, the flightline, and observers at the field. Remember RC helicopters are not toys. You can get severely injured if you get careless!

So let's discuss safety. It begins at the building stage of your helicopter kit. Most kits today contain written instructions with illustrations for each component in the building sequence. Some assemblies may require Loctite to keep them from vibrating loose. Make sure you do not overlook this important step. Cleaning the cap head screws with alcohol before assembly removes the oil residue from the screws and helps the Loctite bond more effectively.

Generally speaking, blue Loctite is recommended throughout the building process. Red Loctite should only be used for permanent bonding. If the instructions call for using nylock nuts, you don't need Loctite. Also substitute CA instead of Loctite when inserting cap head screws, set screws, or ball links into plastic. Loctite tends to make the plastic brittle.

Servo wiring: Keep your servo wiring as neat as possible, check your servo wire clearances around bellcranks, control rod linkages, etc. Avoid routing servo wires close to anything that is going to generate a lot of heat. Also, carbon fiber frames look cool but be careful how you run your wires through the side frame holes. The edges are sharp and can cut your wiring. Use plastic spiral wire wrap or tape for added protection. When you have multiple servo wires to bundle, use soft Velcro straps - avoid plastic tie wraps. Over time the vibration can create chafing on the servo wires directly beneath the tie wrap.

Gyros: If you are running a gyro or a 3G flybar-less module, secure it (if you can) with a Velcro strap or a plastic tie wrap just in case the double-sided tape fails.

Receivers: Add a bead of clear silicone sealant across the top and bottom of all the servo wires that plug into the receiver. The silicone will help prevent any servo wire from backing out because of vibration.

Servo arms: If you are using metal gear servos, place a very small amount of Loctite on the machined screw that holds the servo arm onto the servo. You don't want these screws backing out from vibration.

Flight controls: Once all your electronics are installed, check the movement of your swash plate, throttle, ailerons, elevator, pitch, and tail rotor. Make sure they are moving in the right direction in response to your stick commands.

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Final build double check: Start at the top, front, or tail of the helicopter. Thoroughly check all Phillip head screws, set screws, ball links, cap head screws, etc. Retighten and Loctite anything you missed during the initial building phase. Check your receiver, gyro, speed controllers, governors, batteries/li-polys, and muffler to ensure everything is secure. Fit your canopy and make sure it does not interfere with any control rods, bellcranks, or servo wires, etc. When you think you have completed your model following the manufactures instructions and it's your first build, don't run out to the flying field or your backyard to attempt to hover or fly it. Have an experienced helicopter pilot check it out. It could save you money in repair costs, but more importantly it avoids potential injury to yourself and others.

Fail safe: Most of the popular helicopter and airplane transmitters today have a "FAIL-SAFE" program built into the radio. The fail-safe is designed to return your throttle to the idle position if you lose the signal to the receiver. But keep in mind you must manually activate this program and set an idle for each model you have stored in your radio!

Before you head to the field, make sure your onboard NiCads or Li-Polys are fully charged as well as your radio. If you are thinking about flying that old helicopter that has been sitting around for a while, check it for loose/cracked ball links, servo arms, and linkages. Replace with new ones. Clean your blades and look for any stress cracks, chips, or ripped covering, etc. Do not fly until the damaged blade or blades are replaced and rebalanced.

At the field: Prior to starting your helicopter in the pits, users of non-2.4GHz transmitters should put up a frequency pin and make sure your channel is clear before you turn on your transmitter. Do a range check. I repeat do a range check! Keep everything not needed to start your model a safe distance away. Avoid loose clothing. Take a look at your radio; make sure all switches are in the correct position for starting. Make sure you have selected the correct model you are about to start.

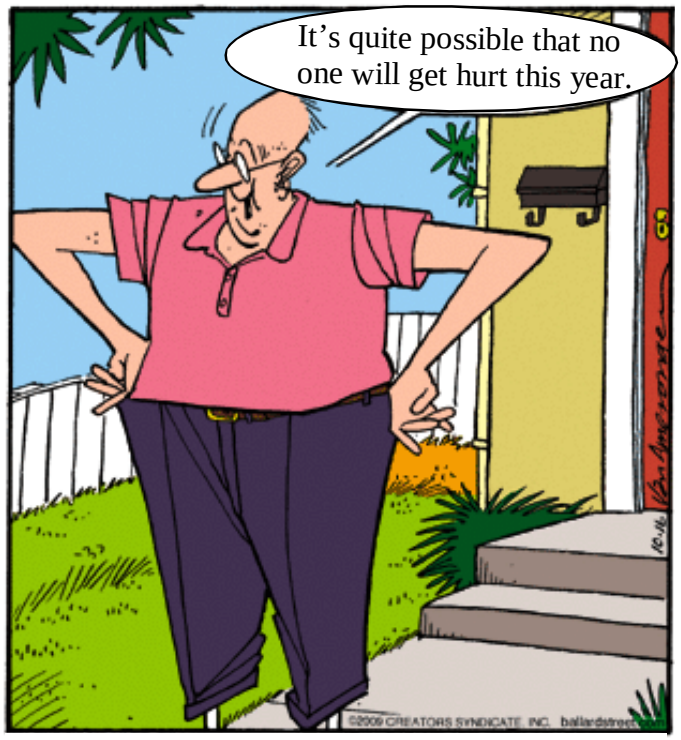
Starting the engine: Check to make sure your throttle stick is all the way down. Use your throttle trim to start your engine. Hold one blade grip firmly while you engage the starter and spin up the engine. Once you have a reliable idle you can head for the flight line, by either holding the throttle stick down with your thumb or engage the throttle-hold switch on the transmitter (preferred method). The throttle-hold switch is a flight mode that must be programmed by you (usually based on a % that corresponds to a specific engine idle setting for that model). The safety benefit of this feature is, should you accidentally bump your throttle stick to high throttle, your engine will remain at idle with no clutch engagement to the main shaft and rotor blades.

Getting ready to hover/fly: Keep a safe distance (25-30 feet) between you and the helicopter. Do not spool up your model at your feet. Avoid hovering at eye level for obvious safety reasons.

Other safety considerations: Do not fly alone. Keep a small first aid kit in your flight box. Never hold the helicopter by the skids with the blades spinning. Most of all use common sense!

Contributed by Kim Slogar - SPMRC

Ballard Street by Jerry Von Amerongen



Brett's a terrifically hopeful person.

ACRC TRAINING

The snow is gone!! With that said I am officially declaring the beginning of the 2013 ACRC training season. Wednesday April 24 will be the start of the weekly "training night". John Sager, Bob Moser and I will be at the field weather permitting. I will have the club training airplanes with me so if you are not quite done with your trainer and you want to get some stick time, come on out! The new pilot count is up to 13!! Some are finishing up from last year but that number is a good indication that ACRC is a healthy and exciting club!!

TIPS AND TRICKS

As R/C pilots we quite often fly our models "wide open" (THIEDE) from the time the airplane starts the takeoff roll until landing or it runs out of fuel which ever comes first! Eventually you will be controlling the model in "Slow Flight" to execute the imminent landing. Often times the lack of practice flying just above a stall or not being able to identify that the airplane is about to stall results in some type of repair to your model. Try this. Climb until you are comfortable that you are two mistakes high. On an upwind leg slowly reduce the power while holding more and more up elevator pressure to maintain altitude. Eventually the airplane will stall. Reduce the elevator pressure, increase power and recover. Take a mental note on how much elevator you were holding when the airplane stalled and how the airplane stalled. Did it stall "clean" straight ahead or did it drop a wing. Try this again but this time fly the airplane around the pattern as slow as you can without stalling. This is a very good time to practice using the rudder along with aileron for directional control. Small inputs are important here. Flying around like this takes more concentration than one would think. If you disagree, do it 8 feet off the ground on a breezy day!!

The following list is my new pilot to instructor match up. I have the instructors listed as primary and secondary. I broke this out the best I could considering instructor availability and new pilot preferred flying times / days. However, new pilots can receive instruction from any instructor at anytime. For example, if you are typically receiving instruction during the week and you want to fly on the weekend come on out!! The more stick time you get the better. If you are on this list and have not received an email with your instructor contact information it is because I do not have your email or contact info. Send your contact info to me at soleson2@comcast.net For those of you who did, contact your primary instructor to get things rolling. If you and your instructor are unable to make your schedules work, contact me and we will work something out. I did not include everybody's contact info in the newsletter for obvious reasons.

Virgil Okeson	#1 Dale Anderson #2 Bob Moser
Bob Barton	#1 Bob Moser #2 Scott Oleson
Matthew Hoffman	#1 John Sager #2 Matt Campson
Matt Hallerman	#1 John Sager #2 Matt Campson
Kent Buell	#1 Dale Anderson #2 Bob Moser
Phil Pascuzzi	#1 Dan Thiede #2 Scott Oleson
Eric Sherman	#1 Dan Thiede #2 Scott Oleson
Preston Howe	#1 Scott Oleson #2 Matt Campson
Jeff Mortensen	#1 Bob Moser #2 Scott Oleson
Dick Stark	#1 Andy Thunstrom
Kris Aurandt	#1 Scott Oleson
Kyle Ruesch	#1 Scott Oleson
Abe Flemming	#1 Doug Jelinek

MEETING MINUTES

Attendance: 29 with 2 guests

Membership – Stan Zdon
The club is at about 80 members for the year.

Events – Chris Elliott
First fun-fly is April 20 snow or no snow. Fun-fly – consist of three events, with one flyer at time. Events are picked day of and are typically scored on the fastest time, such as most loops in 2 minutes. Points are given in each event with the winner of each event is given 25 points second place is given 24, etc. The person with the most points is the winner of the month. Point totals are kept for the whole year with the year-end results announced at the last fun-fly. There will be a change in how the trophy works this year. There will not be a traveling trophy each month as in the past two years. Instead at the end of the year the top three people with the most points will receive a trophy.

Remember that the fun-fly is always the Saturday following the meeting. Flying starts at 10:00AM and usually goes until 1:00PM. The field will be closed during the event. Best part is it's lots of fun and free to fly and you don't even need to be a member!

Training – Scott Olsen
Nine people have signed up and there may be two more. We will need 4 to 5 trainers so talk to Scott if you can help. Training will start as soon as the weather clears, look for announcements. If you have a trainer make sure it's ready to go when you come out with all the batteries charged and a preflight done. Official training day is Wednesday night starting at 5:30PM. Weekends will be more informal but lots of help is available from many of the fliers. If you are a trainee look for a board member on the weekend and they can help find someone to take you up for a couple of flights.

Old Business – None

New Business
Club will provide an organized lunch for the Spring Fly-In, the Warbird Fly-In and Fall Fly-out events. The rest of the events will be potluck this year; look for announcements before each event and where to sign-up. At the Fun Scale and Pattern meet, lunch will be provided for the flyers.

Fun Scale will be first this year followed by the pattern. The pattern maneuvers are the same this year as last year. Stan will send this out the maneuvers with the newsletter before the event.

Show and Tell

Stan Zdon brought in the fuselage for his Balsa USA ¼ scale Sopwith Pup. It has a Saito 150 with onboard glow and is covered in solar text and solar film. He cut out the numbers himself. The elevator and rudder are configured for pull-pull control surfaces. Stan uses the same machinegun on his Eindecker so it made it removable. The landing gear also pivots to allow the wing to come on and off.

Scott Olsen just completed his Goldberg Eagle 2 build from kit. He used the old landing gear from

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his original Eagle 63 that he learned on which had a nose wheel brake. He also added servos in the wings so he could use flaperons. This was his first time doing stripes and used a Monokote stripper. To apply the stripes he used his Monokote iron on the lowest heat possible and tacked them first, and then went back over them with the iron once they were in place. The plane has remote glow and bolt on wings with a Super Tiger 40 for power. The N-number on the plane is from his father's Cessna 210.

Virgil Okeson brought in a framed up Guillow's kit B-25. It has two brushless 50 mm motors running on a 2 Cell LiPo pack with two castle speed controls. Micro servos were used on the rudder elevator and ailerons.

Darren Bitzer brought his newly molded tail section of his DC-3/C-47 to show off the direct drive elevator setup he plans to use. The servo is installed on the inside of one of the pivots by screwing a control horn to the elevator. The other pivot side is a carbon fiber rod. With this setup, there is a little more weight in the tail, but the servos will be hidden in the tail cone and mounted with a bracket. He is using programmable digital servos.

Raffle:

Prize	Name
Super Stand	Mark Lester
40 W soldering Iron	Roy Carrigan
12V starter	Marc Davis
HS-5625 MG Servo	Jeff Flander
HS-5625 MG Servo	Andy Noll
Chicken stick	Bob Moser
Razor Plane	Neil Olson
Lead Weights	Andy Noll
Hat	Bob Barton
T-Shirt	Darren Bitzer
Balance Stand	Kris Aurandt
Prop Balancer	Kris Aurandt

Marc Davis

Ballard Street by Jerry Von Amerongen

Dan's wife gets his attention with his very own glue gun!!

SERVO CHATTER

902 - 88TH LANE NW
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The Argyle Sweater by Scott Hilburn

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Deadline for the next newsletter is: May 1, 2013

CALENDAR OF UPCOMING EVENTS

Thursday – April 18
- ACRC Meeting

Saturday – April 20
- ACRC Fun Fly

Saturday – May 4
- ACRC Fly In

Thursday – May 16
- ACRC Meeting