



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JULY 2013

THE MEETING WILL BE THURSDAY, JULY 18, AT THE FIELD!!

PRESIDENT'S CHATTER

July has come and fantastic weather has finally arrived. Hopefully every one has had a chance to get out and do some flying. It has been a really quiet year as far as mishaps are concerned. Thanks to all club members for this because it has been nice and enjoyable not having to worry about mishaps and injuries. People must be doing good things at the field other than cutting the grass. Excellent!

Our event numbers a down for both pilots and spectators, which I find kind of weird but not worrisome. If you are able to get out come to an event we would be happy to see you. Not much else for this month. See you at the meeting.

Andy Thunstrom

MEMBERSHIP NEWS

The July meeting is at the field starting at 7:00PM. If you get there early you can get in some flying before the meeting. The board also tries to make the meetings short so that you can fly afterwards. Remember that you should be using your current membership card to mark your channel and guests should be using their AMA card to verify their AMA membership. If you need a new membership card let me know. I can send you a new card – no charge.

FLOAT FLY

The ACRC float fly, scheduled for July 24, has been postponed. As soon as a new date has been set the membership will be notified by email. It

will probably be held in late August or early September.

THE NEXT MEETING WILL BE AT THE FIELD ON JULY 18 AT 7:00 PM.

There will be a Fun-Fly on Saturday July 20.

Stan Zdon

ACRC TRAINING

The training group is plugging away and we have added 3 new pilots to our roster. I think we are somewhere around 16 now. This spring has been a bit of a challenge for our new pilots because we seem to be constantly battling crosswinds. The winds have been predominately out of the west which makes things a bit interesting when flying approaches and learning how to land. The airplane will be crabbing all the way down to the runway, which points the nose of the airplane towards the flight line. This tends to put new pilots and instructors a bit on edge especially when we need to go around. I don't teach the crosswind procedure to new pilots right away because it take quite a bit of practice to fly the model cross control. I highly recommend that the seasoned pilots practice this technique. Try it up high and then slowly apply it when over the runway threshold, its actually fun and changeling.

TRAINING TIPS

They're kind of short and sweet this month. Try to fly a stabilized approach. To me, it is much easier to make those landings where you hear "NICE" from hecklers row! Use elevator trim to help with a constant glide angle and try to fly the approach

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the same way at the same speed each time, it does help.

2013 SOLOS

ACRC has a new pilot this month and I can't say enough about this guy. He has been battling those crosswinds EVERY WEEK and has stuck with it. He has a great attitude and a even better sense of humor!! He has flown with every instructor at ACRC and we all fell the same way! So, flying his Supertiger powered Goldberg Eagle II, lets all congratulate Virgil Okeson!!!!

Clear skies and north/south winds

Scott Oleson

MEETING MINUTES

ACRC Club meeting June 20, 2013

Attendance: 25

3 new members were present.

Training: Continues to go well and a few pilots are getting close to soloing. The club picked up 3 new trainees this month.

Events: It was decided that Saturday's Fun-fly in June would be a double event with the second event a make up for last month missed fun-fly. Six events total. The Warbird fly-in was also discussed for June 29.

July's events will be the Funfly and Pattern contest on July 13, the maneuvers were sent with the last month's newsletter. Please support other clubs; St Paul has several events coming up.

Membership: 106 members with lifers. Pictures from the fun scale were handed out.

Safety: No issues. Send any questions to Brett if you have them and he will try to get an answer for them.

New business: None

Old business: None

Show and Tell:

Tim Brockman brought two electric pylon racers, a Shoestring and a Pogo. He said they fly about 100 miles an hour. This class of racing is introductory so the motors that you can use are

prequalified. He was using an OS electric and Turnigy motor. In this class the batteries have to weigh less than 300 grams, he was using a Turnigy 4S, 2650MA and a Turnigy 60 amp speed



controller. With this setup he gets about 4 to 5 minutes of flight time at full throttle and the race last about 2-3 minutes. He currently is racing out at Grassfield but he is not sure if they will race electric again next year. He invited anyone to come out and fly in the pylon race as long as you are an AMA member. For more information please go to www.grassfieldrc.org for the July event date and times.

Don McGillivray showed off his scratch built F-16 based on a BC Hobbies, f-16 foamy. He said that the original was too big for indoors and too small for outdoor flying so he enlarged the plane



25 percent. The new plane uses a 55mm fan and weights 11 oz with a wing area 210 sq in. It uses a 25amp speed control and pulls 11 amps at full throttle. He is using two 3 cell, 430 ma rated at 20c for power.

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Raffle:

<u>Prize</u>	<u>Name</u>
Servo	Dave Williamson
Servo	Phil Vaughn
Fuel	Chris Cone
Stand	John Sager
Fuel Pump	Preston Howe
Remote Glow	Scott Oleson
Receiver	Tom Larose
Weights	Mark Bilyk

Marc Davis

VEEP REPORT

I hope everyone has enjoyed the nicer weather we have been having and has gotten out to do some flying. I've been helping out on Wednesday nights with training and we seem to have a pretty consistent group of trainers and trainees so that's been a good thing. We have a pilot or two that are really close to soloing.

We recently had our War-bird Fly, which was reasonably well attended. Coming up on July 13 is the Pattern contest. If you haven't been practicing get out there and run through the maneuvers a couple of times so you can be ready. Unfortunately I won't be able to attend, as I'll be out of town that weekend.

Our next Club meeting is July 18 at the field and I'll see you there!

John Sager

ACRC SAFETY

Boy, was my face red!

Turns out my neck and arms were red also. I spent a whole Saturday in late June at the airfield for our clubs Warbird Fly-In. It was a little windy to fly that day but I spent most of what seemed to be the first nice sunny Saturday of the year walking around chatting with other members and looking at the collection of beautiful airplanes. It wasn't long after I got home that I realized that my recent haircut of 4 to 5 inches left the back of my neck exposed to the sun's intense rays. I got my first sunburn of the flying season and I never even got a

chance to fly that day.

What's the harm in a little sunburn? We all seem to get one at one point or another. Well for one, getting a sunburn more than 5 times increases the risk of you getting melanoma, the most serious form of skin cancer. What's more, approximately 40% of all people report getting sunburn once a year.

Melanoma is believed to be caused by an intense burning of the skin that results in blistering and peeling of the skin rather than from a longer less intense exposure that results in a darkening of the skin such as tanning.

That doesn't mean that those who get a little farmer's tan area necessarily without risk. Two of the most common forms of non melanoma skin cancer, basal carcinoma and squamous cell carcinoma are related to cumulative sun exposure. As would be expected the areas most affected by this exposure are the arms, hands, face, neck and ears. However skin cancer can be found anywhere on the body as it is not just limited to the area that was exposed.

So how do you stay safe from the Earth's nearest star?

- Use sunscreen, the higher the SPF the better.
- Keep the bottle of sunscreen in your field box where it will be seen and used
- Apply the sunscreen before going out and every two hours there after.
- Wear a hat with a wide brim to help cover your face and ears
- Wear UV blocking sunglasses
- Use a sun umbrella or a pop-up sunshade tent to protect yourself from the sun when you are not flying or working on your airplane.
- Looking red or feeling the effects of the sun? Seek shelter immediately
- Drink plenty of water to keep yourself hydrated.

Whatever you do, try not to get burned. Me, I think I'm going to grow out my hair long again.

Brett Ohnstad

May Fun Fly Results

1st event: 15 second climb, dead stick spot landing. Closest to the line wins. Winner was Bob Moser with 8'.

2nd Event: takeoff, 5 circles to the right, 5 circles to the left, land. Fastest time wins. Winner was Jeff Flander with 37 seconds.

3rd Event: take off, three loops, three rolls. Fastest time wins. Winner was Jeff Flander.

Name	1st Evnt	2nd Evnt	3rd Evnt	Ttl	Plc	Pnts
Bob Moser	1	4	2	7	1	25
Dan Thiede	2	2	3	7	1	25
Jeff Flander	6	1	14	8	2	24
Stan Zdon	5	6	5	16	3	23
Chris Cone	3	5	9	17	4	22
Andy Thunstrom	9	3	6	18	5	21
Marc Davis	8	8	4	20	6	20
Christian Cone	7	9	7	23	7	19
Marc Tellevik	9	7	8	24	8	18
Dale Anderson	4	10	10	24	8	18



June Fun Fly Results

1st Event: 1 Figure 8 taxi the length of the runway. Fastest time wins, winner was Chris Cone with 17 seconds.

2nd Event: Takeoff, touch and go, land.

3rd Event: Take off, land, reverse direction, takeoff, repeat 3 times. Fastest time wins, Mark Tellevik won with at time of 39 seconds.

Scores compiled by Marc Davis

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

Name	1st Evnt	2nd Evnt	3rd Evnt	Ttl	Plc	Pnts
Jeff Flander	3	1	3	7	1	25
Bob Moser	6	3	4	13	2	24
Christian Cone	2	4	8	14	3	23
Marc Davis	10	2	2	14	3	23
Dan Thiede	4	5	5	14	3	23
Chris Cone	1	8	9	18	4	22
Marc Tellevik	11	6	1	18	4	22
Stan Zdon	8	7	7	22	5	21
Paul Rono	5	9	10	24	6	20
Dale Anderson	9	10	6	25	7	19
Andy Thunstrom	7	11	11	29	8	18
Chris Elliot	11	11	11	33	9	17

Overall Fun Fly Standings

Name	April	May	June	Total	Place
Dan Thiede	25	25	23	73	1
Bob Moser	23	25	24	72	2
Jeff Flander	19	24	25	68	3
Marc Davis	25	20	23	68	3
Stan Zdon	20	23	21	64	4
Andy Thunstrom	24	21	18	63	5
Chris Cone	18	22	22	62	6
Dale Anderson	22	18	19	59	7
Christian Cone	0	19	23	42	8
Paul Rono	21	0	20	41	9
Marc Tellevik	0	18	22	40	10
Chris Elliot	17	0	17	34	11
Kris Westerbur	21	0	0	21	12
Bud Durant	16	0	0	16	13

PUSHING THE BUBBLE

by Bob Wilson (3dbob37n@frontier.com)

I don't know how many times I've witnessed someone drop out of RC flying when he or she got bored, and often it's because he or she didn't keep pushing the bubble, and by that I mean failing to improve his or her flying proficiency.

Some pilots go to the field on a Sunday and fly a couple of flights and then sit around and gab with the other pilots, and for them, flying is a social event and there is nothing wrong with that.

But for others, it was all about flying to begin with and now when they have mastered the basic elements, they quit flying because of a lack of challenge. This is senseless. Aerobatics offer that little spark - the challenge they need not only in their flying, but perhaps in their lives.

The following comments are for the pilot who has recently learned to fly and is looking for the next step and enjoys challenging himself or herself:

Many of us (even old goats such as me) need to push the bubble so we don't stagnate. At my age, I need to push the bubble simply to stay in place and can't pretend to keep up with the sharp, young pilots flying today. But flying aerobatics is a good way to avoid that boredom and to challenge yourself. It does not have to be the complicated form you see the pros flying.

When a pilot has become proficient enough to reliably take off and land (a good landing is one when the doors still open in full-scale) it's time to start thinking about challenging yourself. Aerobatics trains your brain to work with your eyes and fingers and to maintain spatial and visual orientation with the model. You develop the ability to not only see your model in any attitude you throw it in, but the ability to recover from any situation (most of the time).

Depending on your experience level, one should start with some basic maneuver such as the loop. In any maneuver you attempt, always anticipate where your airplane is going to end up so that you don't scratch the paint. Fly high enough to avoid running out of sky, but close enough so that you

can fully see your model.

You'd be surprised how much work there is to making a good loop and not one that comes out egg shaped or looks similar to a bad pear. As you get near the top of the loop, slightly back off on the power. You don't want over speed on the backside. It should be a round loop that ends at the same altitude as it began.

Nearly any airplane will do a loop, but let's assume you have an aerobatic aircraft, or at least a trainer capable of doing a snap roll. Are you tired of practicing loops now? Okay, let's spice it up and do an outside snap at the top of the loop. A snap is simply done by using full elevator, in this case, full down, and full left rudder.

Oops! It performed the snap okay, but it's headed away from me. Cheer up, most of the problem is a question of timing and if you time things correctly, the snap will begin shortly before the top of the loop. You will come out entering the remaining part of the loop headed in the right direction.

Each model will respond differently and you have to know your airplane, so be patient. Now you are practicing loops *and* an impressive snap at the top of a loop. It's sure to wow everyone.

If you're still flying your old high-wing trainer, many will snap if pushed, although you may have to increase throw on your control surfaces using dual rates on your radio.

Now you've gotten the hang (more or less) of two aerobatic maneuvers: a loop and a snap roll at the top of a loop. You've been pushing the bubble and learning to "see" your model in different attitudes.

By golly, you feel good enough now to do a spin. There's nothing to it. You simply climb at roughly 45° while easing back to approximately 1/4 throttle and when the model stalls, jam in left rudder and full up-elevator. Some experts also jam in left aileron, but I only use rudder and elevator. If you have enough control throw, even an otherwise gentle trainer will spin.

Start with the model high, but maintain a clear view of it and let it spin down. When you've scared yourself half to death, let go of the controls,

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apply throttle, and the model will come out of the spin on its own. If for some reason it does not come out of a spin, punch in some opposite rudder, and if that doesn't work, ask for your money back.

Let's be honest, nearly all of us fly because of the adrenalin kick we get. Some get that adrenalin fix climbing mountains or skeet shooting. In our case, we get that boost from flying RC, and if we no longer get that thrill, we have a choice of either getting out of the sport or challenging ourselves to learn aerobatics. If it weren't for that adrenalin fix, we'd all be making quilts or knitting socks for a hobby.

You can download the various aerobatic maneuvers learn more about aerobatics on the AMA website (www.modelaircraft.org). Who knows, you may soon be flying in an International Miniature Aerobatic Club contest or doing 3-D maneuvers a few inches off the ground. This epistle is not so much about learning to do aerobatics as it is to challenge you to challenge yourself and keep improving. Your club probably has people who can work with you on your aerobatic maneuvers.

One good thing about it is you won't drop out of the sport because of boredom. There's always something new to learn and something else to master.

Go for it! Push the bubble and get that adrenaline fix. It feels great!

Tips & Tricks

Use Heat to Treat Tail Surfaces to Fix or Prevent Warps

Use white glue or nitrate dope to attach the tissue to the tail surfaces before mounting. This could also be done with a glue stick.

Sandwich the stabilizer or fin between two $\frac{1}{8}$ -inch or $\frac{1}{16}$ -inch thick flat balsa sheets. Preheat your oven to 220° and place the "sandwich" in the oven with a weight on top.

After 10 minutes, let it cool to room temperature with the weight on top. Be cautious if you have used thinned white glue to attach the covering.

Make sure you let it dry overnight before giving it the baking treatment. Tail surfaces rarely warp after the heat treatment.

—Dick Baxter

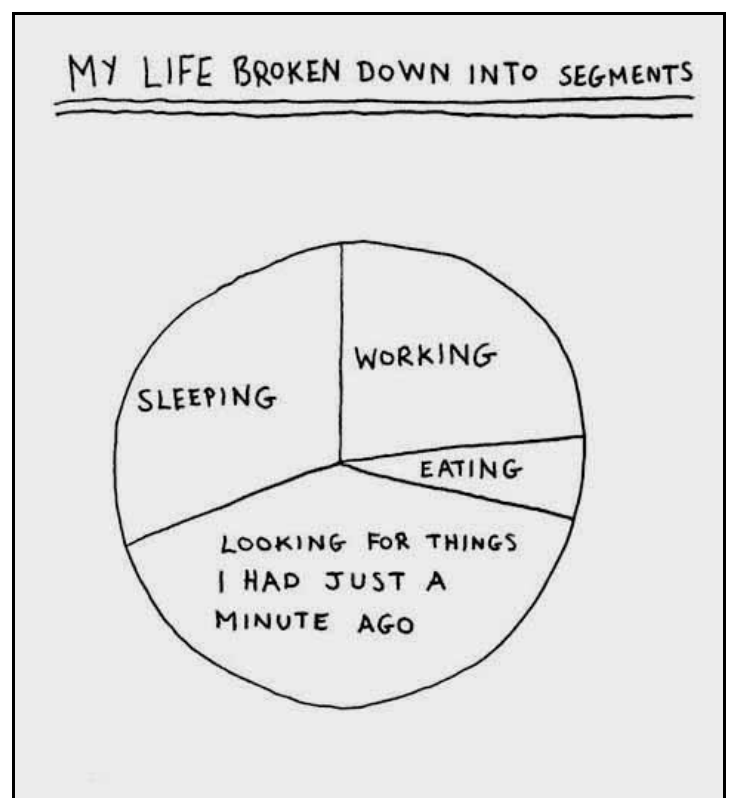
Checking Fuel Tanks for Leaks

Have you discovered fuel leaking from a tank in your model? There is a way to determine if the leak is curable (i.e. a loose screw in the front bung) or terminal (i.e. a split seam). If the leak is not large or obvious, this technique can help you find the problem. This is also good for checking new tanks prior to installation, and is good for all tank types.

Take the tank to be tested and seal all the outlets. You can link two outlets with a single piece of fuel tube and fit a piece of blocked tube into the third. Immerse the whole tank into hot, but not boiling, water. As hot as you can stand with rubber-gloved hands is more than sufficient.

As the air in the tank expands because of the heat from the water, you will see a small stream of bubbles from the offending leak. If it is around the bung, tighten the screw until the leaks stops. If it's a split seam, throw the tank away!

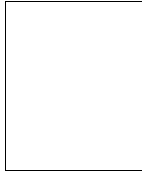
—Wings R/C Club, Iowa



2013 ACRC FUN SCALE FLIERS

PICTURES BY STAN ZDON





ACRC FLOAT FLY

The 2013 ACRC Float Fly, scheduled for Wednesday, July 24, at Long Lake in New Brighton, has been postponed.

An email notice will be sent to the membership when a new date has been determined.

If you do not have email call Stan Zdon for information about the date.

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Deadline for the next newsletter is:
August 1, 2013

CALENDAR OF UPCOMING EVENTS

Saturday – July 13

- ACRC Pattern Contest

Thursday – July 18

- ACRC Meeting

Saturday – July 20

- ACRC Fun Fly

Thursday – August 15

- ACRC Meeting

