



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JULY 2015

THE MEETING WILL BE THURSDAY, JULY 16, AT THE FIELD!!

PRESIDENT'S CHATTER

This month we have two events. The dates are the 11th and the 18th. The July 11 event is a club only scale competition. There will be Novice and Expert classes and we will be using AMA rules. There will be trophies for 1st thru 3rd place in both classes. There will also be a special menu served at this event, so be sure to pre-register. Contact Stan Zdon or bob Proulx to do so. The event on the 18th is our monthly Fun Fly. The field opens at 9:00 AM and the Fun Fly starts at 10:00 AM.

Some field courtesy to remember. Please do not start your airplane behind an occupied flying station. Be aware of observers, keep them out of harms way that could result from prop failure. Since we do not have trash service please take your beverage, food containers and flying trash with you when you leave. Share the starting benches. You can leave your field equipment box at the bench and take your aircraft back to the pit area. Long run ups will be done at the north and south ends of the pit area, with the prop pointed away from the pit area. Be sure to properly restrain your aircraft when starting and during any run up. Call out your actions while flying i.e. low pass, coming out, dead stick etc. Thank you.

Election of board members will take place at the July meeting. Think about throwing your hat into the ring. Your efforts will be appreciated.

Virgil Okeson

ACRC MINUTES

June 18, 2015

Members present –17

Training: There is some activity. Tom is still looking for some help.

Safety: no problems so far. Brett is looking at putting up display at Anoka County Library.

Membership: Over 100 again this year.

Events: Ham Lake July Booster Park Days. Participants are needed for displays or small planes to fly.

Old business: Tim Karash nominated to board. One more member needed to fill board.

New business: None

Raffle prizes:

Cleaning cloths	Phil Vaughn
Power strip	Phil Vaughn
Set of wrenches	John Jensen
Fatigue mat	Tom Janos
Sockets	Ken Dinkel
Needle file set	Dave Willemsen
Mini pliers	John Jensen
90 sec epoxy	Andy Noll
90 degree grinder	Tom LaRose
Digital calipers	Tim Karash

Andy Thunstrom



ACRC EVENTS

Since the Club Scale contest will have already occurred by the time you are reading this, I'm going to make the last announcement regarding the East Bethel Booster Days event.

Once again, the flying site is a little small for gas and glow aircraft, but lends itself nicely to Park-Flyer size electrics, so even if you normally fly gas or glow, but you have a small electric or two, come on over and participate. I can't stress enough the importance of these types of community outreach events. With the FAA breathing down our necks and communities now passing laws banning the operation of R/C vehicles of ANY type in public parks or on city property, we need to make a strong showing and try to educate the public about our hobby.

The event is being held at Booster Park in East Bethel on Saturday, July 18. The park is about 10 minutes north of the ACRC field on highway 65. Our time slot is from 1:00 in the afternoon until 3:00, however we can fly as late as 5:00 PM if we like.

I'm putting my cell number at the end of this article so that anyone who would like to reach me can do so regarding this event. I will be at the club meeting on Thursday and hopefully we'll be able to put together a group to represent ACRC. Remember, you can come and set up a static display if you'd like. People are always interested in getting a closer look at our models and always have lots of questions.

I plan on taking a trip up to Booster Park after the meeting on Thursday, so if you'd like to come along you'll be able to see the flying site for yourself and determine what types of aircraft you might want to fly. We will have exclusive access to the flying site through the city maintenance offices parking area and we'll be able to park right at the flightline.

If you have any questions or would like to let me know you're interested in participating, call me at 651-470-4023.

See you all at the meeting.

Bob Proulx

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.

ELECTRIC FLY

The ACRC Electric Fly will be September 12 this year. Flying starts at 8:00 AM.

THE NEXT MEETING WILL BE AT THE FIELD ON JULY 16 AT 7:00 PM.

There will be a Fun-Fly on Saturday July 18.

Stan Zdon

ACRC TRAINING MANY COMMON FACTORS THAT CAUSE CRASHES

The life expectancy of your RC airplane is directly proportional to how well you follow directions. That is to say, you've built and setup your plane properly as explained by the instructions. This article is intended to give the first time model builders some helpful tips for being successful the first time out. We'll talk about avoiding the avoidable, not correcting for things like crosswinds or hitting something with your plane.

There are several things that are common in that they can greatly affect your airplane's safety. Like a weak link in a length of chain, any one of these things can bring down the best-built planes. Let's break down these areas of concern into the following groups.

Center of Gravity/Balance Point: Many airplanes are damaged or destroyed on their first flight because they were improperly balanced. The balance point for all RC model airplanes (with the exception of small foamy RTF planes,) is

Continued on Next Page

called out on the plans of a kit built plane, or in the instructions of an ARF plane. It is absolutely imperative that you take the time to balance your plane properly. Use a balancing jig or simply use your fingertips to hold the plane by the wing to see where it balances. If the tail hangs low while placing your fingers where the instructions say the balance point is, it is tail heavy. If the nose hangs low, it is nose heavy. Of the two, slightly nose heavy is better than slightly tail heavy. As the plane becomes more and more tail heavy, the more and more sensitive it becomes to control inputs until it gets to a point where it is uncontrollable. The plane takes off and the wing rock back and forth. The nose stays high and eventually the plane snaps to one side and crashes. You prevent this by adding nose weight.

Engine/Fuel System: The next item most likely to kill your plane is an unreliable engine. This can be caused by a poorly broken-in engine, an improperly adjusted carburetor and/or an improperly installed fuel tank. Always follow directions and break in your new 2-stroke or 4-stroke engine before trying to fly. This requires several tanks of fuel and a controlled running of the engine to condition it for proper operation. What you want to do is obtain a reliable idle and a smooth transition from idle to full power. When it comes to power output, always run the engine slightly rich, not lean. Lean engine runs cause overheating and can lead to a damaged engine. The fuel tank should also be installed properly to supply the engine with fuel. Assemble it correctly and install it so the center of the fuel tank is even or slightly below the center of the carburetor. The simplest setup is a 2-line setup with the output line attached to the carburetor and the other line acting as a vent. You fuel the tank by removing the line from the carburetor. A common problem is a fuel clunk that gets jammed forward in the fuel tank after a hard landing or nose over. Always make sure the fuel pickup line is free to move around in the tank. If it is jammed forward, the next time you take off and the model's nose is pointed up, the fuel level will move back and the clunk will suck air and your engine will lean out and die.

Radio Battery: Another common failure point is the onboard battery powering the receiver. You should always fully charge your radio system the night before you go flying and have a battery checker to monitor the condition of your battery pack at the flying field. Batteries seldom fail before you next flight, and when they give up the ghost during a flight, you are out of luck because your model is going to lose control and it will eventually hit the ground...hard! I check the battery voltage before every flight with a loaded voltmeter. You simply plug it into the charging jack and it tells you what the voltage levels are. If the voltage is below 4.8v for a 4 cell pack or below 6v for a 5 cell Ni-Cd pack, do not fly! So it is always good to have a DC quick charger/peak detection charger in your field box so you can top off your battery pack. Also, check the battery switch and connections. Never install a battery pack without foam rubber padding. Always make sure your pack is securely installed and doesn't move around.

Final Condition Check: Besides these three basic failure points, always check the condition of your model before every flight. Make sure the radio system and servos are properly installed and working correctly. If you have a programmable radio, make sure you have the correct model memory called up for your airplane. Check the screws and clevises and make sure everything is connected and secured properly. If you have recently repaired a plane, or if it is the very first time you've brought it to the field, have a friend go over it as well. A second pair of eyes can often detect something you overlooked. Always check your control throws for proper amount and proper direction.

Don't push a bad situation! Again, we see this all the time! If your engine is just not operating properly, or if something is not working correctly, just don't fly! The best course of action is to step back and take a breath. Maybe you need to work on the engine back home on a plane stand, to solve the problem. If an aileron is twitching, maybe the servo needs to be replaced. You are the pilot in command. Abort your flight attempt. The plane you save may be your own!

ACRC LIBRARY DISPLAY

ACRC was recently invited to put up a display in the Anoka County library at the Rum River branch. The display includes several different airplanes, transmitters, a field box with starter and tools, a battery charger, and both electric and nitro motors. Also included are many pictures of airplanes and people from club events as well as information about the club. Hopefully we might generate added interest for the club from the public!

The display is located in the Rum River branch of the Anoka County library at 4201 6th Avenue NW, Anoka, MN 55303 near the intersections of 7th Avenue NW and Bunker Lake Blvd. The display will be on exhibit for the month of July.

PS: Where's Virgil: I really like the picture of Club President Virgil and his foldable Cub LP. There are also two pictures of Stan. Can you find them in the display?

Brett Ohnstad



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

CRASHER OF THE MONTH

Model aviation is truly a family activity. The father-son team of Gary Smith and Jeff Smith both qualified for the Crasher of the Month award on Sunday, June 21.



Gary Smith's 4 Star 40 June 21 11:59 AM



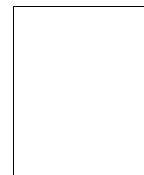
Jeff Smith's Somethin' Extra June 21 2:02 PM



2015's First Winner January Freeze Fly

SERVO CHATTER

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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:
August 1, 2015*

CALENDAR OF UPCOMING EVENTS

Thursday – July 16

•ACRC Meeting-At Field

Saturday – July 18

•ACRC Fun Fly #4

Thursday – August 20

•ACRC Meeting-At Field

Saturday – August 22

•ACRC Fun Fly #5

Saturday – September 12

•ACRC Electric Fly

Thursday – September 17

•ACRC Meeting-At Field

Saturday – September 19

•ACRC Fun Fly #6

Saturday – September 26

•ACRC Fly-Out