



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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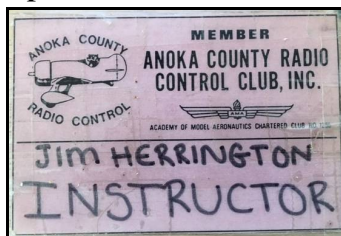
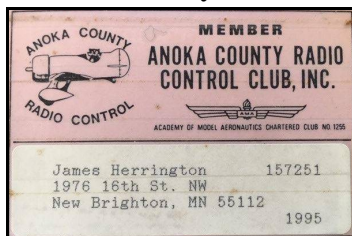
JULY 2020

THE MEETING ON THURSDAY, JULY 16, IS AT THE FIELD!!!

PRESIDENT'S CHATTER

Thank you James Herrington for years of camaraderie and continuing support of model aviation.

I was recently contacted by Joy Herrington Eastman, the daughter of Jim Herrington. Jim passed away over the winter. Jim built and flew sport and scale airplanes. Jim and his brother Craig were both members of ACRC during the 80's and 90's. Jim was also one of our instructors for our Wednesday evening new pilot training program. Jim, Craig, and a third brother Will who lives in Oregon all took great pride in their ability to build and fly their model planes.



Joy wanted some help with dealing with Jim's collection of model planes. I had a great conversation with Joy today. Talking with Joy and Jim's wife Lois produced a workable plan.

I am now in possession of a dozen well built planes from the 90's. To honor Jim for his love for the hobby and to help with the continuation of this great hobby I will be going through his models to ready them for sale. There are a couple trainer type planes that Joy would like donated in Jim's name to our training program. I will be getting them ready first.

I will get a list with pictures ready in time for our July meeting. Some may be sold as is if a person wants. Joy has suggested that maybe the proceeds from the sale of his airplanes could be contributed to our runway improvement fund.

I am going to keep Joy informed with the progress. Reasonable offers will be considered.

Jeff Slater

VICE PRESIDENT

So far July looks as usual, HOT!

We did give away the Hangar 9 Ultra Stick at the June meeting, the winner was Neil Olson!

Due to the Covid 19 situation, there will be no new plane drawing at this time. Once things return to some sort of normalcy, we will resume the drawing.

I did hear from the Southern Minnesota Model Aircraft Club, they will be holding the Warbird Fly-in in early August in Owatonna. It will be smaller than usual, and they will be announcing details soon.

I am looking into the possibilities of a float fly in September once area beaches are closed for season. I have talked with the Forest Lake Mayor and have her thumbs up to hold it on the Forest Lake beach. If we have enough interest I will explore the requirements with the local park board and the county public safety department on the possibility.

Tony Hahn



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.

Because of a By-Laws change nominations for the ACRC Board now take place at the May and June meetings with the election at the July meeting. The four members whose terms end this year are Bob Barton, Bruce Martin, Brett Ohnstad and Mark Tellevik. They were nominated at the last meeting and have agreed to stay on as a FBM. The club still needs someone to serve a one-year term as recording secretary. If you feel the urge to serve as a Board member let us know at the next meeting.

RULE REMINDER

11. ALL AIRCRAFT MUST BE STARTED FACING THE RUNWAY. High RPM run-ups will not be made in the pits. The pits are defined as the west half of the area between the spectator area and the fence. The aircraft should be moved to the area between the pits and the fence for high RPM run-ups and needle valve adjustments. Run-ups are prohibited directly behind pilots. POWERED MODELS MUST BE RESTRAINED IN SOME WAY, EITHER BY A HELPER OR MECHANICALLY. Updated (3/20/14)

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 MINUTES

Meeting was called to order at 7:06.

There were 11 in attendance for a wet evening.

A couple of guests from SPRC were going to demo a foam combat plane until rain and lightning thwarted that idea. Darren Bitzer stopped by to buy a ticket for the hanger 9 but all were gone.

Old business was addressed first:

Nominations were called for new officers for four board members. None were offered or accepted. No volunteers for the recording secretary. No other old business

Bruce reported the pattern contest was a minimal success considering the year we are having.

ACRC did have participants with 6 total pilots. Thank you to those that came. Brian posted pictures on his club's site. We will try to get some posted to ours. Next year is iffy if we don't get guarantees for participation.

Training program has 4 intro pilots and 1 returning pilot. Looking for 1 instructor and a ground school instructor

Treasurer report: \$3658.00 in checking, \$5814.00 in savings, \$1192.00 in runway fund

All tickets for the Hanger 9 Ultra Stick ARF were sold. The drawing was held and Neil Olsen had the winning ticket. The next drawing will for be a sport plane to be announced.



Ted Sander saved the meeting with a great show-n-tell with a version of the flight test Bloody Barron, (the Canadian combat). These are being

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flown by the St Paul club and offered for sale or plans are to be posted. They look like a lot of fun.

New Business: An Electric Fly is scheduled for September 12; 8:00AM until 2:00PM.

Picnic tables were all repaired and the tops of two were painted with porch and patio acrylic by Ed which is greatly appreciated. The surface seems to be repelling water and is sliver free. I think the table issues have been resolved!!

Meeting was adjourned at 7:36

Jeff Slater

A Look Back

JULY 2002

18 Years Ago

President Tom Wesley borrowed John Rudberg's "experienced" Astro Hog and flew it to 1st place in the Sportsman's class at this year's pattern contest, proving that you don't need the latest super-trick-double-throw-down creation to be competitive. Old age and treachery will overcome youth and skill, or something like that.

An attempt was made to use the pond to the southwest of the field for float flying while others are simultaneously flying off the runway. I never heard if it was successful or not, but I'm guessing logistics were a problem.

The June Fun-Fly was poorly attended with only 4 contestants.

Stan dug up 2 pages of "Care and Feeding" of propellers from Bolly Products. Great information on balancing and the different types of balancers.

JULY 1992

28 Years Ago

Don McGillivray has a Float-Fly scheduled for his home on Long Lake just west of Isanti.

The second of three articles provided by an unknown author was published. In the September 1950 issue of Model Airplane News, an article introduced the public to "the Super Ruddevator" a radio system that provided rudder, engine, and elevator control. The system used a very complex

escapement mechanism, which required the pilot to pulse out various commands in a sort-of Morse code consisting of fast and slow pulses. And we complain about a 2.4 system that won't bind.

20 pilots competed in the pattern contest, but only 10 the following day for the scale portion of the event.

Tim Karash

ACRC SAFETY

I think one of the most important things that you can have in a club these days is to have a club that's open and friendly. The flying field is a great place to go and hang out and to enjoy some time away from all the stress of the real world.

I've been a member of other clubs and I've even tried to join other clubs and one of the first things that you notice when you walk in the door is, are people happy, friendly, and inviting. The attitude of the club could be shown through in the first moments of meeting the members of the club. If it doesn't look like they're having fun it's not gonna be a fun club to join.

One of the other clubs that I belong to I have been an on again off again member of since the late 70s. It is a fairly big club with well over 200 members. Monthly meetings are also well attended with between 40 and 50 participants each month. Every time I go, however, I feel like an outsider. People tend to congregate into little groups. No one seems to see the new face or unfamiliar person walking around and actively goes up to that person to welcome them to the club. The only real reason for showing up to club meetings is the awesome guest speakers and the cookies. (No really, I got to meet Clyde Tombaugh, the guy who discovered the planet Pluto. And yes I called it a planet, don't get me started).

There's another club for another one of my hobbies that I consider joining. Although they do have monthly meeting, every summer they have one big group meeting (not unlike our fly-ins). Although most the people in the club were friendly and engaging, a couple of the people just seemed

really antisocial both towards outsiders and even among other members. I honestly do not have a lot of time to spend in a club that would make me feel unwelcome even if it's only coming from one or two individuals.

Our open and inviting tendencies are one of the assets of ACRC that I have always appreciated. It seems like whenever we have an event or meeting, or even just on any given night of flying, we are always looking for the new faces, and attempting to introduce them to our club and to the members. One of the first times that I showed up at the field, I had a member hand me his radio transmitter and let me fly his combat airplane. It scared the bejeebers out of me and I was so afraid that I was going to crash this person's airplane. I didn't crash the airplane, but what a heck of an introduction to a club. It was meeting people like that that made me want to join and become a member of this club.

And that is how you make a club grow and flourish. And we need to be very concerned with making sure that our club continues to grow. In case you didn't know it, runway upkeep can be very expensive. We've seen a lot of development of park flyers and quad copters over the last few years and people who are flying these types of aircraft aren't necessarily in need of a 200 foot paved runway or a club membership.

Needless to say I was very concerned when I heard reports that there is a person or people who are making others feel very uncomfortable to be at the flying field. This could be something as simple as name-calling or making jokes about someone to swearing at or making threatening comments. I do not understand why anyone would want to do that at the flying field, but no matter what, it is bullying. Bullying must not be tolerated. It will be like a cancer that can undermine the purpose and goals of the club. People who are already members may not renew their membership. And certainly people who are considering joining will sense any tension and may not decide to join.

If you or someone is acting in a way that makes others uncomfortable and it is not related to having a bad day of flying, please make sure we leave that

attitude elsewhere. We need to keep our club a fun place for everyone. If it turns out that it is because of a bad day of flying, maybe it just isn't the day to be flying. Either way, it might be just better to go home and practice on the simulator.

Brett Ohnstad

SOLDERING CLINIC

Many modelers have so much trouble with soldering, they cease to rely on this very useful, strong, and economical method of making good connections and bonding steel wires together. As an Electronics Engineer for 24 years, I have consistently relied upon soldered joints in critical areas such as complex aileron/flap linkages, servo extension leads, and music wire undercarriage assemblies. I can honestly say that no solder joint has ever let me down. The following guidelines will help you achieve good, reliable solder joints, and will hopefully encourage you to be more adventurous with your model's on-board systems.

RULE 1 Use a small soldering iron for small jobs (small wires and connectors) and a large iron for large jobs (U/C wire, tinfoil, music wire, etc.). In a pinch, you can wrap a piece of thick copper wire tightly around the tip of your 'blunderbuss', extending the copper wire tip about 1/2" beyond the tip of the oversize soldering iron or gun, thereby creating a 'small' iron. Be sure to run solder around the contact region between the big tip and the coil of wire, to make a good thermal contact.

RULE 2 A good solder-joint is usually made from the standard 60/40 blend of lead and tin. If this alloy is allowed to oxidize by being overheated, or heated for too long, the binding-properties of the solder degrade seriously. **DON'T USE** solder that has been sitting molten on the iron-tip for more than five seconds. Wipe it all off. Discarded solder blobs are useless. Don't save them. Always use fresh solder.

RULE 3 Keep a piece of dampened (not soaked) sponge nearby to clean oxidized solder off the iron tip. This must be "natural" sponge, not one made

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from foam or plastic (which melts). You'll find the green "Scotchbrite" kitchen pads (one side bristly, other side sponge) ideal. Clean off your soldering iron tip on this just before you make any solder-joint. The tip of your iron should look bright and shiny just before you apply it. Oxidized solder looks dull and grainy. Get rid of it! I find that I discard 70% of my solder by cleaning it off and replenishing it with fresh. But it's worth it.

RULE 4 Always use rosin-cored solder. You should never need liquid or paste acid-flux if you prepare your work correctly. The rosin core melts when you apply solder to the job and acts as a cleaning and flow-agent so the solder will bind properly.

RULE 5 Use only enough solder to bind the two objects together. Extra solder does nothing to increase strength, but only adds weight.

RULE 6 ALWAYS ALWAYS ALWAYS 'tin' both parts before joining together. 'Tinning' means heating the areas to be joined, applying solder to the junction of the hot tip and the part, and ensuring that the part is evenly coated with a good, shiny film of solder.

JOINING ELECTRICAL WIRES

1. Strip off 3/32" to 1/8" of insulation.
2. Tin the wire so it looks uniform and shiny.
- 3: If the solder "drags" and looks dull and grainy, apply the iron again, apply more solder, and clean off the excess.
4. Slide a piece of heat shrink tubing (available from Radio Shack, Ace R/C, and elsewhere) approximately double the wire diameter and about 3/8" long over one of the wires.
5. Lay the two tinned ends side-by-side.
6. HEAT BRIEFLY with the iron, so they flow together.
7. Slide the heat shrink tubing over the joint and heat with your heat-gun or the barrel of your soldering iron. Once it cools, pull on the wires to make sure the joint holds.

JOINING STEEL WIRE

1. Prepare the joining surfaces by thoroughly sanding them with sandpaper. This provides a good surface for the solder to stick. Treating each piece separately, heat the contact-area with the iron and apply solder. Rub the tip all over the contact area, while applying fresh solder and flicking off oxidized solder, until the contact-area is shiny and well tinned. While the steel wire is still hot and the surface solder is still molten, quickly wipe off the solder with a dry cloth. You'll notice a different color between the rest of the steel wire and the tinned surface indicating that solder has penetrated the wire surface and has prepared the contact area for binding.

2. Place the two tinned areas together and wrap with fine copper wire. Strands taken from multi-strand heavy electrical cable is ideal, but have the strands ready for use before you start. After wrapping tightly, twist the ends of the binding-wire together (so they don't unwrap). Heat the whole joint with the iron and apply fresh solder. Because you pre-tinned the steel wires, you'll find the solder will readily flow into the joint and adhere properly to the surfaces. Any time you see convex blobs of solder you can bet the joint has not soldered properly. Apply more heat, flick off the old solder, and apply fresh.

Vincent P. Lipton R/C Report July 1993



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ACRC SPONSORS
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CALENDAR OF UPCOMING EVENTS

Thursday – July 16
 • ACRC Meeting-At Field

Saturday – July 18
 • ACRC Fun Fly #3

Thursday – August 20
 • ACRC Meeting-At Field

Saturday – August 22
 • ACRC Fun Fly #4

Saturday – September 12
 • ACRC Electric Fly

Thursday – September 17
 • ACRC Meeting-At Field

Saturday – September 19
 • ACRC Fun Fly #5

