



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JUNE 2009

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

PRESIDENT'S CHATTER

The spring Fly In had a great turnout, even though it was delayed until the 23rd. The weather was in our favor and we had a very good turnout, both spectators and pilots. I would like to thank Andy Thunstrom and Jason Proffit for cutting the grass and trimming, and Andy Noll was our grilling chef. We had 14 spectators that flew on the clubs buddy box with the help of Andy Thunstrom and Dan Thiede and all the prospective pilots finished flying with a big smile.

Matt Campson did an excellent job with our Pattern Meet although it was delayed due to rain on the 6th. The weather held out for the completion on the 7th. Thank you to all who helped with the event!

Our next big event is Saturday June 27th at 9:00 AM, the Warbird Fly In. With weather permitting (no rain or high winds) it will be an all day event, with a potluck lunch. If you would like to participate in the pot luck please email me ecastrodale@gmail.com with what you will be bringing and the quantity and I will post a thread on the ACRC forum with up-to-date food information for the event. Please also note, if the weather does not cooperate, the Warbird Fly In will be held the following day, Sunday the 28th, at 9:00 AM until dusk.

On a final note, we all need to help out with maintenance of our field, mowing and trimming etc. It would be a big help if we all pitched in, not just the same two or three people.

See you at the field!

Erik Castrodale

MAY FUN FLY

The May Fun Fly was a short one that was incorporated into the Spring Fly-In. the event was a ring drop where you got two chances to drop the ring nearest to the target. this was the first time we had this event so an unnamed test crash pilot wanted to prove it out before we got started. We rubber-banded a dowel to his plane, placed the ring on the dowel and he took off without incident. He flew around and as he approached the target area he rolled his airplane inverted at about 20 feet, the ring came off and he pulled full up.....we had the first crash of the day out of the way at 8:30. At 10:00 we started our fun fly with 13 contestants. First Place went to Stan Zdon

- | | |
|-------------------|----------------------|
| 1.) Stan Zdon | 8.) Dan Thiede |
| 2.) Phil Vaughn | 9.) Bob Nagle |
| 3.) Kevin Carson | 9.) Dave Dentz |
| 4.) Marc Davis | 10.) Jason Proffit |
| 5.) Andy Noll | 11.) Eric Castrodale |
| 6.) Dale Anderson | 12.) Steve Ulrich |
| 7.) Jake Groetsch | |

Our June Fun Fly will be on the 20th at 10:00AM. If any one has any request or ideas for events please email me nollandrew@msn.com or call me at (763) 390-4072.

Andy Noll



Meeting Minutes

Meeting called to order at 7:00 PM
 28 members present.

Visitors: 1

Board Reports:

- * Vice President: Dan Thiede reviewed the prizes for the evening's raffle.
- * Safety: Mike Dorff reports no safety issues so far this season. Stay safe!
- * Membership: Stan Zdon had membership renewal cards for several members.
- * Events: Andy Noll reminded everyone that the Fun Fly would begin at 10:00 AM the following Saturday.

Old Business:

- * Stan Zdon handed out the maneuvers list for the Sportsman & Intermediate classes for the upcoming pattern contest.
- * A donation to the club was received from Jim Zappa's widow. It was very much appreciated.

New business:

- * Mike Dorff, flying his Dirty Birdy pattern plane, demonstrated the Sportsman Class maneuvers for the upcoming Pattern Contest
- * Stan Zdon, flying his Extra 230 Super Bandit, demonstrated the Intermediate Class maneuvers for the upcoming Pattern Contest.

Show and Tell:

- * Darrin Bitzer brought in his recently acquired Anderson Kingfisher. This is an amphibious model with retractable landing gear. It is powered by a Quadra 42 engine. The model was covered in Blue & white with red trim. We are anxious to see this one fly.
- * Bob Proulx brought in a Combat Models injected foam model that he converted to 90 mm

ducted fans. Bob did an incredible job finishing the model! The unit is set up with flaperons and has separate servos for the elevator. Bob made a custom airfoil for the wing and the plane is finished with the "Stingers" group color scheme. This model was finished to museum quality – excellent work Bob!!!

* Dale Anderson brought in his Hanger 9 T-34 Mentor. Like all of Dale's models, this one is electric and is powering with an E-Flight brushless motor. The model weighs in at about 7 lbs. and is finished in Red & White. Dale also made a custom transport stand out of PVC. Another nice addition to Dale's hanger!

Raffle:

1st	Darrin Bitzer	Super Stick 40
2nd	Jason Proffit	Hanger 9 starter
3rd	Darrin Bitzer	Fuel pump
4th	Andy Thunstrom	Plane restraint
5th	Paul Castrodale	Glow Driver
6th	Larry Dingmann	Plane restraint
7th	Andy Thunstrom	Epoxy brushes
8th	Steve Ulrich	Epoxy brushes

Steve Ulrich

BALLARD STREET JERRY VAN AMERONGEN



Belinda is pleased to possess a nice little gas-powered "purse locator."

MEMBERSHIP NEWS

The meeting this month will be the second one at the field for 2009. The road should be in good shape and hopefully it will be a good day for flying. The starting time is 7:00 PM and if you get there early you can get in some flying before the meeting. 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.

The nearest hospital is in Wyoming, MN and it is also the easiest to get to. Just take Hwy 22 (Viking Blvd.) east across 35W and turn right on Hwy 61. The hospital is about a block south of Hwy 22. If you have to call 911 for an ambulance they will want to know where the field is located. The road where we turn off of Hwy 65 is 197th and the address of Central Wood Products 19801 NE Hwy 65, East Bethel.

The GPS coordinates of the field are:

45° 19' 44.4" North Latitude
93° 13' 52.2" West Longitude

On June 27 there will be a Warbird Fly-In. If you have a plane that has military markings bring it out to the field and fly. The ACRC Fun-Scale Contest will be Saturday, July 11. There will be trophies and a good selection of prizes. We will also need some helpers, especially flight judges. Get your airplanes ready and get out and practice. If you want to help at the Fun Scale contest contact Matt Campson at (763) 315-0342. Registration is at 9:00 AM and flying starts at 10:00 AM.

THE NEXT MEETING WILL BE AT THE FIELD ON JUNE 18 AT 7:00 PM. The summer meetings will be at the field through August. There will be a fun-fly on Saturday June 20 at 10:00 AM.

Stan Zdon

PATTERN CONTEST RESULTS

Thanks to everyone who came out and helped and flew in the Pattern contest. On Saturday we were able to get a few flights in until the rain started. We waited around for a while and it kept raining, we had lunch and rescheduled for the following day. It reminded me of years ago when I went to the NY Yankees stadium to see the Twins vs. the Yankees in the Bronx, after the 3rd inning it rained and the game was cancelled for the night. The weather, especially the wind and the rain, plays a big part in our hobby.

We had 15 pilots show up for the contest, three from Iowa, one from Buffalo MN, and one from Mendota Heights. The pilots in every category did a great job of flying. If you weren't able to make it out this year hopefully we will see you next time. The Fun-Scale contest is coming up. There are 5 mandatory maneuvers and 5 maneuvers that you choose. The mandatory maneuvers are: Take off, flat figure-8, fly-by, realism in flight, and landing. I hope to see as many as possible out for the event. I hope your summer is off to a great start and we will see you at the field.

The Pattern Contest results are:

Sportsman:

1st Andy Thunstrom	4th Bob Nagle
2nd Dan Thiede	5th Dale Anderson
3rd Roger Schultz	

Intermediate:

1st Stan Zdon	3rd Dave Dentz
2nd Jake Groetsch	4th Matt Campson

Advanced:

1st John Konneker	2nd Mike Dorff
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Masters:

1st Tom Gilkey	2nd Mark Woytassek
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Matt Campson



ON THE SAFE SIDE

Propeller Sense

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?

If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up or spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard that can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller? It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.

When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater is the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to

use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

Propeller Markings

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.

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When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

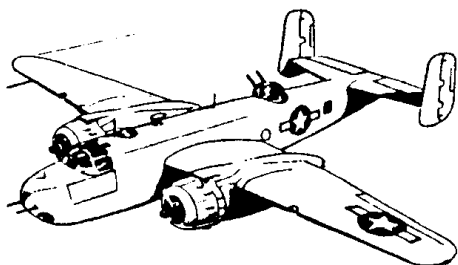
Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material they are made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced.

From the Temple Aero Modeler's Newsletter, Temple, Texas

From the INSIDER, an A.M.A. news letter



THOUGHTS FOR THE MONTH OF JUNE

1. The easiest way to find something lost around the house is to buy a replacement.
2. Never take life seriously. No one gets out alive anyways.
3. Gardening Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it is a valuable plant.
4. An unbreakable toy is useful for breaking other toys.
5. If quitters never win, and winners never quit, then who is the fool who said, "Quit while you're ahead?"
7. All of us could take a lesson from the weather. It pays no attention to criticism.
8. Health is merely the slowest possible rate at which one can die.
9. Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.
10. Whenever I feel blue, I start breathing again.



NAME THE PLANE



TIPS FOR CLUBS

from the East Valley Aviators, Apache Junction, Arizona

How is a Good Preflight Check Performed?

by Bill Cummings

You might think this is a simple thing to do, but each time I am at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

1. Propeller/Spinner - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.
2. Throttle linkage - Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.
3. Engine mount bolts - Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!
4. Muffler - Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.
5. Firewall - Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.
6. Landing gear - Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.

7. Servos/Linkages - With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc. You should also check wing-attachment points to make sure they are solid and tight.

8. Check the batteries with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

9. Horizontal stabilizer - Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e.. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.

10. Vertical stabilizer - Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

11. Antenna - If your antenna is accessible, check it for nicks or breaks.

12. Wing - Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn

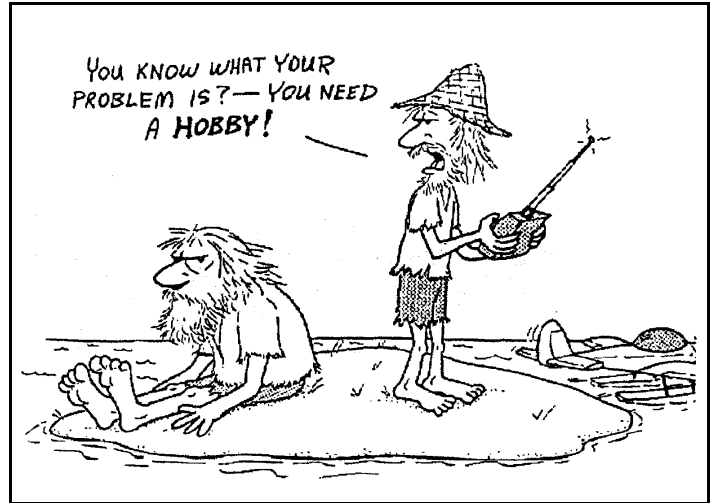
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to make sure they are tight and the control rods are attached solidly. Make sure you have a "safety device" (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing. Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

13. Check controls - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

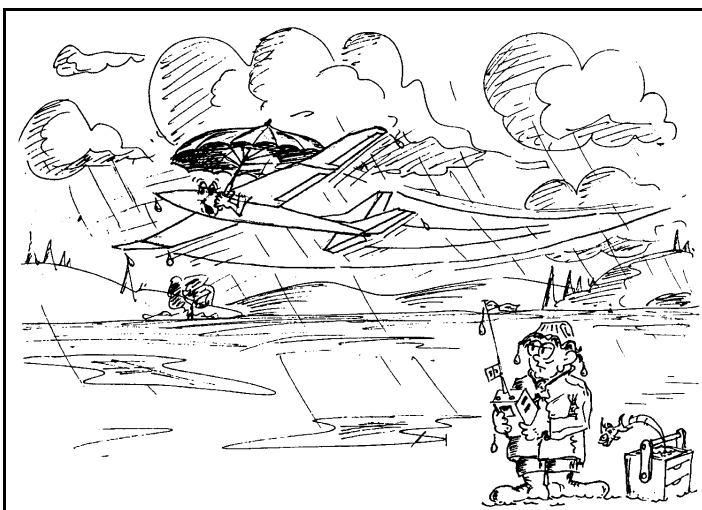
14. If this will be the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly - A tail-heavy airplane only flies ONCE!

15. Range check, engine off -With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.



16. Range check, engine running -**MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE!** Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle.

I know some of you will look at this list and say, "If I do all that before each day of flying, I will not have time to fly!" In fact, if you make this checklist a part of your "routine" every time you put an airplane together, after a while you will find it will only take a few minutes to complete.



ACRC PATTERN CONTEST



Instructor List

- | | |
|------------------------|----------------|
| Jim Taylor | (612) 868-0419 |
| Lead Instructor | |
| Matt Campson | (763) 315-0342 |
| Mike Dorff | (763) 360-7611 |
| Mark Felland | (612) 362-2124 |
| Mike Flander | (763) 439-6959 |
| Al Spearbecker | (651) 261-1048 |
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*Deadline for the
next newsletter is:
July 1, 2009*

CALENDAR OF UPCOMING EVENTS

Thursday – June 18, 2009

- ACRC Club Meeting

Saturday – June 20, 2009

- ACRC Fun Fly

Saturday – June 27, 2009

- ACRC Warbird Fly-In

Saturday – July 11, 2009

- ACRC Fun Scale Contest

