



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

SEPTEMBER 2009

THE MEETING WILL BE THURSDAY, SEPTEMBER 17, AT RIVERWIND!!

PRESIDENT'S CHATTER

It's been a great summer of flying and we have seen our club grow over the year. A great group of people has made it all happen. The "Electric Fly" had a great turn out with perfect weather and there were numerous compliments on a great day. Thank you to everyone who helped make it all happen.

Our "Fall Fly Out" will be held October 3 at 9:00 AM and, weather permitting, it will be an all day event. We have set up a section on our club's forum for you to add what you can bring to the potluck lunch we will be having. Here is the link to that section:

<http://acrc.forums-free.com/viewtopic.php?f=49&t=189&p=711#p711>

You can also email your contribution to adminacrc@gmail.com to be posted. Help spread the word of this event to family, friends and co-workers.

An important reminder; our September meeting will be held at the Riverwind Community Center located at 2701 Northdale Blvd, in Coon Rapids at 7:00 PM. Having to move our meetings indoors from September through April is a reminder to get out and fly as often as possible before we lose daylight savings time and before the cold weather takes over. We do still have two more "Fun Flies" remaining if the weather cooperates. It sounds as though the "Limbo" event is done for the year with last month's casualties being so high, but there is always next year.

Another important item; give some thought to the upcoming nominations for the opening board positions. The board members finishing their terms are Erik Castrodale, Jim Taylor, Andy Noll and Steve Ulrich. Nominations are in October and the election is in November.

See you at the field!

Erik Castrodale

TRAINING UPDATE

I can't believe it is September already. I hope all is well, our club training is going on just fine. I believe we are having a record year for new trainees. One of our trainers, Jim Wright, is currently working with Lane Beard. Lane has been a member of the club for some time and has just decided to start flying and we know he will do just fine. Andy Thunstrom is still working with Mike Blood and Donna Borovansky and he reports they are doing well. I just heard that Keith Patch has received his radio equipment back from service so we will be back at the field with Keith soon.

Thanks again for all the support the trainers are giving to the club, they are doing a great job. That's all I have for now so remember to let me know of any new trainees so we can stay organized and follow proper training guidelines.

Happy Flying!

Jim Taylor

ACRC Forum - <http://acrc.forums-free.com>

Meeting Minutes

Meeting called to order at 7 PM.

20 members present.

Visitors: 2

Board Reports:

Vice President: Dan Thiede reviewed the raffle prizes for the evening that included a Great Planes Electric Flight Pluma.

Safety: Mike Dorff informed the group that the summer has so far been uneventful safety-wise and commended everyone for their safe practices.

Membership: Stan Zdon told us that the club now has 103 members.

Events: Andy Noll reminded everyone that the August Fun Fly would begin next Saturday at 10 AM sharp. Possibly a limbo event if the weather cooperates.

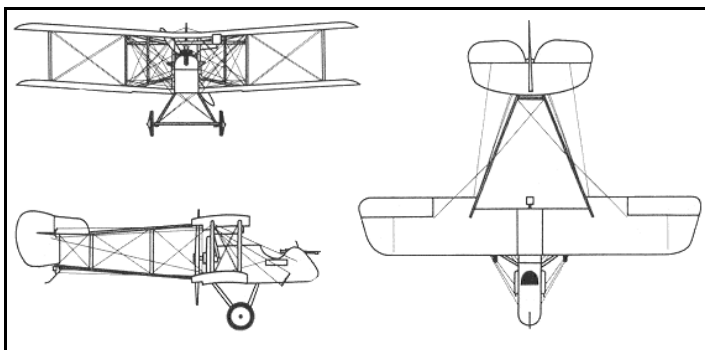
Old Business:

The members were reminded that we still need to paint the interior of the shelter before winter sets in.

Eric Castrodale will call the asphalt contractor to top dress the cracks in the runway.

New Business:

The club was reminded that MARCEE would be hosting the upcoming Electric Fly at the field on September 5.



DeHaviland Dh-2

There was some discussion regarding the recent request from the U of M to use the field to test fly their projects. Stan informed the group that he had check with the AMA and the main stipulation was that the pilots have AMA membership. Bob Nagel explained more about the actual project the students were involved in.

Show and Tell:

Stan Zdon brought in the Seagull Yak 54 that he won at the May Fly-In. It was all completed. The trim scheme is orange with black trim and has a nicely detailed cockpit. The model is powered by an OS 120 four stroke and weighs in at 11 lbs. Stan explained that he had to adjust the engine firewall incidence and he also moved the CG forward a bit. He installed a baffle in the cowl to promote improved engine cooling. He also installed an on board glow driver and made a number of other improvements to the model such as painting the hardware. The plane is a real beauty and we are anxious to see this one fly!

Mike Flander brought in a recently acquired Hobby Zone Super Cub with floats. This is a foam model that he flew prior to the meeting. Mike explained that the model comes as an RTF with the transmitter, battery, motor, etc. It is a 3-channel model at present and Mike intends to cut in some ailerons and put in a brushless motor. It flies great!

Raffle:

1st	Mike Dorff	GP Electric Fly Puma
2nd	Dick Rambow	DVD
3rd	Mike Flander	Tower gift certificate
4th	Dick Rambow	Parts box
5th	Bob Nagel	Glow driver
6th	Dick Rambow	Monokote
7th	Jeff Flander	Velcro
8th	Steve Ulrich	Starter
9th	Stan Zdon	Safety clips
10th	Dan Thiede	Demo plane
11th	Jerry McFarland	Glow wrench
12th	Tim Brockman	Protractor

Steve Ulrich

MEMBERSHIP NEWS

Membership in ACRC is currently at 104 (97,96, 102) members. There are 89 (84,83, 87) members that pay full annual dues. The remaining members are Life Members, junior members and honorary members. The numbers in parenthesis are the numbers of members in ACRC during the past three years at this time. As you can see the membership numbers have bettered the numbers in 2006. Each year ACRC gets some new fliers. One of the ways that you can help the club is to become an instructor. If you are interested in becoming an instructor you can contact Jim Taylor at (612) 868-0419.

At the membership meeting in October ACRC will be taking nominations for board members for 2010/2011. Four positions will have to be filled. The two-year terms of Erik Castrodale, Jim Taylor, Andy Noll and Steve Ulrich are ending. Start thinking of who would be a good board member and come to the October meeting and nominate them. If you check with them first to see if they will accept the nomination it will make the process proceed more smoothly. You might even consider entering you own name into nomination. ACRC needs members who are willing to help run the club. You cannot just wait for the next guy to do the work while you just fly. Remember, you too can be a FBM.

THE NEXT MEETING WILL BE AT RIVERWIND ON SEPTEMBER 17 AT 7:00 PM. Don't forget the fun-fly on Saturday September 19.

Stan Zdon



Anoka County R/C Instructor List

Please note that it is up to the new pilot to contact an instructor for flight lessons. It is good practice to get a hold of an instructor prior to a training session.

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
Andy Thunstrom	(763) 291-2088
Jim Wright	(763) 786-7047
Doug Lewis	(763) 670-7678
(Helicopter and Plane)	

TIPS & TRICKS

Lite Ply Replacement - My favorite material is "door skins" to use in place of Lite Ply. You can purchase these at your local building supply company for around 5 bucks. The sheets are 36-inches wide by 80-inches long and about 1/8-inch thick. I have used this in place of Lite Ply in fuselage sides, hatches, landing gear mounts, servo mounts, etc., and have never had a failure.

Plywood on the cheap - Also along those lines, cabinetmakers have birch- and oak-faced ply pieces in different sizes 1/4-inches thick, that they will sell to you for a reasonable price. I use these for firewalls, gear mounts in bigger airplanes, and you can double them up to make firewalls for gas engines.

From the First State R/C Club, Willmington, Delaware

ACRC Forum - <http://acrc.forums-free.com>

ON THE SAFE SIDE

From the AMA National News Letter

101 Ways Part Deux

by Don Nix, Insider Safety Column Editor

When I agreed to write this bi-monthly column, I didn't realize some of you readers would practically write it for me. The column in the last issue, "101 Ways to Stop a Spinning Propeller," generated more e-mail than any other to date, nearly all contributing brain lapses of their own, which they gave permission to pass on to readers.

Before I do that, though, I must apologize for the way I described an incident I had witnessed nearly 20 years ago involving John Brodbeck, the "B" of K&B engines. I told of flying in the pit next to John when he reached to tune the needle from the front and ended up with a nasty gash requiring stitches.

An acquaintance of mine and a friend of John's for decades felt I might have done John a disservice by the way the example was written. Since John died some years ago and was also a friend of mine, I must assure everyone no such negative connotation was intended. My purpose was simply to point out how a momentary lapse in safe practices could reach out and grab a person who had probably been flying since he got out of diapers, but made his living in the industry as well.

My sincere apologies to any who saw my intent in a different light.

Now for a few of the incidents sent in by readers, who gave permission to use their names. Member D. Mock writes:

"Accidentally reversed the throttle servo on a 52cc Brison. Started with a heavily gloved hand. Realized the transmitter is directly below the now roaring engine. Notice the tail restraint is giving up under the intense pressure. Freak out and grab the prop with the gloved hand.

"If it weren't for the glove, I wouldn't have a

hand (like my friend in a neighboring club). It shattered all my fingers. I wore a cast for five months and missed the whole season. Bummer. BTW, the hand is fine now. Thank God for great medicine."

From J. Low: "I really enjoyed your article about propeller accidents. I was safety officer for a large model club for several years. Every thing you mentioned did happen and will happen again and again.

"I'll bet you could take a safety article written many years ago and print it today and it would be just as current as it was when made up. As new people join our hobby and old ones forget what they have learned, there are the ingredients for the problems.

"Anyway, wanted to tell you I could relate to the article because been there, done that. Fly like you wish everyone else would: 'Safely.'"

Les from Florida sent a very detailed story (with a photo) of an incident that almost cost him a finger. Here's part of his note:

"I am a safety fanatic, and am to the point of being anal about safety stakes, not flying alone, and cringe when I see someone start any size plane without safety stakes, or a person holding the plane.

"That being who I am, I decided to run the fuel out of the engine, and pack it up for the day. I went to a low idle, glow starter on, flipped the prop (with Chicken Stick). As it leaned out because of running dry, the RPMs came up, and the plane started to move forward. Yes, I reached thru the prop to stop it. I had NOT put my safety stakes in!"

The preceding are a just a few examples of propeller injuries that probably happen dozens of times every week among our members. Read 'em and take heed.

My next column will be entitled "An Attitude of Gratitude," and relates courteous flying to safe flying. Ya'll come back, ya' hear?

flyerdon@aol.com

SAFETY INCIDENT REPORTING

From the National News Letter

By Chuck Waller, AMA District VIII

What is a model airplane pilot's worst nightmare? To me, it is the sight of a model aircraft out of control, or with no radio response, heading for a parking lot or spectator area filled with people. As this unfortunate incident occurs, everyone who sees it starts yelling, "Heads up!" to get the attention of every one at the field and, hopefully, in the parking lot or wherever the airplane is heading. All non-flying pilots are focused on the airplane and do their best to help people get out of the way. The pilot never stops fighting. He keeps the throttle all the way back in case he gets one more command in before the inevitable.

I have personally witnessed this event at least four times and had it happen to me once. Fortunately, no people were injured in any of these events. So what would happen if we were not so lucky? What happens next when an incident, with or without personal injury, occurs?

Obviously, the first thing is to take care of any injured persons, if there are any. Your club should have a first aid kit available if the injury is minor. For major injuries you should immediately call for emergency services (911) and give them directions to your field. (These directions should also be posted at your flying field.)

Now what do you do next? It is very important at this point to gather as many facts regarding the incident as you can. You should immediately appoint one person as the "investigating" official. This may be the club safety officer or another club officer. It is actually better if the investigating official did not actually witness the incident. This way, his report will not be "clouded" by his own recollections.

Immediately talk to any one who witnessed the event. Make sure to get their name, address,

and phone number for future interviews. Take down a statement of events and facts from each witness. Try to do this before the witnesses talk to each other if at all possible. You may want to assign several people to assist in getting statements at this time. It is very important to take pictures of any damage that was caused to any personal property including autos, buildings, trailers, other models, etc. Do not spare the film! You can always throw out or delete repetitive or nonessential pictures.

As soon as possible, you should contact AMA to report the incident and to request a claim form. Even if the incident results in no personal injury or property damage, all incidents (close calls) should be reported so they can be evaluated for any possible corrective actions. From the AMA membership manual: During regular business hours (Monday-Friday, 8 a.m. to 5 p.m. EST) please call (765) 287-1256. To report an incident involving serious injuries after hours or on weekends please call (765) 749-9210 or (765) 212-0793.

I sincerely hope you never have this type of incident happen at your flying site, but if it does, keep cool and follow these steps as closely as possible.

Fly safely, and remember to have fun!



KLEMM KL-35



CENTER OF GRAVITY

This is one of the most overlooked parts of setting up airplanes. In the old days, if the airplane was nose heavy that was the proper CG. That was the old-school way and that's what I was told by pilots who trained me and whom I looked up to. Most of these pilots were in the IMAC and IMAA scene. I was also trained to balance my airplanes on my fingers and to use weight to balance my airplanes. I was also told to balance the airplane to the CG on the plans or whatever the instruction book has in print...sound familiar?

What I have learned over the years is that these "words of wisdom" might not always be correct and it is possible to improve on them.

Let's break this down. Balancing your model to the plans is a great place to start, but only a start! The model may balance differently from the plans depending on the various equipment you add as well as what is needed for your flying style. So try this the next time you want to balance your airplane, I hope that this will help get the job done!

Once your airplane is balanced to the plans, fly it around the field and adjust the trims. Next, fly the airplane into the wind on a 45-degree up line and perform a half roll. When the airplane is inverted, let the stick go on the elevator. If the nose pitches up... its tail heavy. If the nose goes down... the airplane is nose heavy. If the airplane stays straight... the CG is dead on.

When you balance your airplanes, you should try to use some type of CG machine. If you have used the finger method, I can promise you can do a "better job for the airplane" and chances are you could be balanced incorrectly.

There are different ways of balancing the different type of aircraft models:

*If it's a high wing or trainer... balance the airplane upright on the bottom of the wing.

*If the airplane is a mid wing or lower mounted wing, balance the airplane upside down.

*Use the battery to help with the CG by moving the battery forward or aft before adding extra weights.

Balance your airplane left and right as well as fore and aft. This is done by hanging the airplane on the thrust line at the points forward and aft on the fuselage to obtain the wings to be level. Again, adjust equipment placement before adding weight.

The goal: balanced airplanes. They fly safer. You will be able to fly the airplane in any direction, whether upright or inverted. Landings are easier, and less damage from any landing is always a good thing! The model's settings should not have to be done with major trim and you should not have to put any pressure on the stick to keep it level. All your trims on the radio should be centered. If you are flying around and your trims are not centered something is not set up correctly. This leads to flight problems and unsafe aircraft.

R/C AIRPLANE DEFINITIONS

FLYING WING: To be seen after too tight of a loop.

FUEL TANK: Plastic bottle, designed to leak when placed in totally inaccessible locations. A temporary storage place for chemicals before they saturate your aircraft.

FUSELAGE: Optional interconnecting structure between wings and engine. Receptacle into which R/C pilots stuff money in hopes that it will fly better.

GIRLS: Something you used to be interested in before you got into modeling.

GLITCH: What you holler when you pull up elevator while flying inverted at 10 feet.

GRAVITY: The force of nature designed to reduce aircraft to their component parts.

HINGE: A device to prevent control surface movement and cause flutter.

INVERTED FLIGHT: A method of landing to save wear and tear on the tires.

ACRC ELECTRIC FLY

What follows is an email Erik Castrodale received from Dale Case, president of MARCEE.

On behalf of myself and all of the MARCEE membership, I would like to thank our flying buddies at ACRC for a fantastic fun-fly.

To quote Leo Davids, who was there yesterday:

"Thanks to our MARCEE leaders and the Anoka R/C club. It was a great day for an event- unlike the MARCEE Fly in June. The food was also a high point with plenty of it and the kind of variety that makes for a classic Labor Day weekend picnic.

With the fantastic weather and facilities, I was almost able to fly until I dropped! Even the hallowed Metrodome couldn't match this day for depth and breath of flying you could accomplish. I presume everyone in attendance (a good sized turnout at that) enjoyed it as much as I did.

Leo D."

Leo said it better than I could have. I think Slater and Svare brought 27 airplanes between them. There was everything from Vapors and Sukhois to my 2.7m sailplane, twins, big twins, ESKAs, (Thanks, Steve Pauley for a design that will outlive us all) EDF jets, and warbirds, plenty of warbirds. There were at least 3 different sizes of P-40s there.

A special thanks to Dan's wife, Amy, and her friend for all the things they did to make the day such a success.

ACRC has shown tremendous hospitality to MARCEE this summer. I don't think we can thank you enough.

Warmest regards,

Dale Case
President, MARCEE

AUGUST FUN FLY RESULTS

The first event was 5 touch and goes with a loop-roll between touch and goes. The best time was by Kevin Carlson at 1:05.7

- | | |
|--------------------|-------------------|
| 1) Kevin Carlson | 9) Jeff Flander |
| 2) Paul Castrodale | 10) Andy Noll |
| 3) Stan Zdon | 11) Bob Nagle |
| 4) Marc Davis | 12) Dave Dentz |
| 5) Phil Vaughn | 13) Dale Anderson |
| 6) Dan Thiede | 13) Doug Jelinek |
| 7) Jim Wright | 13) Ray Jelinek |
| 8) Andy Thunstrom | 13) Steve Ulrich |

The Second event was 6 loops, 6 rolls, and 6 horizontal 360s. The best time was by Stan Zdon at 1:07.0.

- | | |
|--------------------|-------------------|
| 1) Stan Zdon | 8) Andy Noll |
| 2) Kevin Carlson | 9) Dave Dentz |
| 3) Jim Wright | 10) Jeff Flander |
| 4) Marc Davis | 11) Ray Jelinek |
| 5) Andy Thunstrom | 12) Doug Jelinek |
| 6) Dan Thiede | 13) Steve Ulrich |
| 6) Phil Vaughn | 14) Bob Nagel |
| 7) Paul Castrodale | 14) Dale Anderson |

The third and final event was a LIMBO that brought the end to at least 3 planes.

- | | |
|------------------|--------------------|
| 1) Stan Zdon | 5) Jeff Flander |
| 2) Kevin Carlson | 5) Doug Jelinek |
| 3) Marc Davis | 6) Andy Thunstrom |
| 4) Bob Nagle | 6) Jim Wright |
| 4) Steve Ulrich | 7) Ray Jelinek |
| 5) Andy Noll | 7) Paul Castrodale |
| 5) Dan Thiede | 8) Dave Dentz |
| 5) Phil Vaughn | 8) Dale Anderson |

The final placements came out with a tie between Stan and Kevin.

- | | |
|--------------------|-------------------|
| 1) Stan Zdon | 6) Andy Noll |
| 1) Kevin Carlson | 7) Jeff Flander |
| 2) Marc Davis | 8) Dave Dentz |
| 3) Phil Vaughn | 8) Bob Nagle |
| 3) Jim Wright | 9) Steve Ulrich |
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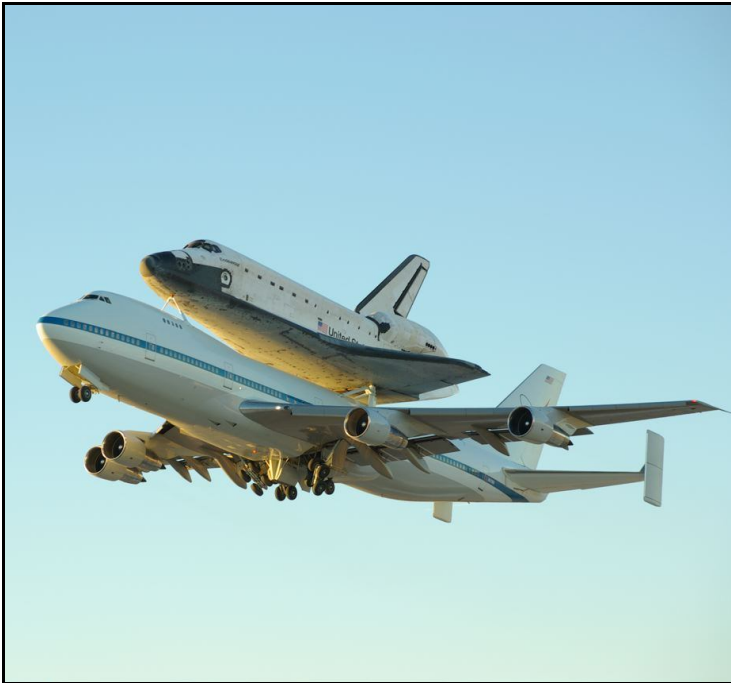
The September fun fly will be on the 19th at 10 AM. Be sure to get there early enough to get set up and get a trim fight in.

Andy Noll



SERVO CHATTER

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*Deadline for the
next newsletter is:
October 1, 2009*

CALENDAR OF UPCOMING EVENTS

Thursday – September 17, 2009

- ACRC Club Meeting

Saturday – September 19, 2009

- ACRC Fun Fly

Saturday – October 3, 2009

- ACRC Fly-Out

Thursday – October 15, 2009

- ACRC Club Meeting

