



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

OCTOBER 2009

THE MEETING WILL BE THURSDAY, OCTOBER 15, AT RIVERWIND!!

PRESIDENT'S CHATTER

Editor's Note - The ACRC president's column will return next month.

FROM THE VEEP

It's October already and that means the warmer part of our flying season is ending soon. For those of us who don't mind the cold, it may be time to find those skis so we're ready when the snow flies. There are a few things we may need to do at the field before it gets too cold. We still have to get the inside of the building painted and maybe put some paint or stain on the picnic tables to help protect them from the elements. We'll discuss it at the next meeting and see if we can get a few people to help out. Don't forget, we have nominations for board positions coming up. If you would like to serve on the board now is the time to volunteer. Our club relies on volunteers to help out.

I have placed an order to Trench R/C for a couple of Battle Axe combat planes as raffle prizes over the next two months. If you have any suggestions for other raffle items, let me know.

See you at the field,

Dan Thiede



TRAINING UPDATE

I can't believe it's October already. Hopefully we can still get in some quality flying time in before you know what...brrr. Our training is proceeding well with over six people working to complete their training. We have had some ups and downs (literally), however we are doing well and progressing. It would be a lot easier to train if everyone had access to a simulator to practice on before they were actually trained. I know that would be difficult because not everyone has access to a computer. But if you do, you should buy a simulator for practice. It's a lot cheaper than building multiple planes, I guarantee it. I would once again like to ask anyone with experience if they could help the club. We need more trainers, especially for next spring. So if you can help in anyway please call me. 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.

Jim Taylor



Meeting Minutes

Meeting called to order at 7 P.M.

27 members present.

New Members: 4

Board Reports:

Safety: Mike Dorff reports that there have not been any accidents. There was discussion about the need to observe the proper flight pattern. It is not safe or permitted to have pilots on both ends of the runway – which has recently been observed at the field. The members were reminded to observe the rules and always give way to student pilots. Pilots are to use the designated flight stations (may be changed for sanctioned events). In the event of no wind or a 90-degree cross wind pilots shall take off and land to the north.

Membership: Stan Zdon tells us that we now have 108 members.

Events: Andy Noll reminded everyone that the Fun Fly would be this Saturday commencing promptly at 10 AM. There will be no limbo event at this Fun Fly. The events will be announced at the field Saturday AM.

Treasurer: Jake Groetsch reports that the club finances are all in order.

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



NAME THE PLANE

Training: Andy Thunstrom, filling in for Jim Taylor this evening, reports that the training has been going well this year. The new pilots are practicing and were encouraged to keep practicing while the weather holds out.

Old Business:

The cracks in the runway were discussed. Apparently the contractor, ACI Asphalt, does not want to warrant their work from last year. Eric Castrodale said he would continue to work with them.

Tim Karash gave us an update on the Water Treatment plant. It has apparently been pushed back to 2012. Some discussion ensued about what the benefit, effects, etc. it would have on the field.

A big “Thank You” to Andy Thunstrom for cutting the grass this year!!!

New business:

Members were reminded that the Fall Fly out would be Saturday, October 3.

September 25, after dark, Mike Flander (& some other pilots) will demonstrate helicopter night flying at the field. All are welcome to come and observe. Sounds like fun!

Show and Tell:

There was no Show & Tell at this meeting ☹

Raffle:

1st	Joe Coleman	Dual Ace ARF
2nd	Tim Karash	H9 incidence meter
3rd	Paul Castrodale	Screw assortment
4th	Andy Thunstrom	Glow driver
5th	Eric Castrodale	Fastener assortment
6th	Phil Vaughn	Flying Models mag.
7th	Stan Zdon	Propeller
8th	Roger Jeffers	Propeller
9th	Jeff Flander	Propeller
10th	Gary Breitenbach	Propeller
11th	Ken Dinkel	Propeller
12th	Andy Thunstrom	Decal
13th	Mike Dorff	Propeller

Steve Ulrich

MEMBERSHIP NEWS

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 Eric Castrodale, Andy Noll, Jim Taylor 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 nominating yourself. 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. Ask not what ACRC can do for you, but rather what can you do for ACRC. Even you can be a FBM. (F----- Board Member) The election is in November and the new board takes over in December.

At the last board meeting the board voted to add a couple of explanatory sentences to Rule 8 that deals with the flight stations and direction of flight. The old Rule 8 and the updated version are shown below.

CURRENT RULE 8

8. Pilots must fly from designated flight stations at all times. These flight stations may be changed for club-sanctioned events. The 5 flight stations by the downwind half of the runway will be the stations in use.

REVISED RULE 8

8. Pilots must fly from designated flight stations at all times. These flight stations may be changed for club-sanctioned events. The 5 flight stations by the downwind half of the runway will be the stations in use. On a calm day or when there is a 90⁰ crosswind, the default direction for take-offs and landings shall be to the north and the 5 flight stations on the south side of the center taxiway shall be used. This rule implies that a maximum of 5 aircraft will be flying at one time and only one set of 5 flight stations will be used at one time.

On the topic of rules, I have noticed that members have problems with 3 of the rules. I am not saying that they are purposely breaking the rules, but we all have SENIOR MOMENTS from time to time, especially me. It's called CRS - Can't Remember Stuff. There are pilots doing full RPM run-ups in the pits (Rule 11), pilots taxiing out with the plane not under some sort of control (Rule 12) and pilots flying west of the west edge of the runway when they are north and south of the field (Rule 9). The only exception to Rule 9 is on take-offs and landings in a crosswind that may require a diagonal departure from or approach to the field. Rule (9) was put in because the only complaints we have ever received were from the people living southwest of the field.

MAAC SWAP MEET – The MAAC swap meet will be January 16 at the B-Dale Club located at 2100 North Dale Street. This is 1/2 mile south of Hwy 36 on Dale. Buying or Selling, admission is \$5.00, no table fee. More info will be published in future newsletters.

Weather permitting; the last fun-fly for 2009 will be on Saturday, October 17.

THE NEXT MEETING WILL BE AT RIVERWIND ON OCTOBER 15 AT 7:00 PM.

Stan Zdon

IN MEMORIAM

Every day of our life is precious; to take the time and enjoy it with our family and friends is so very important.

In our busy lives often we often do not realize this, and let those moments slip away. Do make the time, whether it is in good or hard times, for you will live your life complete.

In loving memory of my mother, Mary Vivian Castrodale, we miss her dearly.

Erik Castrodale

September Fun Fly Results

The September 2009 Fun Fly had 13 contestants.

Our first event was dead stick spot landing where you had to climb 20 seconds and kill your engine or motor, and glide in for a spot landing.

- | | |
|-------------------|-------------------|
| 1.) Marc Davis | 3.) Ray Jelinek |
| 2.) Stan Zdon | 3.) Dale Anderson |
| 2.) Jeff Flander | 4.) Andy Noll |
| 2.) Phil Vaughn | 4.) Bob Proulx |
| 2.) Kevin Carlson | 4.) Steve Ulrich |
| 2.) Dan Thiede | 5.) Doug Jelinek |
| 2.) Darrin Bitzer | |

The second event was a 3 lap taxi, take off, 3 loops, 3 rolls, land, fastest time was Marc Davis with 1:57.

- | | |
|-------------------|--------------------|
| 1.) Marc Davis | 8.) Stan Zdon |
| 2.) Dan Thiede | 9.) Dale Anderson |
| 3.) Phil Vaughn | 10.) Darrin Bitzer |
| 4.) Bob Proulx | 11.) Andy Noll |
| 5.) Jeff Flander | 12.) Steve Ulrich |
| 6.) Kevin Carlson | 13.) Ray Jelinek |
| 7.) Doug Jelinek | |

The third event was difference between high speed and the low speed pass over the runway.

- | | |
|-------------------|-------------------|
| 1.) Kevin Carlson | 5.) Andy Noll |
| 1.) Darrin Bitzer | 5.) Jeff Flander |
| 2.) Bob Proulx | 5.) Dan Thiede |
| 3.) Marc Davis | 5.) Dale Anderson |
| 4.) Phil Vaughn | 6.) Doug Jelinek |
| 5.) Stan Zdon | 7.) Ulrich Steve |
| 5.) Ray Jelinek | |

After all was said and done the final placements were:

- | | |
|-------------------|-------------------|
| 1.) Marc Davis | 6.) Stan Zdon |
| 2.) Kevin Carlson | 7.) Doug Jelinek |
| 2.) Dan Thiede | 7.) Dale Anderson |
| 2.) Phil Vaughn | 8.) Andy Noll |
| 3.) Bob Proulx | 9.) Ray Jelinek |
| 4.) Darrin Bitzer | 10.) Ulrich Steve |
| 5.) Jeff Flander | |

If we are lucky with the weather we will have an October fun fly on the 17th.

Andy Noll

Improving Poorly Controlled, Dangerous Takeoffs

by Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch.

From TRAC News, Tampa Radio-Control Aircraft Club, Tampa, Florida

ON THE SAFE SIDE

Think Again—Blink Again!

By Don Nix, *Insider* Safety Column Editor

In my last column (In the Blink of an Eye), I told of a personal mishap with CA adhesive. Shortly after that issue went online, reader Darwin Hawkins of Kansas responded with his own personal incident: “A few years back I put some CA on a rather involved joint. Hit it with the kicker and the joint exploded in my face. I had not noticed that a pool of it had formed in a corner. Lucky for me, I had my reading glasses on, as the CA splattered right into the line of vision in the center of my right lens and actually etched the plastic in several places. I still have those glasses. They hang on the end of the pull cord I use to turn on the light over my work bench. I can never turn on that light without being reminded that safety glasses can save your eyes. Who would have ever thought you need safety glasses when working with CA?”

Thanks, Darwin. Personal experiences from you readers out there are usually more interesting—and likely to be taken seriously—than anything I can preach about. Keep ‘em coming on any subject related to safety.

Since writing the previous column, I remembered a second personal experience with CA that threatened to be more serious than just getting my face spattered. I can’t imagine any modeler who hasn’t read the warnings on CA bottles about minimizing the inhalation of fumes, using with plenty of ventilation, etc. However, I have to admit that I sometimes become pretty casual about such warnings, especially after using a particular product for a while without incident.

These days, we are inundated with a virtual Niagara of warnings. So much so that they become like wallpaper, and our eyes glaze over when reading them. Because of the litigious society we live in these days, lawyers insist manufacturers warn about every possible hazard, however slight the likelihood or how silly it might

seem. For example, some manufacturers of model propellers are putting stickers on them saying something like “Do not put fingers in spinning propellers.” Uhhh ... yeah. As the old saying goes, “It’s impossible to make anything foolproof, because fools are so ingenious!”

After using CA for years with no problems, I had assumed I was immune to any adverse effects. Well, we all know what happens when we assume something.

Staying up late one Friday night, I was doing a lot of sheeting on the leading edges of a pair of wings so I could cover them the next day. I spent a couple of hours using copious amounts of CA, with my face up very close so I could see in all the nooks and crannies.

Near the end of the task, I noticed I was beginning to wheeze a little, and by the time I cleaned up and made it to bed, I sounded like someone in the last stages of emphysema. Having had a daughter with severe asthma, I began to realize what she must have gone through in many of her attacks.

I spent the next two nights propped up about 30° in my bed so I could breathe. The first thing I did the next day was to order one of those masks that control such problems. I think the one I bought was made by 3M and cost perhaps ten bucks. Yeah, it was a bit of a nuisance to wear the thing, but a couple of days wheezing around the house made a believer out of me. And my wife thought the Darth Vader look improved my appearance.

Now might be a good time to review the precautionary information on the various products you use—household materials as well as hobby products. They are there for a purpose, and usually because somebody somewhere has suffered ill effects.

I’m always happy to answer reader questions (if I can) at FLYERDON@aol.com. Until next time, happy modeling and flying ... safely. Q

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

SERVO CHATTER

902 - 88TH LANE NW
COON RAPIDS, MN 55433



ACRC BOARD MEMBERS

PRESIDENT

Erik Castrodale

ecastrodale@gmail.com

TREASURER

Jake Groetsch

jgroetsch@comcast.net

VICE PRESIDENT

Dan Thiede

warbirdflyer@earthlink.net

INSTRUCTION COORDINATOR

Jim Taylor

office@mmidas.com

MEMBERSHIP SECRETARY

Stan Zdon

szdon@yahoo.com

FIELD SAFETY OFFICER

Mike Dorff

dorffmr@charter.net

RECORDING SECRETARY

Steve Ulrich

ulrichs@comcast.net

CONTEST COORDINATOR

Andrew Noll

nollandrew@msn.com

SERVO CHATTER EDITOR

Stan Zdon

szdon@yahoo.com

CONTRIBUTORS THIS MONTH

Erik Castrodale

Jim Taylor

Andy Noll

Dan Thiede

Steve Ulrich

Stan Zdon

ACRC SPONSORS

Abraham Technical
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*Deadline for the
next newsletter is:
November 1, 2009*

CALENDAR OF UPCOMING EVENTS

Thursday – October 15, 2009

- ACRC Club Meeting

Saturday – October 17, 2009

- ACRC Fun Fly?????

Thursday – November 19, 2009

- ACRC Club Meeting

Thursday – December 17, 2009

- ACRC Club Meeting

