



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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ANOKA COUNTY RADIO CONTROL CLUB, INC.

MAY 2010

THE MEETING WILL BE THURSDAY, MAY 20, AT THE FIELD!!

PRESIDENT'S CHATTER

The Spring Fly In is coming quickly. It will be on Saturday, May 15, weather permitting. If we need to postpone the event (due to weather) until Sunday, May 16 we will post on our website and email members .

Try and arrive early. 9:00 AM will be the official start time and our potluck lunch will be at noon. As a reminder, sign up for the potluck. The link to our forums to sign up:

<http://anoka-rc.com/forums/viewtopic.php?f=28&t=33>

Please register if you haven't already done so in order to post. I will try to email at least twice this week to everyone on the most current list of who will bringing what. There will be a generator at the event, a big thank you to Roy Carrigan for letting us use his. So if anyone needs to keep their crock-pot goodies hot, there will be power. Remember to invite family, friends and co-workers. And let's welcome spectators and help them understand our hobby.

Please try help out during this event and throughout the events of the season. If we all can pitch in, whether it is cutting the grass or cooking on the grill to just helping to clean up, every little bit helps out.

Any questions feel free to contact me!

See you at the field

Erik Castrodale

FROM THE VEEP

It's May; time to finish building those planes and get out to fly them. Before you maiden any new plane be absolutely sure to check EVERYTHING. I've seen planes with loose engine bolts, control surface hinges that were not glued or were broken and some other things that could have resulted in a bad crash. A few weeks ago, on take off, I had one of the wing dowels back out on my SIG Somethin Extra on take off causing the left wing to rotate down. It was dumb luck that I was able to save it. That was my wake up call. It would be a shame to put all that time and effort into a plane and lose it because something simple or basic was overlooked. The Spring Fly-In is almost here. Get out and fly.

The raffle prizes this month are a Seagull Models Extra 300s, Spektrum 6 channel receiver for park flyer type aircraft, covering mitt, glow plug caddy and an expanded scale voltmeter that was donated by Phil Vaughn. Thanks Phil.

Dan Thiede



NAME THE PLANE

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

Meeting Minutes

Meeting called to order at 7 P.M.

23 members present.

Board Reports:

Vice President: Dan Thiede reviewed the evening's raffle prizes that included a Hanger 9 Twist ARF.

Safety: Joe Coleman reminded everyone not to reach across a turning prop. So far there have not been any safety issues to report.

Membership: Stan Zdon reports that 85 members have renewed their membership for the year.

Events: Marc Davis reminded everyone that the first Fun Fly would be held this Saturday, April 17. Marc will track the events throughout the year.

Training: Andy Thunstrom requested that students contact him directly by phone rather than e-mail. He also announced that SSC Combat events would begin May 2. There will be a \$10 fee for the year for those that wish to participate.

Treasurer: Jake Groetsch reviewed the club finances. All is in order.

Old Business:

Tim Karash reported back regarding the proposed solar demonstration. The company engineers feel there is an issue with the way the batteries would be discharged. He will keep us updated on any developments.

New business:

There is a spot on the Forum to sign up for the Spring Fly In potluck.

We were reminded that new members require a qualification flight before being issued a regular club card.

Show and Tell:

Tim Brockman brought in a Tower Hobbies VFO. He explained how to take it off vertically and pointed out that he does not fly it in the wind as this makes landing difficult. It is basically an

indoor aircraft. Tim reviewed the placement of the servos and the necessity of getting the CG exactly correct as this affects the vertical takeoff and landing.

Tim Karash brought in a SIG Ultimate biplane that he recently acquired. It was nicely finished in red, yellow and white and is powered by an OS46.

Bob Proulx brought in the cockpit for his F7F that included a completely reworked pilot figure. Bob reports that he never got any satisfaction from the company that originally sold him the pilot. The cockpit and pilot reflected Bob's craftsmanship and attention to detail. We are looking forward to seeing the completed plane.

Raffle:

1st Steve Ulrich	Hanger 9 Twist ARF
2nd Jason Profit	Glow charger
3rd Gary Titus	Starter
4th Dale Anderson	Foam trainer plane

Steve Ulrich

FLIGHT SAFETY

It's that time of the season where most, if not all, of us have made it back to the field to get our thumbs back in shape during those first few flights. We had our first fun-fly last month and another is coming up very soon as well as our Spring Fly-In May 15th. That being said, I just wanted to take some time to just remind everyone on some flying etiquette and some general safety items that have been mentioned and observed by others and myself.

When taxing out remember that if someone is on approach for a landing you should wait and allow them to land before you come out as they have the right-of-way. Also remember to call that you are coming out as well; we had a couple incidents where this was missed. When walking to your flight station or departing the flight station after flight please remember to walk behind the other pilots that are in the air and not in front of them as you can block their view of their plane.

Continued on Page 6

MEMBERSHIP NEWS

The meeting this month will be **AT THE FIELD**. The starting time is 7:00PM 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.

ACRC members should remember and follow the safety rules. We all have mental lapses from time to time so gently remind others when you see them having a **SENIOR MOMENT**. Starting engines with the plane faced other than toward the runway and full RPM run-ups in the pits seem to be the most frequent violations of club rules. If you just visualize where the prop blades will go if the blades break off it will help you remember why the club has these rules. The plane should be started in the pit area and moved to the run-up area for the high RPM run-up.

The flight stations are close enough so pilots can communicate their intentions concerning take-off, landings, etc. Be sure to let other pilots know what you are going to do. Shout out "coming out", "taking-off", "landing", "on the field" etc. Remember, if the wind is from the north, you should be flying from the 5 stations by the south half of the runway and vice-versa.

Be sure that you are standing on or behind the flight station blocks. If you stand ahead of the blocks you could be blocking the view for someone who is landing and if you are standing way ahead of the blocks you are definitely in a Danger Zone. All flying is to be done beyond the runway. This even applies to Micro-Electric planes (See Rules 9 & 10). Once you land, clear the runway and taxiways as quickly as possible. If you have to do maintenance on your plane or change the battery, it should be taken back to the pits.

The ACRC Spring Fly-In is Saturday, May 15 and the ACRC Pattern Contest will be held this year on June 5. The ACRC Warbird Fly-In will be on June 26 and the ACRC Fun-Scale Contest is on July 10. The ACRC Float Fly is July 21.

THE NEXT MEETING WILL BE **AT THE FIELD** ON MAY 20 AT 7:00 PM. The summer meetings will be at the field until August. There will be a fun-fly on Saturday May 22 at 10:00AM.

Stan Zdon

TRAINING UPDATE

Well it's May, the weather has been nice for flying kites for the last month but that is about it. Training has pretty much started but the quality time has not been there yet, it has been pretty windy. Five people have notified me that they are ready to go but again the weather has yet to be in our favor. I have been out a little and it has been nothing but work trying to fly. By time the newsletter comes out I'll have everyone grouped up with a trainer. Trainees, a few things before you are ready to go to the field. One, **CHARGE YOUR BATTERIES!** Two, have your plane set up as close as possible as far as control surfaces are concerned. Reference the book that comes with your aircraft for proper surface throws. Three, run a tank of fuel run through your engine for some break in. Four, just be prepared when you arrive at the field. If you are not prepared that cuts in to your flight time dramatically. That is all for this month. As always, if you have any questions please call me. (763) 291-2088

Andy Thunstrom

PILOT TALK

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern and we've already notified our caterers."

APRIL FUN FLY

The first fun fly of the season was a big success. I'm very happy to report that there were no unintended meetings with the ground! We had 17 flyers so the turnout was great.

I want to remind everyone that this year's fun flies will be different than in previous years. We will be keeping track of your score throughout the flying season. Points will be awarded according to your overall finish in the fun fly. 1st place will be awarded 25 points, second place will be awarded 24 points and so on. Given that we average about 12 flyers at each event just showing up will get you 14 points towards your season total. Roger has made things a bit more interesting this year as well. He purchased a trophy for the fun fly, the winner of each month will get to hang on to the trophy for that month and will get their name on the trophy. At the end of the year the person with the most points will receive the trophy to keep.

Results:

Event 1 - Taxi event, start in the middle of the runway and taxi around the cones at the end of the runway using a figure eight pattern. Each participant did two laps fastest time wins.

Our first event was intended to loosen up those thumbs and ease into the flying season. It was anything but, we had a very strong wind from the north that made this event one of the more challenging events that we have ever done. Mike Dorff had a park zone Corsair that he added about 3 pounds of extra weight just to keep it on the ground and that still wasn't enough. In the end Phil Vaughn took first place with a time of 1:14:05.

Event 2 - Guess your time, wheels up to wheels down with any three maneuvers of your choice in between, closest time wins.

The second event turned into who can do the event in the shortest amount of time. The thinking was that if you guess a low value then you can't be off by that much. While this wasn't what I

expected it did turn out to be a very interesting event to watch. Dave Boll guessed 12 seconds and was able to complete the event in 12 seconds flat.

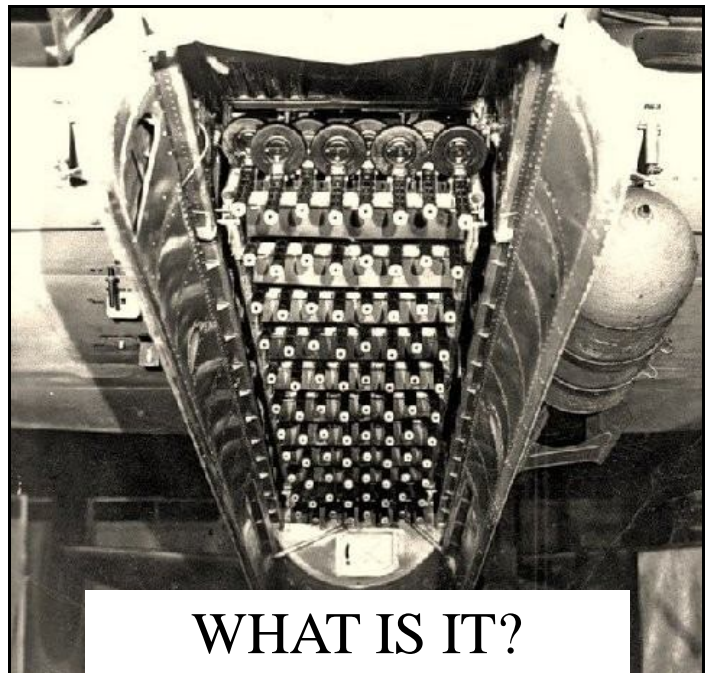
Event 3 - Most loops and rolls in one minute, no partials.

With the strong winds just keeping the plane close to the field was the key in this event. Dave Boll was the winner of this event with 17 loops and rolls!



When everything was totaled Phil Vaughn took 1st place. Come to the meeting to see Phil in person with his trophy. That's all for this month, come out and have some fun with us next month, either flying or watching.

Marc Davis



WHAT IS IT?

APRIL ACRC FUN FLY

PICTURES BY STAN ZDON



Flight Safety Continued from Page 2

Make sure to pick an open flight station close to the other pilots so that you can all communicate with each other. Remain standing on the flight station for the entire duration of your flight when in the air with other pilots. Also remember that when the wind is calm or when the crosswind is 90° to the runway that the takeoff direction defaults to the north and remember to follow the pattern when others are flying. If you should encounter anyone being unsafe out at the field let the individual know and if they continue the unsafe behavior let me or another board member know so that we may address the issue.

Remember, together we can continue to enjoy a safe yet fun and relaxing flying environment. Don't forget to pull your antennas up if you are flying on either the 72 MHz or 50/53 MHz band.

Joe Coleman

COMBAT REPORT

It's May 2nd, and we just finished up the first airplane demo-derby of the year. There were 7 participants in today's combat heats. The day started out with a little delay with some last minute construction and preflights to perfect the planes for the carnage to take place. The line up is as follows: Darren Bitzer, Dale Anderson, Andy Noll, Marc Davis, Ray Jelinek, Jim Wright and Andy Thunstrom. The first heat consisted of 6 fliers and 2 finished the 5-minute heat. The heat started with a little chaos as far as getting the planes together to cut ribbons. We had fliers drop out due to flameouts and due to a midair hit between Jim Wright and Andy Thunstrom. Damage was limited to a broken prop and prop chop marks in the wing. The last two planes played cat and mouse the last remaining minutes. The finishers were Andy Noll and Andy Thunstrom.

The second heat was a little more productive with 4 fliers finishing. We had 7 starters. One plane went into the trees and made horseshoes out

of the main rails as it hit the limbs. The great combat pilot even got a courtesy ride back to the field with the remnants. The other pilot fell out of the heat, but almost had a full run due to lack of juice to the motor. Better luck towards the end of the month boys. The competition got a little fiercer with Jim "Wright on" racking up a 100pts for a couple more mid air hits, and a streamer cut. Marc Davis also racked a couple 100 pts with a mid air. As the heat came to close the last 4 coasted in for some repair and fuel for the next go round. By the end of the 2nd heat the planes are still running fairly fast and starting to get the full on mix up of the combat. Starts have become more efficient and combat starts as soon as the last plane is in the air.

For the last heat of the day, the planes were patched from some close contact, fueled and ready. Our judges were Roger Jeffery, Phil Vaughn and Doug Jelinek. This heat was brutal to say the least, with 2 mid air collisions. Destruction was total when "Wright on" hits Davis, taking out both planes. Davis ends up with 2 completely destroyed servos in the tail and wing, busted elevator and tweaked aluminum parts. The flight finished up with a clean dart in to the weeds. Man that plane will need some work! Jim's plane fared pretty well and was still flyable. The next midair comes between Andy Noll "AKA" "lawn dart" and Andy Thunstrom. Thunstrom and Noll collide and Thunstrom's wing is moved a full 90 on the fuse so the elevator just became the rudder. The rubber bands finally broke and the wing went 60 yards the opposite way of the fuselage. Then the fuse was wide open for the lawn dart. The heat finishers are "Lawn Dart" Noll and Darren Bitzer.

Boy what a tough bunch, but boy was it fun. Hopefully everyone can come again and play. The stats are: 1st - Andy Noll, 2nd - Marc Davis, 3rd - Jim Wright, 4th - Andy Thunstrom and 5th - Darren Bitzer. Tied for 6th were Ray Jelinek and Dale Anderson. The next round will be at 9AM, May 16th. Until next time, patch 'em up boys. Lets do it again!

Andrew Thunstrom

Pilot Spotter's Responsibility

From the A.M.A Insider and the Mid-Missouri Radio Control Association

By Bob Ackerman

While at the field recently I was asked, "What does a pilot spotter do?" I quickly told him, "spot for the pilot." I thought about my response for a few minutes and I realized that was not a good answer. Do you know what the responsibility of the pilot spotter is? I asked a few pilots and I got the same answer from most, "spot for the pilot." So, what does that mean? The pilot spotter, or just spotter, is a safety person for the pilot. The pilot and spotter should be a team working together for the safety of the pilot, the spotter, the aircraft, and all parties at or near the field. Whereas the pilot has the responsibility of flying his/her aircraft in a safe manner, the spotter has many other responsibilities, which include:

Relay messages from the flight line and safety personnel to the pilot about landing aircraft, aircraft emergencies, or dead-stick landings by other aircraft on the field, and other information important to the pilot flying the aircraft. The pilot may be concentrating on the aircraft in flight and may not hear or pay attention to background messages on the field.

Relay messages from the pilot to the flight line and/or safety personnel about the pilot's landing, emergency, or dead-stick landings, and other information that needs to be passed from the pilot to others.

Be the eyes of the pilot away from the aircraft. Watch the flight line and inform your pilot of aircraft taxiing in front of the pilot, people on the runway line, obstacles on the ground if the pilot walks around while flying, or other safety issues that your pilot should be aware of.

Watch the other aircraft in flight and inform your pilot of aircraft that may cross the flight path of his or her aircraft. Changes in pattern direction or aircraft in different flight types (aerobatic vs. pattern flight) crossing your pilot's flight path should be reported.

Keep the pilot advised of the type of aircraft that are being started for flight. Some pilots may be flying the pattern and if a 3-D aerobatic aircraft is getting ready to fly, the pilot may decide to fly at a different altitude or land the aircraft.

Minimize the distractions to the pilot in flight. The spotter is the eyes and ears for the pilot. Anything that could distract the attention of the pilot should be explained so that the pilot can keep his/her eyes on the aircraft and not look at the distraction.

A pilot spotter may also assist the pilot at contests, such as a pattern contest, by providing information to the pilot about the next maneuver at key points of the flight. This is not a complete list of responsibilities that the spotter has. Some pilots will have specific instructions for their spotters as to what to do, what to watch for, and what to explain. Each pilot and spotter should discuss these responsibilities before each flight.

Every field has different rules for the use of a pilot spotter during flight operations. Most fields do not require a spotter when no organized event is scheduled, or the number of pilots flying is low. Other fields require a spotter on all flight activities. Most fields require the use of a pilot spotter during all scheduled events. Do check with your club or field rules about the use of a spotter. The ultimate purpose of a pilot spotter is to increase safety for all. So be a good spotter and help keep our field, and our pilots, safe.



Douglas B-66D Destroyer

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*Deadline for the
next newsletter is:
June 1, 2010*

CALENDAR OF UPCOMING EVENTS

Saturday – May 15

- ACRC Spring Fly In

Thursday – May 20

- ACRC Club Meeting

Saturday – May 22

- ACRC Fun Fly

Saturday – June 5

- ACRC Pattern Contest

