



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JUNE 2010

THE MEETING WILL BE THURSDAY, JUNE 17, AT THE FIELD!!

PRESIDENT'S CHATTER

You may have noticed recently all of our start up stands have been sealed and painted thanks to Roger Jeffrey with the help from Charles Elg. A big thank you for your time, labor and materials.

Our Spring Fly In was a big success with over 40 pilots and around 100 spectators throughout the day. The buddy box was busy the whole day with 24 plus spectators trying out the sticks. Both the trainer plane and the trainers were worn out by the end of the event. A lot of smiles to be had. Thank you to everyone involved with that. The potluck was also successful, a lot of great food and very busy cooks over the grill.

This month is busy with a lot of events. Check our events schedule on our website for the events and dates. <http://www.anoka-rc.com>. As a reminder most of the events start at 10:00 AM with the exception of the Electric Fly which starts at 8:00 AM. Most pilots arrive an hour early to setup, and of course all events are weather dependent.

On Saturday June 26 the Warbird Fly-In will take place and we will have another potluck lunch. If you would like to participate in the potluck please post what you will be bringing in our forums, here is the link.

<http://anoka-rc.com/forums/viewtopic.php?f=28&t=49>

During the lunch break we will have a combat round for some good entertainment.

There have been a few members pitching in with the grass cutting and removing the trash, which is helping out. Please help out when possible, we all should help to maintain our field.

See you at the field

Erik Castrodale

COMBAT UPDATE

To the AXE pilots of ACRC club of East Bethel, MN. We have another contest on June 13 with a 10:00 AM start for the first heat. Trimming the beaters is at 9:00 AM. As always, SPECTATORS ARE WELCOME! We have been getting a pretty good turnout for the first events of the year, both pilots and spectators alike. Those of you that have not seen such chaos it is definitely worth the trip to the field to check it out, it is a lot fun and guaranteed to get some chuckles. So far we have 10 pilots on the roster and we are hoping to get a few more. Just because we have started does not mean you can't join in. Points can be gained pretty easily. We also have a slight safety issue that was brought to my attention that concerns the head protection of pilots. AMA requires pilots to wear head protection of some kind. Look on AMA's web sight to double check; hardhats, hockey helmets, motorcycle helmets. You might look like a goon, but if there is an incident and the AMA looks in to the issue and sees no head protection is worn we are screwed, so bring some thing with on the 13th. Until then get the AXES ready and let the axe throwing begin.

Andy Thunstrom

Meeting Minutes

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

New Members: 1

Visitors: 1

Board Reports:

President: Erik Castrodale reported that the Spring Fly In was a big success. There were 40 plus pilots, more spectators and over 25 signed up for a free test flight. Many thanks to all who helped with the event!!

Vice President: Dan Thiede reviewed the evenings raffle prizes that included a Seagull Extra 300S and various field items. Dan also mentioned that he had repaired the mowers (thank you!!!) and that help was needed with the mowing.

Safety: Joe Coleman reports that there is a good supply of 1st aid supplies and that thankfully they have not yet been needed. Joe reminded us to announce ourselves loudly so that everyone on the flight line could hear our intentions.

Membership: Stan Zdon reports that there are 92 total members, which is a little down from last year, but still good.

Events: Marc Davis reminded everyone of the upcoming Fun Fly this Saturday and then reviewed the results from April's Fun Fly. Phil Vaughn secured first place and the first name on the travelling trophy. Thanks to Roger Jeffrey for getting the trophy!!

Treasurer: Jake Groetsch gave the members a full review of the club finances. To date the club is in the black and everything is in order.

Training: Andy Thunstrom reviewed the current training arrangements and let it be known that another instructor would be helpful this year. Anyone that can assist should contact Andy.

Old Business:

Andy Thunstrom reported on the Combat event that was held May 16. There were 10 pilots and many spectators. Andy encouraged all to come for the next event on June 13. Bring a plane or just observe. Also, there will be a combat demonstration over lunch during the Pattern Contest on June 26.

New business:

Matt Campson reviewed the particulars for the upcoming Pattern Contest on June 26. It was suggested that we have a potluck lunch as in the past. A sign up for the Pot Luck will be posted on the club's forum. There will be a \$10 entrance fee.

The MARCEE club will be using the field on Monday, June 7 for their meeting.

Show and Tell:



Phil Vaughn showed us his recently acquired Wild Hare Sukhoi SU26. This is a beautiful model finished in red with black trim. The engine is a DLE 55 with a canister muffler. Phil showed how the muffler was attached underneath. After the meeting Phil treated the members to a flight. Great looking airplane!!

Paul Rono brought in a Twin Jet foam model. Two brushless pusher motors with a single 100 A Castle speed control power it. This is Paul's third Twin Jet and he modified this one by epoxy reinforcing the motor mount area and also the





control horns on the elevons. He estimates top speed at about 115 MPH.



Darren Bitzer brought in two bombs with servo release control that he obtained from Hobby King. They would be suitable for a flour bomb or similar. He also showed us a beautiful Turging wood prop that he recently acquired.

Raffle:

- | | | |
|------|------------------|-------------------|
| 1st | Roger Jeffrey | Seagull 300S ARF |
| 2nd | Roy Carrigan | Spektrum receiver |
| 3rd | Mike Harter | Screwdriver set |
| 4th | Bruce Montgomery | Voltmeter |
| 5th | Darren Bitzer | Multi-tool |
| 6th | Paul Rono | Glow plug |
| 7th | Ken Dinkel | Hot glove |
| 8th | Doug Jelinek | Screwdriver |
| 9th | Larry Hounsell | Glow plug |
| 10th | Kevin Carlson | Clunk |
| 11th | Jason Proffit | Glow plug case |
| 12th | Bob Nagel | Glow plug case |

Steve Ulrich

GLOW PLUG PROBLEMS

From the Camarillo Flying Circus, Camarillo, California

Today's glow plugs are well made products and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. It's always best to follow the manufacturer's specific glow plug recommendations, but if you have an engine that seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

Overheating: A glow plug coil will melt if it gets too hot. Reasons why this happens vary. Sometimes the combination of running an engine wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel that has a built-in surge feature, which sometimes results in a momentary over-voltage to the plug when the power is first switched on. When a glow plug fails because of overheating, the end of the element wire has a tear drop shape at the break. Sometimes a microscope is needed to see this affect.

Vibration: If the engine is soft mounted the element is shaken from side to side with tremendous force. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.

Shockwave: Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets too low the increase in compression forces air out of the squish band area with supersonic velocity and the action on the glow plug elements is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

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MAY FUN FLY

The flying season is well underway and for some of us we have already found the expiration date of a few of our airplanes. That's part of the hobby, but I sure like flying in the spring more than building new planes.

Last month was a very busy month and June is going to be even busier. Last month's fun fly was again a test to see if our planes can beat the weather. It was the first fun fly that I can remember in the past 3 years where we had to go over the results huddled in the shelter to stay out of the rain and wind. The great news is that there were 17 people who braved the cold and rain to come out and have fun pushing our planes and our flying skills to the limit while having as much fun as we could.

The first event was blackjack. For this event a deck of cards was marked out on the runway. Flyers were given three chances at a touch and go, where the main wheels touched first determined the card in the pilot's hand. The pilot could stay or hold after the second landing. We had 8 out of the 17 flyers get a 21!

The second event was a 15 second climb then dead stick spot landing. We used the same deck of cards on the runway from the previous event to determine the points, pilots were awarded the point according to where their plane stopped, not where they first touched. I might add that this was a speed round as the weather was coming in on us and the winds were starting to blow hard. Dead stick landings in the rain and wind, can you think of anything more fun? In all seriousness it was a lot of fun.

I have included a table showing the results of the events from May and the also showing this year's points totals for the flyers that have participated in at least one fun fly. (See page 5)

As I write this we have just completed the annual pattern meet that was a great success. We had a flyer from Iowa and Brian Dorff made the trip back home to participate as well. There were

several first time participants to pattern and I think they will be flying again next year. While pattern flying isn't for everyone it is amazing how much just flying the required maneuvers a few times will improve your everyday flying.

That's all for this month's column. Below are the events for the rest of June. Check out the website or the forum for more up to date information as the events get closer.

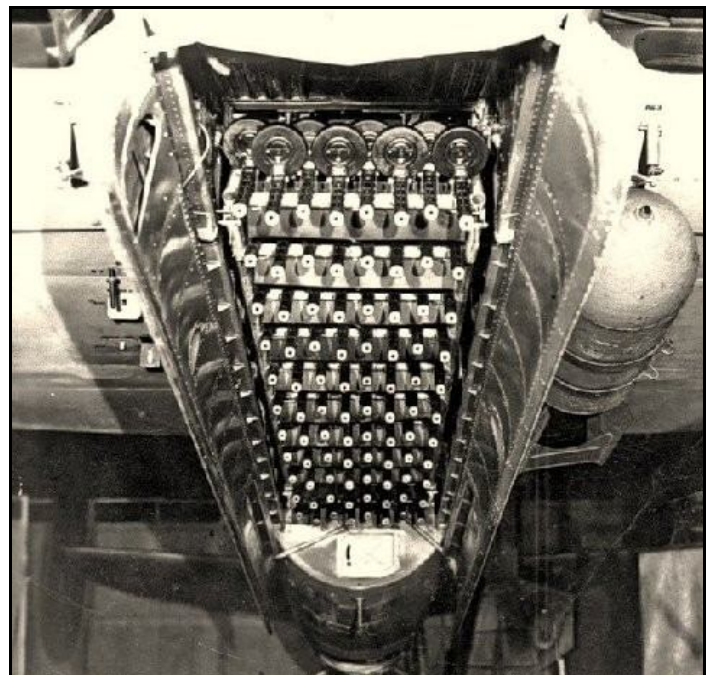
Upcoming Events:

Combat	June 13 at 10:00 AM
Fun Fly	June 18 at 10:00 AM
Warbird Fly-In	June 26 at 10:00 AM

Marc Davis

PILOT QUOTE

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no such expert who has volunteered to be a passenger in a non-pilot aircraft.



Tupelov TU-2SH with 88 sub machine guns firing forward

ACRC FUN FLY RESULTS

NAME	EVENT 1	EVENT 2	POINTS	PLACE	MAY PTS	APR PTS	TTL PTS
Ray Jelinek	6	3	9	6	20	16	36
Marc Davis	5	7	12	9	17	24	41
Dave Boll	1	2	3	1	25	21	46
Phil Vaughn	1	5	6	3	23	25	48
Andy Noll	4	1	5	2	24	12	36
Bob Nagle	8	4	12	9	17		17
Kevin Carlson	1	2	3	1	25	22	47
Darren Bitzer	7	7	14	10	16		16
Doug Jelinek	1	7	8	5	21	14	35
Andy Thunstrom	2	5	7	4	22	13	35
Dan Thiede	1	7	8	5	21	22	43
Eric Malkerson	4	7	11	8	18	23	41
Paul Castrodale	1	7	8	5	21	20	41
Jeff Flander	1	2	3	1	25	18	43
Dale Anderson	6	4	10	7	19	17	36
Steve Ulrich	3	7	10	7	19		19
Stan Zdon	1	6	7	4	22	19	41
Dave Dentz						15	15
Mike Dorff						11	11
Jason Proffit						14	14

“Fly every chance you can; you never know when you’ll not be able to, and then it’s too late.”



TRAINING REPORT

Training is well under way. We have a few new people that have joined the club and are getting started. Welcome. There has been a huge milestone that has been reached by a very busy man in the club. That particular man completed his solo on June 3rd, and a big congratulation goes to the one and only Roger Jeffery. Good job Roger you earned it! Once again if someone needs help please call me and I'll get you hooked up with someone. Also if there are any people getting help in the AM hours and are at the point of soloing call me. I have to run you through the paces to get you soloed and get that fluorescent yellow off of your card. That is it for this month.

Andrew Thunstrom

2010 PATTERN CONTEST

This is the pattern contest report from soggy Saturday June 5. It started out being fairly dry and then it was a repeat of last year. WET! The first round was completed and then Mother Nature thought other wise and decide to rain, not hard but lightly. So the laid-back scramble to finish second round started, and yes we completed it in the rain. The contest was called as two rounds were completed and places were determined.

Results of the 2010 Pattern Contest:

Masters:

1st Tom Gilkey
2nd Mark Woytassek

Advanced:

1st Brian Dorff
2nd Jake Groetsch

Intermediate:

1st Stan Zdon
2nd Mark Robotti
3rd Matt Campson
4th Marc Davis

Sportsman:

1st Dan Thiede
2nd Andy Thunstrom

I would like to send out a very special thanks for coming to our event despite conditions. Mark Woytassek came from Iowa and. Brian Dorff came from Grand forks, North Dakota. Also a very special thanks to the very fine people that helped out at the event. You know who you are. With out your help we would be confused, lost, hungry, thirsty, burned out and cold. Thanks Guys.

Andy Thunstrom

MEMBERSHIP NEWS

The meeting this month will be the second one at the field for 2010. 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.

On June 26 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 10. 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 (612) 987-0191. Registration is at 9:00 AM and flying starts at 10:00 AM.

THE NEXT MEETING WILL BE AT THE FIELD ON JUNE 17 AT 7:00 PM. The summer meetings will be at the field through August. There will be a fun-fly on Saturday June 19 at 10:00 AM.

Stan Zdon



FLIGHT SAFETY

From A.M.A. Insider and the newsletter of the Silent Electric Flyers, San Diego

A Lesson in How to Crash

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermak 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated

due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zigged when I should have zagged. The end result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 PM when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.
4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control. Q



Glow plugs - Continued from Page 3

Less often reasons why glow plugs sometime fail are:

Cranking the engine when it's flooded sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where is shorts out.

Another problem that occasionally occurs is that engines sometimes wear abnormally, causing a crankshaft to crack, bearings to fail, or a connecting rod to chew metal off the crank pin. Of course, when this metal goes up and deposits on the plug element, the plug burns out.

SERVO CHATTER

902 - 88TH LANE NW
COON RAPIDS, MN 55433

EMERGENCY INFORMATION

The nearest hospital is in Wyoming, MN and is 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:

45⁰ 19' 44.4" North Latitude
93⁰ 13' 52.2" West Longitude

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Aerospace welding
Cambridge State Bank
T & G Hardwood

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

CALENDAR OF UPCOMING EVENTS

Thursday – June 17

- ACRC Club Meeting

Saturday – June 19

- ACRC Fun Fly

Saturday – June 26

- ACRC Warbird Fly-In

Saturday – July 10

- ACRC Fun Scale Contest

