



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MARCH 2011

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

Latest News on the FAA Situation

by Dave Mathewson, AMA President

AMA continues to work hard to preserve the future of model aviation, just as the FAA continues to work toward regulating model aircraft. The pending regulations—really intended to focus more on the commercial, public-use small Unmanned Aircraft Systems (sUAS) that want to assimilate into the National Airspace System (NAS)—will most likely have some impact on model aviation. In fact, while the FAA bylaws cannot tell us exactly what will be in the proposed rule, they have told us it will include some restrictions that modelers are not going to like.

As you know, AMA has an internal workgroup that has been developing a set of standards for aeromodeling that, once adopted by the FAA, will allow modelers who operate within the standards some latitude from the restrictions in the (default) rule.

Developing our standards has been nearly a two-year process and once completed, will be vetted through the entire model aviation community for comment before they are sent to the FAA for consideration. The members who make up our workgroup come from a diverse modeling background and bring an incredible amount of knowledge and expertise to the table. They have worked countless hours on our members' behalf www.modelaircraft.org/aboutama/govcontact.aspx

Since the regulatory effort began, we have been asking our members to be aware and engaged in its progress and to be prepared to react when the time is right. That time is here. The proposed rule will be released as a Notice of Proposed Rule Making (NPRM) later this year. Although the original release date was scheduled for June, it now looks like it's been pushed back until late July or early August.

AMA has developed a multipart strategy to deal with this impending regulation. The first part, working with the FAA to develop standards to allow modelers latitude from the rule, has been the most visible—until now. The March issue of *Model Aviation* magazine, which you should have received in the last couple of weeks, outlines phase two of our plan. In this phase, we're asking our members to reach out to their elected representatives and tell them about the positive aspects of model aviation, its value as a family recreational activity, the value as an educational tool, and the fact that model aviation is a perfect stepping stone for our children that can lead them to careers in aviation and aerospace.

We want to point out that unnecessary regulation of model aviation can have a serious negative economic impact on an entire industry that supports what we do. In short, we need to educate our federal representatives, and this needs to be done in advance of the release of the NPRM.

All of this is outlined in detail in *Model Aviation* magazine as well as on a special section of the AMA Web site at www.modelaircraft.org/gov.

Continued on Page 5

MEETING MINUTES

Meeting Minutes - February 17, 2011

Meeting called to order at 7:00 P.M.

20 members present.

New Members: 1 - Scott Oleson

Board Reports:

President: Eric Castrodale reported that we have a spamming issue with the web site and encouraged anyone who is having trouble logging on to contact him. He also requested that members post their projects for everyone to enjoy.

Safety: Andy Thunstrom reports that there have been no safety issues and reminded everyone to get their planes ready for spring.

Membership: Stan Zdon informed us that 80 have renewed for the year and that we are on track.

Training: Dale Anderson said that we were ready for spring training and that currently there were five instructors. He is working on this year's curriculum.

Treasurer: Roger Jeffrey reviewed the club finances. All is in order and we are ready for a new year.

Old Business:

The high speed pass issue was reviewed along with the recommendation to permit a change to rule 10 and the courtesy rule. A vote was taken: 16 Yes, 4 No. High speed passes will once again be permitted per the rule change.

New business:

The King Kong fuel order will begin shortly. Stan will notify the members via e-mail.

Andy Thunstrom wanted to know who would be flying combat this season so he could get the necessary supplies. Let Andy know if you want to participate.

Show and Tell:



Darren Bitzer brought in a Mitsubishi J2M3 which was the replacement for the Japanese Zero. The plane will have an 85 inch wingspan and be 1/5 scale. Power will be from a 50 cc gas engine. Specifically what Darren brought was the fuselage plug that will be glassed over and form the mold. He is also in the process of designing a laminar airfoil wing for the unit. Darren will vacuum form the canopy. This is an ambitious project and we are anxious to see the progress.



Dale Anderson brought in an F4 which he scaled down from a plan by 55%. The model sports separate servos for aileron and elevator. Dale used a 40 mm fan and the model weighs in at 6 oz. with the battery. Wingspan is 16 1/2 inches and it is primarily for indoor use. Dale used Depron foam to construct the model and finished it in battle green. Great job!!

Continued on Next Page



Andy Thunstrom and Matt Campson demonstrated cutting a set of wings from pink foam. Matt built the power supply which heats steel leader line he got from Cabela's. The cutting wand was made from 1 inch PVC.



Matt & Andy described the whole process as they cut the wings. It was to say the least a fabulous presentation and showed how easily foam wings can be cut.

Great job!! Thank you!!

Steve Ulrich

ACRC EVENTS

The swap meets and auctions are over and the winter building season is coming to a close. As I

pulled out the 2011 flying season schedule I was surprised to see how close the first flying event of the season is and I'm the event coordinator!

This year's flying season is opening with a combat event on Sunday April 17. Can you think of a better way to get those thumbs back into shape then with a plane that is almost indestructible? Just a friendly reminder to those of you who are participating in the event you need to have a hard hat. If you don't have one you can purchase one at home depot for about \$7.00. If you need more information on the combat events please contact Andy Thunstrom.

The following Saturday, April 23, is the start of the 2011 fun fly schedule. For anyone that has not attended either as a visitor or flyer the event starts at 10:00 AM and at that time we close the field to general flying. The group then picks three events from a list and you register to get your flying position. Each of the three events is scored and the overall score determines your ranking for the day. First place will receive 25 points and the bragging rights for that month along with the traveling fun fly trophy. A record will be kept of everyone's points throughout the fun fly season and at the last fun fly in October we will award the 2011 Fun Fly trophy to the overall winner. While it might sound like it is very competitive, the mood is extremely relaxed and is a fun event to attend. You don't even need to be a member to fly at the fun fly. Last year we had several visitors attend the fun fly from at least three different clubs. A special thanks to Roger Jeffery for donating the trophy again this year!

Keep May 14 reserved on your schedule for the Spring Fly-In. I will have more information on this event in the next newsletter. I'm really looking forward to a great flying season. I hope to see all of you out there at an event. I really think that our club offers a wide range of events that meets the needs of almost everyone with almost every type of flying. If you have suggestions on how we can make the events better, please feel free to get in contact with me.

Marc Davis

MEMBERSHIP NEWS

ACRC currently has 81 (76) members signed up for 2011. Of these, 67 (61) are members that pay full yearly dues. The rest are wives of members, junior members and life members. The numbers in parenthesis are the membership numbers at this time last year. As you can see, membership renewal is a little better than last year. There are 32 full dues members, listed below, that have not renewed their membership for 2011. If you know any of these members personally, please call them and remind them to renew for 2011. If they all renew, the membership numbers will equal last year's numbers. The 2011 budget is based on a projected membership of about 100 fully paid members. If we drop much below that number we will have to cut services somewhere.

The March meeting is when ACRC has the annual club swap meet. If you have something you want to part with bring it to the meeting and get BIG BUCKS for it.

It looks as if the All Season patches are available again from the AMA. If you are eligible let me know at the March meeting or by email and I will order them. SPMRC pays for the first year patch and the member pays \$2.00 for each additional yearly patch.

The ACRC freeze-fly and the TCRC auction are finished now and the flying season is almost here. The events scheduled for this summer are:

Spring Fly-In	May 14
Pattern Contest	June 4
Warbird Fly-In	June 25
Fun Scale Contest	July 9
Float Fly	July 20
Scale Fly-In	August 27
Electric Fly	September 10
fall Fly-Out	October 1

Monthly Combat event and Fun Flies are also scheduled. Get those airplanes ready and come out and have some fun. More information will be published as the year progresses.

ACRC will be working with King Kong Hobbies in Coon Rapids this year for the fuel order. The prices are about the same as last year, some a little higher but most a little lower. An order sheet for fuel from King Kong Hobbies is included with this month's newsletter. It will have to be mailed to King Kong Hobbies by **March 30** and you will have to pick up your fuel at their store. If you have any questions call Stan Zdon at (763) 784-3121 or call King Kong Hobbies at (763) 390-0490.

The next meeting will be at Riverwind on March 17 at 7:00 PM.

Stan Zdon

Non-Renewals for 2011

Lane Beard	Eric Malkerson
Michael Blood	Bruce Martin
Chris Bongartz	Michael G. Mastros
Donna Lee Borovansky	Michael J. Mastros
Paul Brand	Joel Parker
Kevin Carlson	Alex Perez
Roy Carrigan	Keith Petrick
Phil Dailey	Jason Proffit
Bruce Dibb	John Rudberg
Vong Duong	Gregory Sherwood
Anthony Golon	Al Spearbecker
David Greene	Dan Stahn
Jake Groetsch	Steve Strand
Larry Hounsell	Mark Strommen
Dennis Jones	Thomas Welty
Doug Lewis	Stuart Whitbeck

Instructor List

Dale Anderson	(612) 481-6405
Lead Instructor	
Mike Flander	(763) 439-6959
Dan Thiede	(763) 227-3173
Jim Taylor	(612) 868-0419
Jim Wright	(763) 786-7047
Doug Lewis	(763) 670-7678
(Helicopter and Plane)	

There you will find background information on the entire process and learn more about AMA's team working on your behalf. There is also an area that will provide some suggested text that you may use to automatically draft a letter to your representatives along with a way to identify who those representatives are.

The third phase of our plan will be an additional campaign in response to the NPRM, if necessary. Since we won't know exactly what the NPRM will contain until it's released in the Federal Register, we won't know how to react to it until then.

What we all need to do today is to visit the AMA Web site and draft a letter to Congressional representatives to let them know about all the positive aspects of model aviation and the potential harm that overly onerous regulations may cause to a viable recreational and educational family activity. As Leader Members and club officers, I'm asking that all of you please inform your membership and modeling friends of the importance of becoming involved. Ask them to send a letter to their representatives. It will only take a few minutes to help preserve the future of an activity that we all enjoy.

See you next time ...

SPRING PREP

From the official newsletter of the Tri County R.C. Club, New Jersey

It has been a long winter for some of us. We have cleaned our models and engines and checked all the electronics. But now that the equipment has been sitting for three months, it needs a little late-winter refresh.

What am I talking about? Battery cycling. If you are using Nicad or NiMH cells, you will need to



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

recharge the batteries about now. These batteries tend to self-discharge over time.

This is also a good time to cycle the batteries and ensure that they still have the capacity to be viable for the coming flying season, or order new batteries if they are of diminished capacity.

Now, if you are using Li-Poly cells, you don't need to charge or cycle the batteries. However, you should check the voltage to make sure they have held the storage charge you gave them. You do bring the cells to the recommended storage voltage, don't you? Yeah, me neither. Well, I will be doing that soon since I bought a charger that can put a storage charge on a Li-Poly.

Oh, and while you're at it, go through your field box. Dump everything out and purge stuff you don't need. Put the paint stirrers (broken propellers) in a container for later use, or just throw them out if you have too many already.

Check your starting and glow batteries and charge them, too. If you have a power panel, remove it and inspect all the wiring. If you keep repair tools in the field box, make sure they are fresh (glue, fuel tubing, rubber bands, band aids, dressings, ointments, etc.) While you're at it get some fresh cleaning solution and paper towels too.

Now, when the weather turns fair, you are ready to grab your stuff and go flying.



FAIREY FIREFLY

ON THE SAFE SIDE

Ready to Solo?

by Jim Tiller, *Insider Safety Column Editor*

Just as in full-scale aviation, an RC pilot's first solo is a memorable milestone. To have your prized airplane leave the ground, tear through the air, and then return safely to earth—all under your control—is a moment that no pilot forgets.

As we all know, RC pilots reach that milestone in many ways. Some, supremely overconfident, leave the hobby shop with an armful of equipment, go straight to the park, and throw their new purchase into the air.

Others think an hour of simulator instruction is plenty. I remember a story about one prospective flier who had flown the simulator awhile and then had a couple of buddy-box sessions from an instructor. The next weekend he went to a public field without his instructor. Despite offers of assistance and warnings to the contrary, he decided he could do it on his own. As you can imagine, his next flight was a short series of over-controlled gyrations ending with his new trainer in pieces a hundred feet from the runway.

I also know of a situation where an instructor told a student he was ready to solo without the buddy-box well before he had mastered the proper skills. In this case, both the student and the instructor did their very best to salvage the situation, but once again, the student's new trainer ended up not far from the runway and the discouraged pilot went home to fix the damage.

Three things happen as a result of these training incidents. First, there is the inevitable crash (or crashes) that could surely injure someone. Second, even if the newbie keeps at it long enough to be successful, they have probably learned a lot of bad habits that could still make them unwelcome or even dangerous when they fly at organized events or club fields. And last, but most serious, many quickly get frustrated and quit the hobby altogether.

There is little we can do about the guys who are bound and determined to do this without an instructor. In most cases, they have been told by the Local Hobby Shop (LHS) and other fliers that they should ask for help. We can only hope that they will learn and accept safe flying practices when they join us at the field.

But let's look at the bright side of this issue. Most of those interested in RC flying see the value of instruction and seek us out for help. Most are great learners and take instruction well. But they still face the anxiety that goes with the first solo. Most students are in the middle of the confidence spectrum—not overly timid and not overly bold. And if they tell you they are ready to solo, they probably are.

But how does the instructor know for sure that his student is ready to solo? Many will tell you that they just know the student has the skills to succeed—after all they have been there through the instruction process. I have no disagreement with that, because that is how I have instructed in the past.

Recently, I talked to a few fellow fliers who are a little more formal in that evaluation. Just as in full-scale flying instruction, they have a checklist or check flight that their prospective soloists must master before they wean them off the buddy-box.

Here are some suggestions that you might want to make to your instructors, if they are not already doing them:

1. We all know the student has to be able to make a safe landing. That's number one on everyone's list. But what do you require in preparation for touchdown on the runway? Can he correct for crosswinds using the rudder and still make the runway? Does he set up the proper glide and adjust the touchdown point with the throttle? Can he make both right-hand and left-hand approaches to your runway?
2. Here's one directly from full-scale flying instruction. At altitude, pull the power back to

Continued on Next Page

idle on the buddy-box. Can your student find a good glide angle and make a dead-stick approach that would result in a successful landing?

3. Give the student a task to do, such as flying a figure eight, and then have him announce each part of the maneuver before he makes it. Can he make the airplane go where he says it's to go?

4. Using the proper field safety rules, can he assemble, fuel, start, and shut down his airplane without assistance?

5. On takeoff, can he keep the airplane in a straight line down the runway and maintain that course and direction until the first turn at a safe altitude?

6. Once again from full-scale flight instruction, put the airplane at an odd angle or orientation and then hit the trainer switch. Does the student make the right corrections to bring the airplane back to straight and level?

7. Fly the model quite a ways out and then hit the trainer button. Can your student get it back over the runway?

How well should your student do on these informal tests? Whatever the student does, it should be conducted "with the successful outcome of the maneuver never seriously in doubt." I borrowed this quote from a full-scale instruction manual as well. Good instruction does not happen by accident, and good instruction will prevent accidents. It will also make pilots who are welcome at any field and are a credit to the modeling community—hopefully for many years to come.

TIPS & TRICKS

Cleaning Pushrod Tubes

The oily residue of model fuel sometimes makes its way into the pushrod tubes, which also capture small particles of grit. The oily residue also makes some of the flexible plastic pushrods and tubes swell and soften slightly, which makes operation in curves almost impossible.

A simple cure is to apply a solution of powdered

graphite, mixed with mentholated spirits or rubbing alcohol. Holding the model in an appropriate position (thus having one end of the errant tube in an upright position), apply the solution with a syringe onto the rod (or it can be applied to the mouth of the tube while moving the rod in a back and forth motion) to encourage the solution to circulate. The mentholated spirits, or alcohol, wash away the oily residue and grit, leaving the graphite behind providing a good lubrication to the pushrod.

—*San Gabriel Valley Radio Control League, South El Monte, California*

Tools for Beginners

A beginner does not need a lot of fancy tools to do a good job. However, there are a few inexpensive tools that make life easier:

X-acto blade and holder, usually a number 11 for most jobs.

Coping saw.

Razor saw to cut across grain and hardwood.

T-pins. They come in three sizes, but generally the small and medium sizes are the most useful.

18-inch steel ruler is very handy. If the ruler tends to slip when using, try spraying with 3M-77 on the down side. Once dry, it acts as an antiskid.

90° plastic triangles for squaring assemblies. (Video cassette boxes are square, will stand alone, and are very useful for holding two parts such as a horizontal and vertical stabilizer when assembling.)

Sandpaper; aluminum oxide sandpaper is best. This is sold at auto paint stores, has a long life, and is often less expensive than what is found at hardware and model stores.

Sanding blocks. Always use a sanding pad or block. Various lengths of suspended ceiling tile grid make good, lightweight sanding blocks. (Use 3M-77 spray or rubber cement to attach sandpaper strips to a sanding block. Use a heat gun to loosen the adhesive when it must be replaced.)

—*Jim Kitchen, editor from the Sierra Flyers, Marysville, California*

SERVO CHATTER

902 - 88TH LANE NW
COON RAPIDS, MN 55433

Ballard Street by Jerry Von Amerongen



“Matt, as your co-pilot I encourage you to take dessert.”

ACRC BOARD MEMBERS

PRESIDENT

Erik Castrodale

president@anoka-rc.com

TREASURER

Roger jeffrey

treasurer@anoka-rc.com

VICE PRESIDENT

Jeff Flander

vicepresident@anoka-rc.com

INSTRUCTION COORDINATOR

Dale Anderson

instruction@anoka-rc.com

MEMBERSHIP SECRETARY

Stan Zdon

membership@anoka-rc.com

FIELD SAFETY OFFICER

Andrew Thunstrom

fieldsafety@anoka-rc.com

RECORDING SECRETARY

Steve Ulrich

secretary@anoka-rc.com

CONTEST COORDINATOR

Marc Davis

events@anoka-rc.com

ACRC Website - <http://www.anoka-rc.com>

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

SERVO CHATTER EDITOR

Stan Zdon

newsletter@anoka-rc.com

CONTRIBUTORS THIS MONTH

Marc Davis

Steve Ulrich

Stan Zdon

ACRC SPONSORS

King Kong Hobbies
Abraham Technical
Aerospace welding
Cambridge State Bank
T & G Hardwood

Deadline for the
next newsletter is:
April 1, 2011

CALENDAR OF UPCOMING EVENTS

Thursday – March 17

- ACRC Club Meeting

Thursday – April 21

- ACRC Club Meeting

Saturday – April 23

- ACRC Fun Fly

Saturday – May 14

- ACRC Spring Fly-In

