



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

SEPTEMBER 2011

**THE MEETING WILL BE THURSDAY, SEPTEMBER 15, AT RIVERWIND!!**

## MEMBERSHIP NEWS

Membership in ACRC is currently at 110 members. There are 95 members that pay full annual dues. The remaining members are Life Members, junior members and family members. This is the highest the membership has been in the last 5 years. 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 Dale Anderson at (612) 481-6405.

At the membership meeting in October ACRC will be taking nominations for board members for 2012/2013. Four positions will have to be filled. The two-year terms of Eric Castrodale, Marc Davis, Andy Thunstrom 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 Scale Fly-In held on August 27 was a huge success. There were 26 pilots registered and a large number of spectators attended. The club supplied brats and hot dogs with members bringing salads and desserts. It was a great lunch

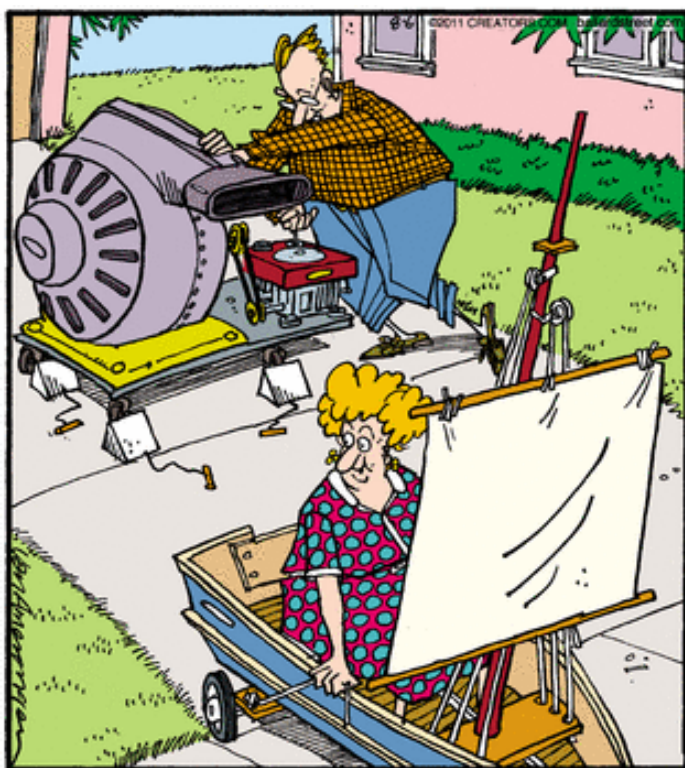
and the donation jar was filled. The ground reached up and grabbed a few planes but only one was a total wipe out. There are a few pictures on page 7 and many more will eventually be posted on the website.

THE NEXT MEETING WILL BE AT **RIVERWIND** ON SEPTEMBER 15 AT 7:00 PM. Don't forget the fun-fly on Saturday September 17.

Stan Zdon

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

## Ballard Street by Jerry Von Amerongen



Leanne and Tim's Latest Project.

## ACRC EVENTS

The August fun fly is in the books and it was a fun filled event. We had two new flyers this month, Dale Case and John Sager, welcome guys. This month we had a brand new event that Jeff Flander came up with and I think we will keep this one for another time. This was the first event of the morning and was a timed event. All the flyers had to do was take off, perform a circle, land and stop all forward momentum. Then take off again, perform a loop land and stop all forward momentum. Take off one more time and perform a circle and land. Time stopped when the plane stopped forward momentum. Sounds easy right? Well I think most of us were surprised as to how hard it was. Phil Vaughn took first place with a blazing time of 62 seconds.

The second event was an old favorite, Black Jack. Pilots attempted to select their card by landing on the card that was drawn on the runway. All 13 cards were spaced at 5-foot increments. This time we added a few more rules, a natural black jack was the highest followed by A-10. In the case of a tie the flyer with the fewest cards scored higher. Surprisingly there was only one blackjack, congratulations Kris! Kris did very well in the standings this time around and will be someone to watch next year.

The last event is a crowd favorite and an event that we wait for nice weather with a breeze down the runway and late in the season; yes I'm talking about the limbo! The limbo started with the ribbon at 12 feet and all flyers that made it under went on to round 2 where the ribbon was lowered to 6 feet. The final round the ribbon was lowered to 3 feet. Sadly two pilots found the east limbo poll with their aircrafts wing, while both did make it under the ribbon they failed to pass on to the next round because they touched the ground in the attempt or in this case stayed on the ground. John and Ray we wish you better luck next time, you were so close just a little to the left next time. Of the 13 or so flyers that started, two pilots managed to make it under the 3-foot ribbon, which forced a fly off. I am happy to report Andy Thunstrom

crushed me. Why? Well after killing me in the Limbo the crowd encouraged him to try it again but this time inverted! We all know Andy; he is not one to back down from a challenge and went for it. If you missed the fun fly you missed seeing Andy clear the limbo ribbon at three feet inverted and then to top it off he went into a victory roll after completing it successfully. This is the stuff of legends and Andy Thunstrom is officially crowned king of the limbo in my book.

By the time that this is posted the Scale fly event will be in the books, this leaves just two major events left for the year. The Electric Fly-In on September 10 and the Fall Fly-Out on October 1. The club has invited all MARCEE members to the electric fly so if you are out there and see someone you don't know be friendly and introduce yourself. Let's show why we are one of the best R/C clubs in Minnesota. The planning is well underway for the Fall Fly-Out. Jake has donated a pig for the pig roast again this year so we know the food is going to be great. Look for more updates in the coming month.

Marc Davis - Event Coordinator

## UPCOMING EVENTS

### September

ACRC Electric Fly	September 10, 2011
Club Meeting	September 15, 2011
Fun Fly	September 17, 2011
Combat Fly	September 18, 2011

### October

Fall Fly-Out	October 1, 2011
Combat Fly	October 9, 2011
Club Meeting	October 20, 2011
Fun Fly	October 22, 2011



### AUGUST FUN FLY RESULTS

Name	1st Evnt	2nd Evnt	3rd Evnt	Total	Place
Dan Thiede	4	3	4	11	2
Jeff Flander	2	9	3	14	5
Phil Vaughn	1	8	3	12	3
Andy Thunstrom	14	7	1	22	8
Marc Davis	8	6	2	16	7
Joe Parent	6	4	3	13	4
Dave Dentz	14	2	6	22	8
Chris Cone	9	14	4	27	11
Roger Jeffery	14	11	5	30	13
Paul Castrodale	5	14	6	25	10
Andy Noll	14	5	5	24	9
John Sager	13	10	5	28	12
Bob Nagle	12	13	5	30	13
Kris Westerbur	10	1	4	15	6
Ray Jelinek	11	12	5	28	12
Stan Zdon	3	2	3	8	1
Dale Case	7	3	4	14	5

### CURRENT FUN FLY RESULTS

Name	Apr Pts	Jun Pts	Jul Pts	Aug Pts	Ttl Pts	Crnt Stnd
Andy Noll	0	0	17	17	34	17
Andy Thunstrom	22	18	23	18	81	5
Bob Moser	16	0	0	0	16	24
Bob Nagle	0	18	13	13	44	12
Chris Cone	21	0	21	15	57	10
Chris Elliot	11	0	0	0	11	25
Christian Cone	24	0	0	0	24	20
Dale Anderson	12	14	11	0	37	14
Dale Case	0	0	0	21	21	22
Dan Thiede	25	23	25	24	97	1
Darren Bitzer	0	0	14	0	14	25
Dave Boll	23	0	0	0	23	21
Dave Dentz	15	0	0	18	33	18
Doug Jelinek	14	0	15	0	29	19
Jeff Flander	22	25	24	21	92	2
Jim Wright	0	21	22	0	43	13
Joe Parent	13	22	20	22	77	6
John Sager	0	0	0	14	14	24
Kris Westerbur	13	16	13	20	62	9
Marc Davis	19	22	16	19	76	7
Mike Dorff	0	20	13	0	33	18
Paul Castrodale	0	19	13	16	48	11
Paul Rono	20	15	0	0	35	16
Phil Vaughn	17	22	24	23	86	4
Ray Jelinek	21	17	12	14	64	8
Rick Teteak	0	0	11	0	11	26
Roger Jeffery	12	0	10	13	35	16
Scott Oleson	18	0	18	0	36	15
Stan Zdon	23	24	19	25	91	3
Steve Ulrich	0	17	0	0	17	23



**XF-91 THUNDERCEPTOR**

## ACRC SAFETY

In the upcoming events that will be wrapping up the year, I'm pretty sure we will have a good turn out of people. When at the events keep safety in mind. There is no need to rush, get excited, crabby, etc. Instead, slow down and take in the good moments of the day. When you slow down a little bit you think a little more about what you are doing. Think about others around you. What if a mishap were to happen, god forbid. Slow down and think a little. Not too much, just little. Also when on the flight line or getting there, watch traffic, pilots, and communicate with them. Let them know that you are coming out or that you are landing. Also keep in mind that the first aid kit is in the aluminum cabinet behind the frequency board and GPS coordinates are posted in the pavilion. Most importantly, have fun and enjoy yourself and your friends.

Andy Thunstrom

## ACRC COMBAT

I am sorry but combat has been rescheduled for September 18 at 1:00 PM. If there are any conflicts email me. I would like the max number of crazies out to fly. The last combat is Oct 9. Two left then and we are done, unless you guys would like to sneak one more in for good measure? Also think about rules changes. We will talk about this a little more on the 18th. The overall the turn out has been pretty good and I'm pretty excited about that. Also, one more thing. There has been talk about a 25 class, anything goes, event. I need some input on that. I would also like to get together to make extra parts for next season. Input on these subjects would be nice. Thanks guys for a fun year.

Andy Thunstrom

“Government’s view of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidize it” - Ronald Reagan

## ON THE SAFE SIDE

### How is a Good Preflight Check Performed?

*from the East Valley Aviators, Apache Junction, Arizona*

*Bill Cummings*

You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

1. Propeller/Spinner - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.
2. Throttle linkage - Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.
3. Engine mount bolts - Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!
4. Muffler - Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.
5. Firewall - Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.

*Continued on Next Page*



6. Landing gear - Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.

7. Servos/Linkages - With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc. You should also check wing-attachment points to make sure they are solid and tight.

8. Check the batteries with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

9. Horizontal stabilizer - Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.

10. Vertical stabilizer - Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

11. Antenna - If your antenna is accessible, check it for nicks or breaks.

12. Wing - Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a "safety device" (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing. Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

13. Check controls - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

14. If this will be the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly - A tail-heavy airplane flies ONCE!

15. Range check, engine off -With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.

16. Range check, engine running -**MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE!** Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle.

I know some of you will look at this list and say, "If I do all that before each day of flying, I will not have time to fly!" In fact, if you make this checklist a part of your "routine" every time you put an airplane together, after a while you will find it will only take a few minutes to complete.

# AUGUST 12 ACRC COMBAT

Pictures by Brett Ohnstad



More pictures are available on the ACRC Forum - <http://anoka-rc.com/forums>

# 2011 ACRC SCALE FLY-IN

Pictures by Stan Zdon



More pictures are available on the ACRC Forum - <http://anoka-rc.com/forums>

# SERVO CHATTER

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### **ACRC SPONSORS**

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*Deadline for the  
next newsletter is:  
October 1, 2011*

### **CALENDAR OF UPCOMING EVENTS**

Saturday – September 10

- ACRC Electric Fly

Thursday – September 15

- ACRC Club Meeting

Saturday – September 17

- ACRC Fun Fly

Saturday – October 1

- ACRC Fly-Out

