



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MAY 2012

***THE MEETING WILL BE THURSDAY, MAY 17, AT RIVERWIND!!***

## PRESIDENT'S CHATTER

So far Mother Nature has turned on us with some pretty soggy weather. We need it, just not on the weekends. We have managed to squeeze in two combat sessions and a fun fly. We are approaching some pretty busy months as far as events go. Our next event is on May 19 to officially start off the flying season. If you able to help please contact John Sager our event coordinator, extra help is always appreciated. Also meetings are at the field for the next few months so bring a plane to fly after work and enjoy the evening. We also have the pattern contest coming up so try it out. It is fun to expand your flying skills by learning maneuvers and aerobatics. You don't have to be pro or worry about critics. Improve your skills and have fun.

That's it for this month

Andy Thunstrom

## ACRC COMBAT

So far we have two sessions in, and there were plenty of ribbon cuts and plane repairs. I'm lumping all points into this newsletter since both contests were so close together. We had a total of 12 flyers in the 15 class and 6 in the 25 class. So far the standings for the 15s are: Andy Noll - 1530, Andy Thunstrom - 1200, Scott Oleson - 1000, John Sager - 850, Dale Anderson - 750, Darren Bitzer - 605, Chris Cone - 550, Joe Parent - 500, Matt Campson - 450, Christopher Cone - 400, Chris Elliot - 350 and Marc Davis - 0.

Those are the point standings for the 15s. Andy Noll is the leader in ribbon cuts with a total of 8 and Scott Oleson is our mid air collision king with a total of 7 hits. The 25s are as follows: Scott Oleson - 1000, Andy Thunstrom - 800, Dale Anderson - 750, John Sager - 460, Joe Parent - 460 and Chris Cone - 0.

That is for the combat report. The next combat is Friday night June 15.

Andy Thunstrom



## ACRC EVENTS

Hello everyone! Our first fun fly of the year was held April 21 and the weather was sketchy at best, we just finished up the last of the rounds as the rain began to fall. Even with the bad weather we had a respectable 15 pilots turn out and I want to thank you all for making my first Fun Fly event such a memorable one! I know now what you were talking about Marc.

The first event of the day was a 3-obstacle slalom taxi event won by Chris Cone with a blazing fast time of 20.45 seconds followed by Scott Oleson and Chris Elliot. The second event was as many touch and goes in 2 minutes, Paul Rono crushed the competition with 13. The next nearest were Dan "Speedy" Thiede and Andy Thunstrom with 8. The last event was supposed to be closest to 60 second flight wheels up to touch down but was shortened due to the approaching rain to closest to 30 second flight. This one was much closer with the difference of .03 seconds separating first and second places. Scott Oleson took first with a time of 29.62 seconds followed by yours truly, John "Mad Chef" Sager with a time of 29.59 seconds. In third place, with a very respectable time of 30.94 seconds, was Andy Thunstrom.

For the first Fun Fly event Scott Oleson took overall 1st place, Paul Rono took 2nd and Dan Thiede took 3rd. For the complete standings see the list on page 4. One last reminder that May's Fun Fly event will be held on **SUNDAY May 20** following the ACRC Spring Fly-in on May 19.

Our next BIG event is The ACRC Spring Fly in which starts at 10:00 AM Saturday May 19. There will be no landing fee for pilots but there will be a \$5.00 charge for lunch. Lunch will be pulled pork sandwiches, baked beans, chips and will include a bottle of water. For dessert I am going to ask the members to bring a dish to share and if you could email me and let me know if you could bring something that would be greatly appreciated. There will be stuff for the kids as well as a raffle for a Hangar 9 Pulse XT 60. I hope to see you all there!

John Sager

## MEMBERSHIP NEWS

The meeting this month will be **AT THE FIELD**. 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.

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 east of the west edge of 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 19 and the ACRC Pattern Contest will be held this year on June 2. The ACRC Warbird Fly-In will be on June 30 and the ACRC Fun-Scale Contest will be on July 7. The ACRC Float Fly is scheduled for July 18.

**THE NEXT MEETING WILL BE AT THE FIELD ON MAY 17 AT 7:00 PM.** The summer meetings will be at the field until August. The fun-fly will be on Sunday May 20 at 10:00AM.

Stan Zdon

## FLIGHT INSTRUCTION

The open training day this year will be Thursdays starting May 24 from 5:00 PM to 7:00 PM.

Training is free, providing you join ACRC and AMA. Call or email me, Dale Anderson, Instruction Coordinator, to get on the schedule and with any questions you may have. Not sure if you want to join? Call to request a free discovery flight and try your hand with a real trainer plane. Discovery flights will also be available at the May Fly-In. Simply sign up same day at the pavilion.

Please remember to check the Instruction page of the web site for changes or cancellations.

I would also like to thank Al Spearbecker for the donation of a new trainer plane to ACRC this year. It's always nice to start a year fresh.

Dale Anderson  
Instruction Coordinator  
instruction@anoka-rc.com  
612-481-6405

## ACRC SAFETY

There have been a couple of senior moments that I have heard of this season. They main ones are high speed runups in the pits and flying from the wrong end of the runway. You should be flying from the five stations on the downwind end of the runway. The other five stations are to be left clear in case there is a problem on take-off or landing. If you see someone doing something wrong just nicely inform them of their errors. We have had a few close calls with the combat planes already this year. Please pay attention and be aware of your surroundings. That is all for this month.

Joe Tombstone Parent

## ACRC MINUTES

Meeting called to order at 7:00 pm  
19 members present



### Board Reports:

#### President:

Andy reminded us of the Combat meet on April 29.

#### Vice President:

Jeff said that the main raffle prize tonight would be a Twist 40.

#### Membership:

Stan reported that ACRC has 100 members. There are 85 that pay full dues, 7 Life Members and 8 juniors and spouses that pay reduced dues.

#### Treasurer:

Phil reported that we have money and the club is in good financial shape.

#### Safety:

Tombstone Parent said that there were no safety problems so far this year.

#### Events:

John told us about the Fun Fly on April 21 and about the Fly-In on May 19.

#### Old Business:

Food for the May 19 Fly-In was discussed. There will be a charge of \$5.00 per meal. The menu will consist of pulled-pork and beans with dessert provided by the membership.

#### Show and Tell:



Don McGillivray brought his scratch built EP ducted fan. It weighs 4.9 ounces and is propelled by 4.2 ounces of thrust provided by a 50 mm fan and a 3-cell LiPo battery.

## APRIL FUN FLY RESULTS

| Name           | 1st Evnt | 2nd Evnt | 3rd Evnt | Ttl Pnts | Place | Points |
|----------------|----------|----------|----------|----------|-------|--------|
| Phil Vaughn    | 8        | 7        | 8        | 23       | 7     | 19     |
| Dan Thiede     | 7        | 2        | 4        | 13       | 3     | 23     |
| Joe Parent     | 10       | 5        | 15       | 30       | 11    | 15     |
| Marc Davis     | 12       | 4        | 13       | 29       | 10    | 16     |
| Christian Cone | 4        | 3        | 9        | 16       | 4     | 22     |
| Chris Cone     | 1        | 5        | 10       | 16       | 4     | 22     |
| Chris Elliot   | 3        | 7        | 12       | 22       | 6     | 20     |
| John Sager     | 13       | 5        | 2        | 20       | 5     | 21     |
| Scott Oleson   | 2        | 3        | 1        | 6        | 1     | 25     |
| Andy Thunstrom | 15       | 2        | 3        | 20       | 5     | 21     |
| Paul Rono      | 6        | 1        | 5        | 12       | 2     | 24     |
| Jeff Flander   | 5        | 8        | 7        | 20       | 5     | 21     |
| Stan Zdon      | 11       | 8        | 6        | 25       | 8     | 18     |
| Kris Westerbur | 9        | 5        | 14       | 28       | 9     | 17     |
| Mark Tellevik  | 14       | 6        | 11       | 31       | 12    | 14     |

Scores Compiled by Marc Davis



### T-6 Texan II



### NAME THE PLANE

## EVENTS CALENDAR

- May 12 CPA Pattern Contest (at St Paul R/C)
- May 12-19 Joe Nall Fly-In - Triple Tree Aerodrome, South Carolina - [www.joenall.com](http://www.joenall.com)
- May 17 ACRC Meeting - 7:00 PM - Field**
- May 19 ACRC Spring Fly-in - 10:00 AM**
- May 19 Hobby Warehouse Swap Meet**
- May 19 TCRC Spring Float Fly @ Bush Lake Beach, Bloomington, MN - 11:00 AM
- May 20 ACRC Fun Fly - 10:00 AM**
- May 20 Big Sky Hobby Spring Swap Meet, Eagan, MN - 8:00 AM to 12:00 PM**
- June 2 Grassfield E-Fly-10:00 AM-3:00 PM
- June 2 SPRC Heli Fly 10:00 AM-5:00 PM
- June 2 ACRC Pattern Contest-10:00 AM**
- June 2-3 Blaine Aviation Weekend (Jane's Field)
- June 9 Northwest RC Scale Heli Fly 9-10 AM start, \$12 Landing Fee
- June 16 SPRC Scale Fly -10:00AM-5:00PM
- June 16 TCRC Electric Fly & Campout
- June 16 Sodbusters Float Fly
- June 16 MRCHA Grassfield Heli Fly
- June 21 ACRC Meeting - 7:00 PM - Field**
- June 23 ACRC Fun Fly - 10:00 AM start**
- June 30 ACRC Warbird Fly-10:00 AM**

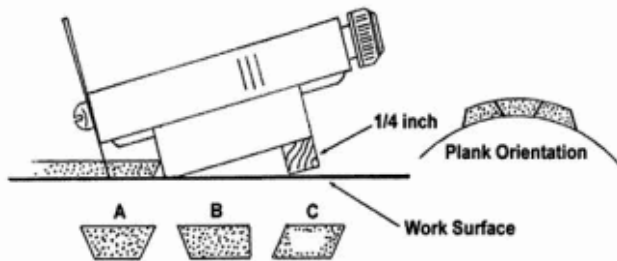
### Instructor List

- 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)

## Tips on Strip Planking

Oh no! Not strip planking! I know, time consuming, tedious, messy and inaccurate. Well, let's try to take most of the work out of this process. The real key to making strip planking a much easier task is the method used to strip the balsa wood into accurate, beveled planking and the adhesives used.

Cutting accurate strips is best done using a modified balsa-stripping tool. The Master Airscrew balsa stripper is ideal for this job. Glue a piece of 1/4-inch-square hardwood to the long edge opposite the cutting blade as shown in the photo below.



Adjust the blade so it just touches the work surface. Adjust to cut strips about  $\frac{3}{8}$ -inch wide. Wider strips will not develop the shape required of the finished piece. Your first cut will not be used, but will be waste. Flip the strip 180° (end for end) making the following cut on the same edge as the previous cut. Do not turn the sheet over between cuts or the planking will be trapezoidal and thus useless. Strip as many sheets as required to cover the area to be planked.

After each pass of the stripper, turn the main balsa sheet 180° (do not turn it over). This will result in shape "A." The first cut of the main sheet will look like "B." Use a plank with cut "B" where a flat surface meets a rounded one. All succeeding cuts will look like "A." Be careful not to cut a parallelogram like "C" this plank is useless for precision planking.

Start planking on opposite sides of the fuselage and alternate until you meet at the centerline. This will help ensure you do not build in a warp.

Alternate each strip plank edge angle to keep the seams between the two as close as possible. Very little filler material will be required when finished.

My favorite method of installing each piece is to place a bead of aliphatic resin (white glue) adhesive along the edge to come in contact with the previous sheeting. Then put medium-viscosity CA adhesive on those parts of the airframe that will come in contact with the new strip plank. Place the strip in place, pressing firmly into the edge of the previous plank or sheet. Wipe excess white glue from the surface with a damp paper towel.

Continue application alternating from side to side, until complete. Cut each piece where it meets the centerline stringer.

Upon completion, rough sand the planked areas to shape. Blow off the sanding dust and apply a lightweight filler material to any voids or gaps. Sand the surface smooth and glass with 0.50- or 0.75-ounce-per-square-yard fiberglass cloth and resin.

*These illustrations were taken from a similar article published in Model Airplane News magazine.*

The model can now be disassembled and finish sanded and glassed prior to canopy construction and addition of details.



## NAME THE PLANE

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

## When Epoxy Doesn't Harden Properly

*The Rockland County Radio Control Club, White Plains NY*

Epoxy is one of the best modeling materials available. It's useful as an adhesive for wetting out fiberglass cloth, as a filler, and as a finishing material. It can be thinned or thickened for a variety of purposes. Even though it is useful, epoxy can be a pain when it doesn't harden properly.

There are two important issues when dealing with epoxy, proportioning and mixing. Of these two, mixing is the most critical. Mis-proportioning the hardener to the epoxy generally leads to slow hardening, but lack of proper mixing can lead to permanently sticky epoxy.

One hundred quick, hard strokes are recommended when mixing any amount of epoxy. Count them to make sure that your mixing is adequate. Always mix your epoxy before putting in any additives. Both thinning and thickening agents can keep epoxy from mixing properly. Give the epoxy 100 strokes first and then put in the additive.

**Thinning:** Epoxy can be thinned using acetone or denatured alcohol. Either of these can be added to make it more watery. A mix of up to 50% doesn't seem to have any effect on the final strength of the epoxy. Thinning the epoxy will slow down the curing time and make it wet out fiberglass and carbon fiber better. Thinned epoxy also can be wiped onto balsa or obechi as a finish.

**Thickening:** Epoxy can be thickened by adding almost any inert, fine-grained solid from sand to cotton fiber. Modelers usually use micro balloons for thickening epoxy because they are readily available and add little weight. Thickened epoxy can be used to make fillets or to fill gaps.

**Five minutes, 15 minutes, 30 minutes, more?** Epoxy comes in formulations for different curing times. The times listed on the packages are strictly nominal and generally refer to curing time.

Five-minute epoxy does not give you five minutes of working time. At best, you will get 20 seconds of working time in which to place five-minute epoxy before it starts to cure. Thirty-minute epoxy gives you around one to three minutes before it starts to cure. These times will vary with temperature, mix proportions, and proper mixing, but they are good reference points. In general, five-minute epoxy is only for spot gluing. It is great for small, quick jobs, but not for involved tasks. A general rule of thumb is the working time for epoxy (after 100 strokes of mixing) is about 10% of the time listed on the package. Keep in mind that epoxy mixed and left in the cup will cure faster than epoxy that is spread out immediately.

## Tips & Tricks

### Unclog your CA Tips

Those tips that come with your jar of CA clog much too easily, right? To keep them ready to use, get a small plastic bottle with a tight lid and fill it partway with acetone, available from the home center. Make sure that the bottle/container is impervious to the acetone, just to be safe. Now, when you're done with your building/repair project for the day, drop that tip into the acetone until your next session. Any dried CA will be dissolved by then. When you need to retrieve one, use some needle nose pliers or a dental pick with a hook to extract it from the jar. Drain any leftover acetone from the tip and let it air dry for a few minutes before use. Remember to use a plastic jar to reduce breakage, and follow all the safety warnings on the container of acetone.

After you've built up a supply of them from successive purchases of CA, you can swap them out midway through a building session to keep things moving.

—*Wing Busters Model Airplane Club, Massachusetts*



## Engine Maintenance 101

by Richard Dvorin, Tri County RC Club, New Jersey

The objective of this article is not to make each person who reads it an engine mechanic, but rather to pass on a few tips that I have learned over the years that will help to make an engine last longer. After each flying season, I take the engines out of my airframes and clean them.

I do so by plugging the carburetor and the muffler exhaust port with rolled up pieces of paper towels. Then I get a toothbrush (hard) and brush the engine off. After the dirt is off, then I spray on Dawn Power Dissolver. This will remove the burned-on grime and dirt. Wash the engine down with hot water being careful not to burn yourself, and then dry with paper towels or use a small air compressor, if available, to blow dry the engine.

When you are satisfied that the engine is clean enough, remove the back plate being careful not to damage the backplate screws or the gasket. Look for signs of metal filings in the crankcase and scrap marks on the backplate. These marks and filings are an indication that the connecting rod is rubbing the backplate. This condition can be caused by jamming an electric starter up against the spinner or spinner nut when starting your engine. If this condition exists, make sure that you wash the inside of the engine with kerosene or gasoline. If you use gasoline, do this outside for ventilation and do not work near open flame or spark and *do not smoke!*

When satisfied that the engine is clean, take a ½-inch dowel and a brass hammer and tap the back of the crank shaft to make sure that the connecting rod does not scrape the backplate. Check the rear bearing for dirt, rust, or corrosion. If rust or corrosion is present, send the engine back to the manufacturer for repair. Coat the inside parts with some after-run oil and close it. Make sure you inspect the backplate and if the screws are damaged, replace them with proper size socket head screws.

Check the rubber O ring seal that sits between the base of the carb and the crankcase for leaking or damage. Make sure the carb is tight. Remove the muffler, place a few drops of after-run oil on the piston and then on top of the piston. Place some after run-oil in the carb and then, with the aid of the propeller, turn the engine over several times to work the oil around.

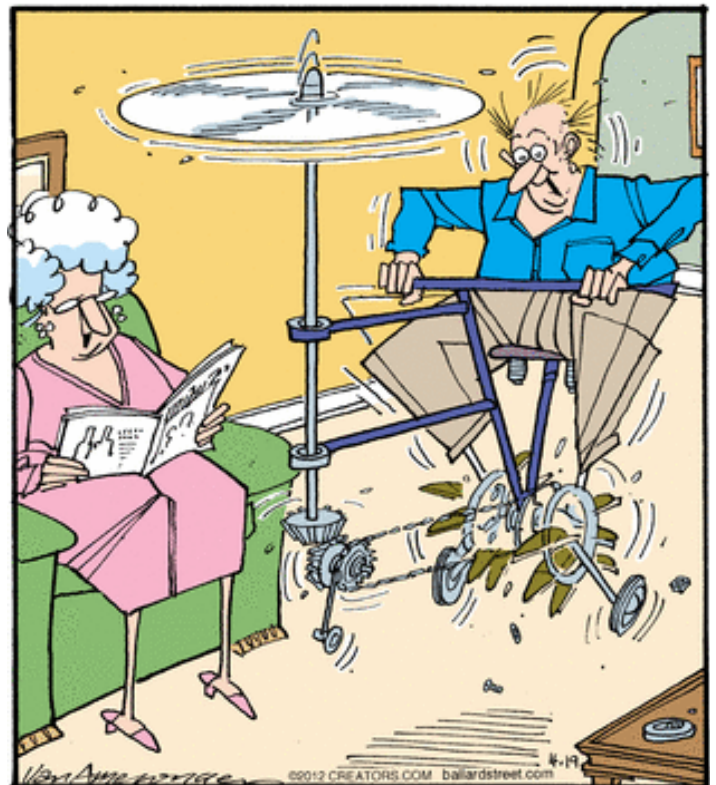
Check the head screws and make sure the screws are tight. When you turn the engine over with the propeller, check the seat around the head and backplate.

If you see bubbles seeping out, you will have to replace the gaskets. Most parts can be purchased from your local hobby shops.

Reinstall the engine, hook up the throttle linkage, replace the muffler and you are now ready to take your airplane outside and start the motor. Make adjustments as necessary for throttle response and idle.

Now you're ready to go.

## Ballard Street by Jerry Von Amerongen



Paul, please, that's an outdoor activity!

# SERVO CHATTER

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*Joe Parent*

*John Sager*

*Andy Thunstrom*

*Stan Zdon*

## ACRC SPONSORS

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

*Deadline for the  
next newsletter is:  
June 1, 2012*

## CALENDAR OF UPCOMING EVENTS

Thursday – May 17

- ACRC Club Meeting

Saturday – May 19

- ACRC Spring Fly-In

Sunday – May 20

- ACRC Fun Fly

Saturday – June 2

- ACRC Pattern Contest

Friday – June 15

- ACRC Combat

