



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JULY 2012

***THE MEETING WILL BE THURSDAY, JULY 19, AT THE FIELD!!***

## PRESIDENT'S CHATTER

What a summer we are having, hot, hot, hot, but not windy. Talk about extremes, last year cool and windy, and this year hot and not very windy. Something I have noticed is that there have not been very many people showing up for events. Compared to what we are used to seeing, the participation in our events is down quite a bit. It makes me think that a lot of people are working, or busy with home projects. This is probably good but makes me little nervous at the same time. Hopefully there are no bad reasons for members not coming, the company is welcome. Our fun flies are a great time and it is the only event that anyone shows up for. So if you can get out to the field for an event do so it is nice to see and meet people, especially when we have over a hundred members. With that being said, I hope to see some more smiling faces at the field.

Andy Thunstrom

## COMBAT

What can I say about our dwindling field of pilots? The last outing was not very good. We got a round in and had to stop due to wreckage that happens from time to time. The lack of combatees makes me a little weary. We had more spectators than pilots, which is very rare but nice to see, and they were excited for a show. But anyway, for those still interested in the chaotic event we have July, August, September and October. If there is any body interested in doing

combat show up and join us, the more the merrier. That is it for the month.

Andy Thunstrom

## ACRC EVENTS

We held our second Fun Fly on June 23 and the three events were Black Jack, 30 Second Climb and Glide at Idle (must land on field) and 5 second bonus for stopping in the box, 3 Loops, 3 Rolls, 3 horizontal Figure 8's landing between each set and stopping all forward momentum. Dave Boll won Black Jack with a natural 21 and he also won the climb and glide with an astonishing time of 5:15! Jeff Flander took the last event with a time of 1:16. Dave Boll was our overall winner with Jeff Flander and Dan Thiede tied for 2nd, with Stan Zdon rounding up third. Look for the 2012 Fun Fly standings to be posted in another section of the newsletter.

The Warbird Scale fly was held June 30 and we had roughly 65 people in attendance. It was a nice day and a good time was had by all!

The Fun Scale competition was held on July 7. There were 4 intermediate pilots and 5 expert pilots. Dan Thiede took first place in the intermediate division and Stan Zdon took first in the expert division.

Events coming up are:

Combat	July 15
Float Fly	July 18
Fun Fly	July 21

John Sager

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

## JUNE FUN FLY RESULTS

Name	1st Evnt	2nd Evnt	3rd Evnt	Ttl Pnts	Place	Points
Scott Oleson	11	4	8	23	7	19
Chris Elliot	9	9	11	29	9	17
Dan Thiede	4	3	4	11	2	24
Stan Zdon	3	2	7	12	3	23
John Sager	9	7	6	22	6	20
Phil Vaughn	2	8	3	13	4	22
Jeff Flander	5	5	1	11	2	24
Chris Cone	10	11	11	32	10	16
Andy Thunstrom	6	6	5	17	5	21
Dave Boll	1	1	2	4	1	25
Dale Anderson	8	11	10	29	9	17
Mark Tellevik	7	10	9	26	8	18
Marc Davis	11	7	11	29	9	17

Scores Compiled by Marc Davis

### Anoka County R/C Instructor List

Please note that it is up to the new pilot to contact an instructor for flight lessons. It is good practice to get a hold of an instructor prior to a training session.

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)

## Fun Fly Standings

Name	April	June	Total	Current Standing
Andy Thunstrom	21	21	42	4
Chris Cone	22	16	38	6
Chris Elliot	20	17	37	7
Christian Cone	22	0	22	12
Dale Anderson	0	17	17	13
Dan Thiede	23	24	47	1
Dave Boll	0	25	25	10
Jeff Flander	21	24	45	2
Joe Parent	15	0	15	14
John Sager	21	20	41	5
Kris Westerbur	17	0	17	13
Marc Davis	16	17	33	8
Mark Tellevik	14	18	32	9
Paul Rono	24	0	24	11
Phil Vaughn	19	22	41	5
Scott Oleson	25	19	44	3
Stan Zdon	18	23	41	5



### NAME THE PLANE



# MEMBERSHIP NEWS

The July meeting is at the field starting at 7:00PM. If you get there early you can get in some flying before the meeting. The board also tries to make the meetings short so that you can fly afterwards. 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. If you need a new membership card let me know. I can send you a new card – no charge.

## 2012 FUN SCALE

There were nine fliers at this year's Fun Scale Contest, four in the intermediate class and five in the expert class. All of the contestants were from ACRC. The results are as follows:

### Intermediate Class

- 1st Dan Thiede
- 2nd Phil Vaughn
- 3rd Don Olson
- 4th Marc Davis

### Expert Class

- 1st Stan Zdon
- 2nd Dave Dentz
- 3rd Jake Groetsch
- 4th Matt Campson
- 5th Andy Thunstrom

## FLOAT FLY

The ACRC float fly will be held again this year at Long Lake in New Brighton on July 18. See the map in the newsletter for directions. If you have questions call Bud Durant at (763) 574-1397.

## ELECTRIC FLY

The ACRC Electric Fly will be September 8 this year. Flying starts at 8:00 AM.

THE NEXT MEETING WILL BE AT THE FIELD ON JULY 19 AT 7:00 PM.

There will be a Fun-Fly on Saturday July 21. Come on out and see if you can beat the Senior Citizen who flies the Black Baron Special.

Stan Zdon



**1ST PLACE INTERMEDIATE  
DAN THIEDE**



**2ND PLACE INTERMEDIATE  
PHIL VAUGHN**



**3RD PLACE INTERMEDIATE  
DON OLSON**





**4TH PLACE INTERMEDIATE  
MARC DAVIS**



**3RD PLACE EXPERT  
JAKE GROETSCH**



**1ST PLACE EXPERT  
STAN ZDON**



**4TH PLACE EXPERT  
MATT CAMPSON**



**2ND PLACE EXPERT  
DAVE DENTZ**



**5TH PLACE EXPERT  
ANDY THUNSTROM**

## ACRC INSTRUCTION

Summer training is in full swing, including the heat. Please welcome new trainees Werner Remmen and Nicolas Garcia. Give them a big hello and lots of support. Let's hope the temperature stays reasonable for a while.

As I have mentioned to a few of my trainees, I recommend a book to read that will even help those who have flown for a while. **Stick and Rudder** by Wolfgang Langewiesche. The book has been around for a while, but it is one of the best written and is quite reasonably priced on Amazon. I highly recommend it.

Dale Anderson

## ACRC SAFETY

We have had our first serious incident of the year. Somebody got their hand into a prop. Just remember when you are out flying to slow down and pay attention to what you are doing. We all have our moments where we get distracted and things can happen really fast, so be careful. That is all for this month

Joe Tombstone Parent

## ACRC MINUTES

Meeting came to order at 7:05 PM with 28 members present.

### Training

Mark Bilyk soloed last month. Congratulations.

### New members

ACRC has 107 members paying full dues.

### Safety

Joe reported on a member that was taken to the hospital after sticking his finger in a prop. His nickname is now "digits".

**Old Business** - None

**New Business** - ACRC sign needs refurbishing.

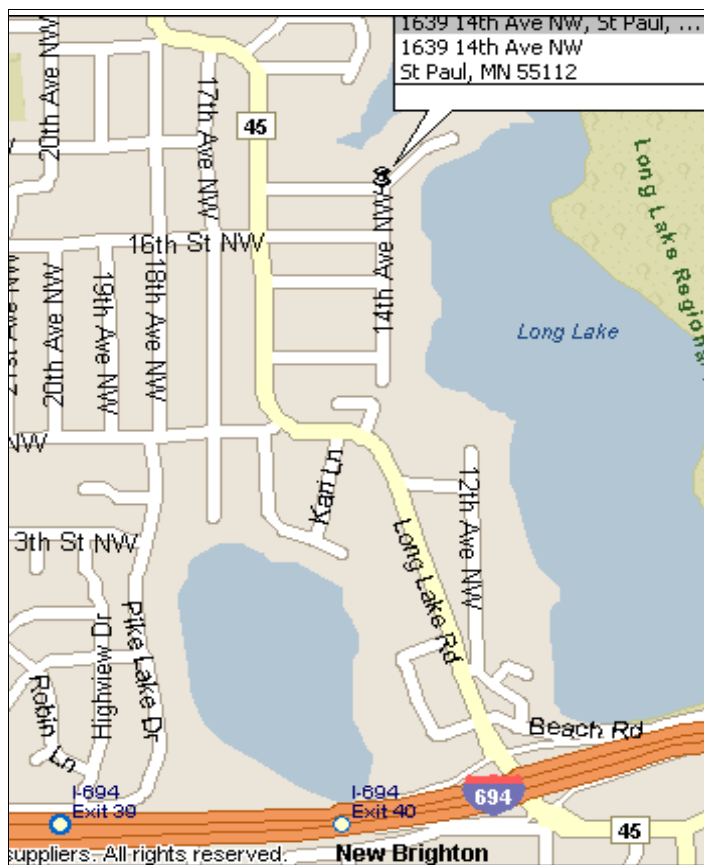
**Show and Tell** - None

**Raffle Prizes** - No raffle, no tickets

Stan Zdon

## ACRC FLOAT FLY

The 2012 ACRC Float Fly is scheduled for **Noon** on Wednesday, July 18. The flying site is a couple of blocks east of Long Lake Road and north of Highway 694. The long range weather report is predicting hot and less humid conditions. As it gets closer to the date of the float fly an email notice will be sent out to let you know if the event has been moved to an alternate date, probably Friday, July 20 since July 19 is the date of the club meeting at the field. If you get this newsletter by snail mail call Stan Zdon at 952-454-7978 to find out if the date has been changed.



### Directions to Float Fly

Take 694 east to Long Lake Road. Go north on Long Lake Road, turn right on 16th St. NW and then left on 14th Avenue NW.

**1639 - 14th Avenue NW**



# EVENTS CALENDAR

- July 13-15 3DRC Great Northern Pitch Fest
- July 18 ACRC Float Fly**
- July 19 ACRC Meeting**
- July 21 ACRC Fun Fly - 10:00AM start**
- July 21 Grassfield Warbird Race
- July 21 Sodbusters Float Fly
- July 21 TCRC Big Bird Invitational Fly-In
- July 27-29 WATTS over Owatonna - Club Field
- Aug 4 SPRC E-Fly CD - Dan McArdeall
- Aug 11 SPRC Wiener Wringout - 10:00AM
- Aug 10-12 Northern Alliances Fly-In
- Aug 23-26 Rushford Jet Fly @ Rushford Airport
- Aug 16 ACRC Meeting**
- Aug 18 ACRC Funfly - 10:00AM start**
- Aug 25 ACRC Scale Fly-In**
- Aug 24-26 MRCHA Rotary Ring Out Heli-fly
- Aug 25 TCRC Model Aviation Day
- Sept 1 Grassfield Barbeque
- Sept 8 Sodbusters John Baligrodzki Super Fly
- Sept 8 ACRC E-fly**
- Sept 15 SPRC Septemberfest 10:00AM
- Sept 15 Grassfield Big Bird Fly-In
- Sept 15 TCRC Fall Float Fly-Bush Lake
- Sept 20 ACRC Meeting**
- Sept 22 ACRC Funfly - 10:00 AM start**
- Sept 22 TCRC Scale Fly-In and Campout
- Oct 6 ACRC Fall Fly Out - 10:00 AM start**
- Oct 13 SPRC Chili Fly 10:00AM - 5:00PM
- Oct 18 ACRC Meeting**
- Oct 20 ACRC Funfly - 10:00 AM start**
- Nov 23 SPRC Turkey Fly 10:00AM - 5:00PM
- Jan 1 SPRC Freeze Fly-10:00AM
- Jan 1 ACRC Freeze Fly-10:00AM**
- Jan 1 MRCSS & MARCEE Freeze Fly 10:00



## NAME THE PLANE

# Aviation Humor

*From Steve Werderitsch, Valley City R/C Club, Inc., Ohio*

## Another Blonde Joke

This is the story of a blonde flying in a two-seater airplane when the pilot has a heart attack and dies. The blonde frantically makes a May Day distress call.

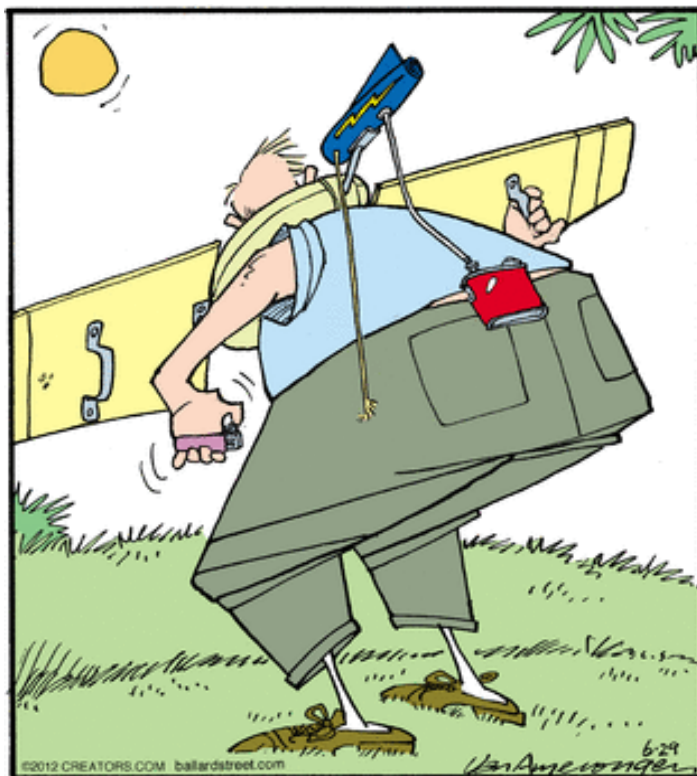
“May Day! Help! My pilot had a heart attack and is dead,” she says. “I don’t know how to fly a plane. Please help!”

She then hears a voice on the radio saying, “This is the tower. I will walk you through it. I’ve done this several times. Now, just relax. Everything will be fine. Now give me your height and position.”

The blonde replies, “I’m five foot four and I’m in the front seat.”

“Okay,” says the voice from the tower. “Repeat after me: Our Father, who art in Heaven ...”

## Ballard Street by Jerry Von Amerongen



There’s nothing cautious about Darren’s approach to the day.

# Heat Exposure

From Alex Szemere, Tri-County R.C. Club, New Jersey

I hope that all pilots are cautious about heat wave exposure. Here are a few suggestions to guard you against heat stroke and/or heat exhaustion. The best advice - do not fly during close to 100° weather!

Following is the OSHA source of information regarding heat-related health problems. Although this is for workers, the same thing applies when we are out there flying our RC models in a potentially hostile environment. I changed it from worker to “pilot” designation.

## Heat-related illnesses and first aid

Heat stroke, the most serious form of heat-related illness, happens when the body becomes unable to regulate its core temperature. Sweating stops and the body can no longer rid itself of excess heat. Signs include confusion, loss of consciousness, and seizures. *Heat stroke is a medical emergency that may result in death!* Call 911 immediately.

Heat exhaustion is the body’s response to loss of water and salt from heavy sweating. Signs include headache, nausea, dizziness, weakness, irritability, thirst, and heavy sweating.

Heat cramps are caused by the loss of body salts and fluid during sweating. Low salt levels in muscles cause painful cramps. Tired muscles - those used for performing work - are usually the ones most affected by cramps. Cramps may occur during or after working hours.

Heat rash, also known as prickly heat, is skin irritation caused by sweat that does not evaporate from the skin. Heat rash is the most common problem in hot environments.

Illness	Symptoms	First Aid*
Heat stroke	<ul style="list-style-type: none"> <li>• Confusion</li> <li>• Fainting</li> <li>• Seizures</li> <li>• Excessive sweating or red, hot, dry skin</li> <li>• Very high body temperature</li> </ul>	<ul style="list-style-type: none"> <li>• Call 911</li> </ul> <p>While waiting for help:</p> <ul style="list-style-type: none"> <li>• Place pilot in shady, cool area</li> <li>• Loosen clothing, remove outer clothing</li> <li>• Fan air on individual; cold packs in armpits</li> <li>• Wet individual with cool water; apply ice packs, cool compresses, or ice if available</li> <li>• Provide fluids (preferably water) as soon as possible</li> <li>• Stay with individual until help arrives</li> </ul>
Heat exhaustion	<ul style="list-style-type: none"> <li>• Cool, moist skin</li> <li>• Heavy sweating</li> <li>• Headache</li> <li>• Nausea or vomiting</li> <li>• Dizziness</li> <li>• Light headedness</li> <li>• Weakness</li> <li>• Thirst</li> <li>• Irritability</li> <li>• Fast heartbeat</li> </ul>	<ul style="list-style-type: none"> <li>• Have the pilot sit or lie down in a cool, shady area</li> <li>• Give person plenty of water or other cool beverages to drink</li> <li>• Cool the pilot with cold compresses/ice packs</li> <li>• Take to clinic or emergency room for medical evaluation or treatment if signs or symptoms worsen or do not improve within 60 minutes.</li> <li>• Do not return to the field that day</li> </ul>
Heat cramps	<ul style="list-style-type: none"> <li>• Muscle spasms</li> <li>• Pain</li> <li>• Usually in abdomen, arms, or legs</li> </ul>	<ul style="list-style-type: none"> <li>• Have pilot rest in shady, cool area</li> <li>• Pilot should drink water or other cool beverages</li> <li>• Wait a few hours before allowing pilot to return to flying</li> <li>• Have pilot seek medical attention if cramps don't go away</li> </ul>
Heat rash	<ul style="list-style-type: none"> <li>• Clusters of red bumps on skin</li> <li>• Often appears on neck, upper chest, folds of skin</li> </ul>	<ul style="list-style-type: none"> <li>• Try to get in a cooler, less humid environment when possible</li> <li>• Keep the affected area dry</li> </ul>

\* Remember, if you are not a medical professional, use this information as a guide only to help fellow RCers in need.



## HOW TO BEND BALSAM

*Paul L. Daniels (pldaniels.com) printed in the newsletter of the Feather River RC Modelers, Oroville CA*

Quite frequently in building with balsa wood we need to bend balsa into a curved surface. For curves with fairly large radii, this can be done without any problem. When it comes to convincing balsa to bend around complex, varying, and tight curves (such as tail planes or wingtips), balsa has to be assisted into making these curves without crimping or snapping.

The reason why we choose to bend balsa around such curves is for a couple of reasons:

**Strength:** Balsa is strongest when the grain runs the length of the wood.

**Finish:** Sanding with the grain produces a smoother surface.

**Economy:** It's cheaper to make a wingtip out of a strip of balsa than to use up a larger sheet of balsa and having to discard the bulk of it.

The available methods of getting balsa to bend more can be broken down into sections: laminating, one-sided moisture/heat, chemicals, long soak.

With all bending operations it's suggested that you start out with the most flexible piece of balsa that you can obtain, typically this is referred to as A-grain balsa. Do not attempt to use C/quarter-grain balsa as it'll tend to split very quickly.

### Stage 1: Getting the wood flexible

**Laminating:** The process of using laminating to make balsa curve around corners is based on the principle that a thinner sheet of balsa can be curved at a tighter radius. The radius of curvature limit varies between materials, but essentially it represents a percentage of compression (or tension), caused by the difference in curve radii between the inner and outer limits of the balsa. Thinner balsa will be able to be bent tighter before the same critical difference of curvature occurs.

Using the laminating process can be a fairly

tedious one, but it does produce an appealing (to some) visual appearance. Laminating produces the strongest, but also heaviest, resulting form.

**One-side moisture/heat:** If you take a sheet or strip of balsa and dampen one side you'll see that in a few seconds that the balsa starts to curve away from the dampened side. Conversely, if you apply a hot iron to the sheet of balsa, the balsa will curve toward the heated side. The reason why this occurs in both cases is because of a difference in moisture content in the balsa wood cells. The more moisture in the cell, the more it expands.

In the damp application, the damp side of the balsa expands causing the sheet to curve away. With the iron application, the moisture is driven out of the balsa cells on that side to contract and causing the balsa to curl in.

**Chemicals:** Sometimes you really need to get a piece of balsa around things are already too thin for laminating practically - the solution can sometimes be to chemically adjust balsa to bend. Clouded ammonia (water with ammonia in it) or Windex will make balsa especially flexible. The action by which this occurs is the breaking down of balsa cell walls. Interestingly some people have reported that using vinegar also works, the key appears to be to soak the material in a non-neutral pH substance.

For clouded ammonia, use a 50/50 mix with water. *Caution:* use this mix in a well-ventilated area. Ammonia can suffocate you. If you would rather not take the potential risk, consider using the long-soak method.

**Long soak:** If using chemicals such as ammonia or vinegar isn't your idea of a pleasant experience, you can soak the balsa in hot/warm water for an hour or more (depending on the thickness). The heat is useful to accelerate the absorption of the water into the cell structure.

### Stage 2: Setting the shape

Once you've made your balsa flexible, you can commence to shape it to your needs. For simple curves, such as cylinders, cones and such, you can

*Continued on Next Page*



simply apply the wood to the formers or suitable shape holder (having a good selection of tins, tubes, and rods help here) and tape/hold the balsa to the required shape and allow to dry.

Even if you're using the framework itself to form the curve, do not attempt to glue the balsa at this stage. Wet balsa and glue do not work together. Wait until the balsa is completely dry. Be forewarned that this sometimes can take a day or two in the cold weather. When you remove the balsa from its former shape holder, you'll notice that it tends to spring back a little bit, that is okay, it's normal. You can now glue your balsa to the airframe.

## TIPS & TRICKS

### Protecting Hinges

Petroleum jelly often has been used on pinned hinges to prevent epoxy glue from sticking to the hinge joint; however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated.

A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven-safe type, of course). Use only enough to melt to a depth of about  $\frac{1}{8}$  of an inch. Fold the hinge and dip the pinned end into the melted jelly.

Remove and touch the hinge to a paper towel to remove excess. In a couple seconds, the petroleum jelly cools and has penetrated the hinge.

You now have a completely coated hinge joint that epoxy will not stick to.

—From Gene Davis, Newsletter of the National Association of Scale Aeromodelers

### Tricky Decals

Have you ever wanted to place a graphic or numbers on your model but find cutting them out of MonoKote just too much effort? Try tracing paper available at craft or office supply stores.

Here's how to do it with a computer and scanner:

Scan your artwork and save it.

Print it on thin tracing paper.

Cut it out and stick it on your airplane by spraying the back of the tracing with adhesive.

If you like to fly in the rain, you can waterproof the finished product by spraying it with clear spray paint before you place it on your airplane.

Unlike a commercial decal with a totally clear background, the tracing paper will be barely visible, but it's not that noticeable.

—From the Lewes RC Club, Lewes, DE

## Why airplanes are easier to live with than women:

Airplanes usually kill you quickly; a woman takes her time.

Airplanes can be turned on by a flick of a switch.

Airplanes don't get mad if you do a touch and go.

Airplanes don't object to a pre-flight inspection.

Airplanes come with a manual to explain their operation.

Airplanes have strict weight and balance limitations.

Airplanes can be flown at any time of the month.

Airplanes don't come with in-laws.

Airplanes don't care about how many other airplanes you've flown before.

Airplanes and pilots both arrive at the same time.

Airplanes don't mind if you look at other airplanes.

Airplanes don't mind if you buy airplane magazines.

Airplanes expect to be tied down.

Airplanes don't comment on your piloting skills.

Airplanes don't whine unless something is really wrong.

**However, when airplanes go quiet, just like women, it's usually not good.**

# SERVO CHATTER

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*Joe Parent*

*John Sager*

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## ACRC SPONSORS

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

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

## CALENDAR OF UPCOMING EVENTS

Wednesday – July 18

- ACRC Float Fly

Thursday – July 19

- ACRC Meeting

Saturday – July 21

- ACRC Fun Fly

Thursday – August 16

- ACRC Meeting

Saturday – August 18

- ACRC Fun Fly

