



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

SEPTEMBER 2013

***THE MEETING WILL BE THURSDAY, SEPTEMBER 19, AT RIVERWIND!!***

## PRESIDENT'S CHATTER

It's September, kids are back to school and it is still pretty nice out side. We have one event left for our short flying season; the Fly-Out on October 5. We are having a pig roast this year so I am looking forward to seeing a lot of people out at the field.

Now some bad news. We start meeting back inside again at Riverwind Community Center in Coon Rapids. The starting time is still at 7:00 PM.

I have noticed an increase in cigarette butts on the ground at the field. We were doing pretty well at having a clean field but it is starting to slip. So you smokers, if you're having a heater, don't put your butts on the ground, put them in the correct trash container. It looks bad seeing that stuff lying on the ground. We don't own the flying field. Lets keep it clean; that goes for everyone and all trash. That is it for this month, fly safely.

Andy Thunstrom

## ACRC TRAINING

Wednesday evenings have continued to be busy for flight training even through the hot weather we had in August. At this point in the training season many of the new pilots have soloed or are very close. The goal is to clear the roster as much as possible before the end of the season to make room for the new pilots in 2014. The days are getting shorter which means less stick time on Wednesday evenings. If you want some extra stick time call me and I will do my best to set something up on the weekend.

ACRC needs a couple of volunteers to help with flight instruction next season. The instructors volunteer their time and I would really like to spread that out a little. Two of the ACRC instructors already volunteer time on the board. We all need to remember how much time someone spent teaching us to fly. Instructing is rewarding and often times I learn something new in the process. It will also make you a more proficient and precise pilot. Bob Moser and I will answer any questions you may have about instructing and spend the time it takes to get you up to speed with training techniques and ideas. If I can get at least two more people to volunteer and actually put their name and contact info as an ACRC instructor on our club website, I will volunteer to instruct and serve as the Training Coordinator through the 2015 season if elected.

## TRAINING TIPS

One of the things I have noticed this year is trouble taxiing during the takeoff roll and after landing. New pilots often forget to use the left stick to steer the airplane on the ground. If you have a simulator, practice taxiing smoothly all the way down the runway and back. After you have that down, taxi the airplane down to the furthest end of the runway and takeoff towards you. If you don't own a simulator, an empty parking lot works well for taxi practice. Just don't takeoff!!

See you at the field

Scott Oleson



## MEMBERSHIP NEWS

Membership in ACRC is currently at 115 members. There are 97 members that pay full annual dues. The remaining members are Life Members, junior members and family members. 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 Scott Oleson at (763) 742-0642.

At the membership meeting in October ACRC will be taking nominations for board members for 2014/2015. Four positions will have to be filled. The two-year terms of Phil Vaughn, John Sager, Andy Thunstrom, and Joe Parent (Stan Zdon) 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 your 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 NEXT MEETING WILL BE AT RIVERWIND ON SEPTEMBER 19 AT 7:00 PM.

Stan Zdon

## ACRC SAFETY

At last month's meeting an issue was raised concerning the club rule related to the use of restraints for airplanes that states that all planes must be started facing the runway and that all "powered models must be restrained in some way, either by a helper or mechanically."

The concern appears to stem from the way that electric airplanes are treated compared to their fuel powered brethren. Often electric airplanes may be plugged in preparation for flight and may be left unrestrained on a table or behind the flight line. An electric plane may seem less dangerous due in part to its size or because the prop is not spinning. The problem with that thinking is that the

electrically spun prop can be started inadvertently unlike a fuel-powered prop that must be started deliberately. Although there are several different safety features included with the most recent transmitters it is still too easy to get the airscrew spinning. Even someone with lightning quick reflexes might not be fast enough to shut down an unrestrained airplane before someone gets hurt.

There is a defining line among electric airplanes: park fliers and everything else. Like most clubs we have pilots who fly park fliers (airplanes that weigh less than 2 pounds and do not exceed 60mph), larger electrics, and fuel powered airplanes as well as helicopters, sometimes all in the same day. I have noticed that larger electrics are often, but not always, brought to the starting stands in order to be prepped for flight. Park fliers are often worked on at the tables away from the flight line. This makes sense from a practicality standpoint as the planes are smaller and easier to work on at a table compared to trying to do the same task at a fuel soaked starting station. And why not, we work on fuel-powered airplanes from the same tables. Again the problem is that no one has accidentally hit a joystick on a fuel powered airplane and had it take off on them, an issue that is far too easy to do with an electric.

I checked with the AMA to see if there is any wording that may help keep the field safe for everyone. Having found nothing I contacted a friend at the AMA by the name of Dave Gee who writes the safety column for the Model Aviation magazine we get every month as AMA members. To my surprise he had not had this question proposed before either. He did state that he is going to solicit feedback from about 160,000 people by putting this question in an upcoming issue of Model Aviation.

In the meantime I am looking for feedback from just 110 members. I have a couple ideas on ways to make sure that we have something in place to cover safe flying for airplanes of all sizes that follow common sense practicality, but I want to hear from you.

Please contact me with your ideas at: [fieldsafety@anoka-rc.com](mailto:fieldsafety@anoka-rc.com)

Brett Ohnstad

# ACRC MINUTES

Attendance: 25 plus 1 visitor

**President:** Reminder that next month's meeting will be at Riverwind.

**Training:** Scott Oleson reported that training is going really well on Wednesday evenings. We had four new pilots solo, Tony Larson, Matt Hoffman, Kyle Ruesch, Preston Howe.

If you can help out please come out and help train some new students, Bob Moser or Scott can give you some quick tips on training and get you setup with a student.

**Events:** Chris Elliot has taken a new job that will keep him out of town much of the time so Chris Cone has been nominated to take over event coordinator for the year. At the Fall Fly-Out we will have Troy once again roast a pig for us! This should be a great time as it has been in past years. October will be the last fun fly.

**Membership:** We currently have 115 members of which 97 are fully paid members.

**Safety:** We had one minor incident of a prop strike on the runway in which a piece of the prop broke off and hit someone in the pits behind the starter stand. A general reminder to put your AMA number and address and phone number in your plane.

**New business:** Marc Tellevik brought is some 5 minute epoxy for anyone to take; if you didn't get any you missed out!

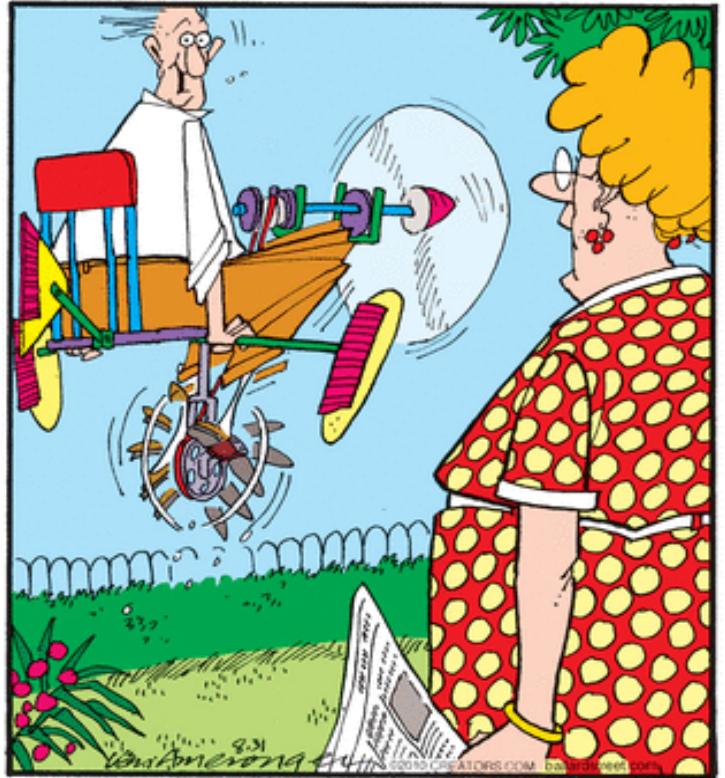
There was a report on Owatonna; the club had 7 members in attendance for the Warbirds Over Owatonna. Several members also said they attended the weekend before for Watts Over Owatonna.

There was a discussion on electric airplane safety. There have been a few reports of mishaps where an electric plane had a battery plugged in and the plane went wild cutting the pilot. There was lots of discussion on safety for electric planes and it was agreed that electric pilots should arm their planes near the runway. For

larger planes they should be restrained in the pits just like glow or gas planes. The club will look at getting a green starting stand just for electric planes.

Marc Davis

## Ballard Street by Jerry Von Amerongen



Just stay clear of the flower beds, Dale

# ON THE SAFE SIDE

## Frankenstudent

by Jim Tiller ([jtiller@hotmail.com](mailto:jtiller@hotmail.com))

Last month's article discussed the Frankenstructor and listed a few ways not to be remembered as one. For every instructor, there has to be a student. This month, the topic is how not to be remembered as a Frankenstudent.

We should all be lifelong learners, so being a student not only applies to the newbie who has never flown an RC airplane but also the seasoned veteran who wants to learn how to do a blender or how to sheet a foam-covered wing.

It is no coincidence that the same topic headings appear here that started this discussion but from an instructor's point of view.

*Continued on Next Page*

**Be Prepared.** Yes, this is the Boy Scout motto and it *does* apply here. It is your responsibility to do your homework.

Read your club's instruction manual or other written information that is given to you. It is a waste of flying time for you and your instructor to rehash what should already be second nature to you.

**Learn the Lingo.** A stall is not to keep a horse in and a flare is not something to light the sky. Eventually, you will know the correct meanings of these terms.

Try to shortcut what you can by reading and listening. There are plenty of references. They might be in your flying manual and other local resources. If not, there is a ton of material for beginners on the AMA website. Start here: *The Newcomer's Guide*

[www.modelaircraft.org/files/education/docs/newcomerguide.pdf](http://www.modelaircraft.org/files/education/docs/newcomerguide.pdf)

For more, browse or search the AMA website.

When at the field, ask plenty of questions. Your fellow fliers are a wealth of information. The hardest part, in many cases, is to get them to shut up after they get started.

**Safety.** As I wrote in the last column, safe flying habits are learned behaviours. We will abide errors because of ignorance or shaky flying skills, but not for long. Becoming a safe pilot must be your number-one priority.

Learn your field safety rules the first day and abide by them. Be determined to be a safe and courteous flier. There is no place at any field for irresponsible or reckless flying - especially when there are agencies watching and trying to regulate what we do.



Boeing KB-50J Superfortress

If you are a danger to yourself and those around you, we cannot afford to have you around.

**What we have here is a failure to communicate.** Communication requires not only sending, but also receiving. This applies to the student as much as the teacher. If you do not understand the instructions, say so. Don't nod your head, hoping that the meaning will somehow come to you as you go. This not only impedes your learning, it can be a safety issue. Make sure you *do* know what you are supposed to do.

**Give your full attention.** You may have heard about the man driving down the interstate eating a sandwich and sending a text message. Multitasking may have a time and place, but this is not it. As a student you have to be ready to learn. If the water pipe broke just before you left the house for your RC lesson and all you had time to do is turn off the water, you may just as well have stayed home and fixed the pipe. Your instructor requires your full attention.

This also applies to your electronic devices. Turn them off. Inattention also is a sign of disrespect. Not only will calls and texts distract your attention, they give a visual signal that your priorities are elsewhere. Once again, your instructor requires your full attention.

**Objectives.** From the last column, you know that one sign of good instruction is defined objectives. If your instructor does not outline what you should do on this flight, ask. If he or she gives you a to-do list, repeat it back. It will not only help you remember, it will make sure you are both on the same page.

**Visualize.** See it before you do it. If you can't make a mental picture, ask your instructor to fly the procedure once before you attempt it.

**Accept Criticism.** Criticism is meant to help you, not hurt you. Don't take it personally. Take the grit out of it, and put it to use. None of us are perfect, although we like to think so.

**Patience.** All of those hours on the simulator will pay off, believe me. Flying in the true light of day is something else.

*Continued on Next Page*

You have to develop the habits and muscle memories to guide your movements. All of us are different in that respect.

Even with the best instruction, most students retain less than 15% of what they are taught. The only way to absorb the total lesson is to practice it until you have it. There are few shortcuts.

**Learning Curve.** It is okay to be determined, but smart flyers know when to call it a day. If the last 10 landings have gotten progressively worse, you probably won't see much improvement if you force yourself to do 10 more. Take a break and come back to it later.

**Replay the Day.** As you are driving home, review what you did. Refly some of the new things in your head. Memories stick better the more they are replayed.

**Common Sense.** Make sure you are on time for each lesson. Treat your instructor with respect. If something breaks, help fix it. These are things that should become second nature to you as a student.

Above all, remember that this is supposed to be fun. A few months from now those awkward landings may come back to haunt you during the hangar flying, but that's what it's all about. God gave us all just a short time to enjoy this life and those flying experiences - the good and the not so good - will become cherished memories.

### Frankenstructor - Follow-Up

I received this message from David Hogue about an error in my last article:

*I'm teaching my son to fly, when I can pull him away from the phone and video games, and your column made me think. I did notice what I think is a typo here.*

*Safe flying habits are learned behaviours. Safety should not be the glue that holds your plan together.*

*Shouldn't that "not" not be there?*

You are exactly right. It certainly did change the meaning of that sentence didn't it? Ashley Rauen, my AMA editor, does a great job pointing out my obvious mistakes, but I can't expect her to read my mind.

Thanks for the note and keep on proofreading. I am sure I will make other similar mistakes.

## Tips & Tricks

### *Reasons why engines lean out and quit*

1. The high-speed needle valve is too lean.
2. The muffler pressure line came off.
3. The fuel filter has opened up (the halves are loose).
4. There's a split in the fuel line, usually at the fuel tank.
5. The fuel tank is foaming, causing air bubbles in the fuel line.

—from the Rouge Eagles R/C Club, Medford OR

### *Fuel Proof that Firewall*

The firewall or engine compartment of models powered by nitro and gas engines can incur damage if left unprotected. Paint, epoxy, and CA can provide protection. The paint can be sprayed or brushed on, and the epoxy should be thinned with a little rubbing alcohol and applied with a brush. Thin CA can be dripped on the surface and allowed to soak in, but thick CA should be rubbed in with your finger; of course, it's a good idea to wrap your finger in plastic.

—from the Beresford Area Radio Flyers, SD



## Yakovlev Yak-1,-3,-7,-9

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

**July Fun Fly Results**

1<sup>st</sup> Event – Taxi down wind, turn around, takeoff and land using the pattern, fastest time wins.

2<sup>nd</sup> Event – Takeoff with the following maneuvers upwind, loop & roll – loop & roll – loop & roll, then land, fast time wins

3<sup>rd</sup> Event – Takeoff – continuous loop and touch and go – repeat two more times, fastest time wins.

Name	1st	2nd	3rd	Ttl	Plc	Pnts
Dan Thiede	2	1	1	4	1	25
Bob Moser	3	2	4	9	2	24
Kevin Barko	1	5	3	9	2	24
Jeff Flander	9	3	2	14	3	23
Marc Davis	8	4	5	17	4	22
Stan Zdon	6	8	6	20	5	21
Chris Elliot	5	9	6	20	5	21
Marc Tellevik	3	12	6	21	6	20
John Sager	9	6	6	21	6	20
Chris Cone	9	7	6	22	7	19
Dan Codner	4	11	7	22	7	19
Dale Anderson	7	10	6	23	8	18
Bob Nagle	9	13	7	29	9	17

**August Fun Fly Results**

1<sup>st</sup> Event – 20 second climb, followed by a dead stick landing.

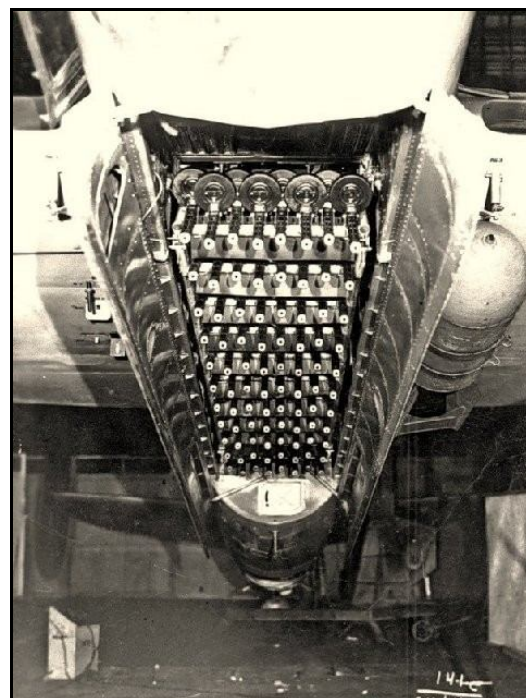
2<sup>nd</sup> Event – The good old standby game of blackjack, flyers scored by touch and goes on a deck of cards drawn on the runway.

3<sup>rd</sup> Event – Take off, 3 clockwise circles, 3 counter clockwise circles followed by 3 rolls then land.

Name	1st	2nd	3rd	Ttl	Plc	Pnts
Jeff Flander	2	1	2	5	1	25
Dan Thiede	3	6	3	12	2	24
Marc Davis	4	5	5	14	3	23
Andy Thunstrom	10	4	1	15	4	22
Kris Westerbur	6	3	7	16	5	21
Chris Cone	5	7	5	17	6	20
Mark Tellevik	1	7	9	17	6	20
Stan Zdon	8	2	8	18	7	19
Bob Moser	7	8	4	19	8	18
John Sager	9	7	6	22	9	17
Dale Anderson	11	5	9	25	10	16

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

Name	April	May	June	July	Aug	Total	Place
Dan Thiede	25	25	23	25	24	122	1
Jeff Flander	19	24	25	23	25	116	2
Bob Moser	23	25	24	24	18	114	3
Marc Davis	25	20	23	22	23	113	4
Stan Zdon	20	23	21	21	19	104	5
Chris Cone	18	22	22	19	20	101	6
Dale Anderson	22	18	19	18	16	93	7
Andy Thunstrom	24	21	18	0	22	85	8
Mark Tellevik	0	18	22	20	20	80	9
Chris Elliot	17	0	17	21	0	55	10
Christian Cone	0	19	23	0	0	42	11
Kris Westerbur	21	0	0	0	21	42	11
Paul Rono	21	0	20	0	0	41	12
John Sager	0	0	0	20	17	37	13
Kevin Barko	0	0	0	24	0	24	14
Dan Codner	0	0	0	19	0	19	15
Bob Nagle	0	0	0	17	0	17	16
Bud Durant	16	0	0	0	0	16	17

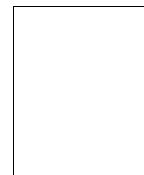


WHAT IS IT?



# SERVO CHATTER

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### ACRC SPONSORS

King Kong Hobbies  
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Cambridge State Bank  
T & G Hardwood

*Deadline for the  
next newsletter is:  
October 1, 2013*

## CALENDAR OF UPCOMING EVENTS

Thursday – September 19

- ACRC Meeting

Saturday – September 21

- ACRC Fun Fly

Saturday – October 5

- ACRC Fly Out

Thursday – October 17

- ACRC Meeting

