



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

APRIL 2014

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

PRESIDENT'S CHATTER

We made it to April with a cruel joke by Mother Nature. No good!!!! However I'm pretty excited to get the season underway. With the first fun fly on the 19th with very little practice for most of us, it should be a good time. Hopefully everyone has got the itch and started to look at their equipment, start and run engines and cycle batteries. There is nothing worse than getting out the field and have to fix stuff. That is not fun unless working on planes and BSing is what you're after, and then by all means have at it. This month we are still at Riverwind but next month (May) our meetings will be at the field at 7:00 PM.

Members in need of training should contact Scott Oleson to get you started. The club is also looking at having a field clean up day after the fun fly so plan to help out a tad and stick around to fly also. No snow! I hope. That is it for the month; see you at the field.

Andy Thunstrom

FROM THE VEEP

This month's column will be short as I'm trying to get my hanger in order for the season; changing out receivers and making last minute repairs. I was out to the field a week ago last Sunday (3-30-14) the road was passable (4 wheel drive). There were 3 people flying, I got in a couple of flights with my Super Cub. The runway was clear along with the adjacent grass areas. There was a little snow in the pit area along the fence. The center approach apron was clear but snow blocked the

approach to it, the north and south approach aprons were clear. Matt Hoffman and I did a little parking lot drainage work in hopes the lot would dry out. I talked with one other club member who was out at the field later that week and he said the lot was no longer flooded and the road was passable.

So with that I'll say "Lets go fly."

Virgil Okeson

ACRC EVENTS

Okay members its finally that time of year, the snow is quickly fading and after this last weekend of warmth, we will be set for our first fun fly on April 19! It starts at 10:00 AM so get out early, get the dust off that plane, check it over well and, let the mayhem begin! I would really enjoy seeing some new faces at our fun flies, it's for everyone.

I was very apprehensive the first time I went out to the fun fly. I was nervous, and felt I was being tested, and judged, but after a lot of encouragement by fellow club members I did it. I didn't do the best but I had a lot of fun! Sure we get competitive but it's just in fun. I remember when this guy showed up with a foamy Cub (you know who I'm talking about). I wasn't sure what to think but he took to the sky and he did really well despite the wings forming a C shape while performing maneuvers. I'm telling you that you're missing out and it's only for a couple hours of mostly laughs and excitement! So get out there and have some fun with us! It doesn't matter what you fly either. trainer, warbird, sport plane... we welcome them all! See you there!

Chris Cone

ACRC TRAINING

Construction on our new 40-size nitro trainer is coming along quite well. The new wings arrived from Tower Hobbies; they are straight and true this time. All of the major assembly is complete and there is only a little bit of hardware left to install. I'm trying to have it completed in time for this month's meeting to show to our new pilots, prospective members and general membership. Barring any more major spring snowstorms, I'm looking at Wednesday April 30 to be the official beginning of the 2014 ACRC training season. I'm hoping by then the flying site will begin to dry up a little bit and not be too muddy. Weather permitting, my plan is to test fly the new trainer and get in some trim flights with the old trainer Saturday April 19 after the fun fly. My goal for the trim flights will be to get both of the trainers to handle as similar as possible to each other.

As a reminder to our membership, flight instructors and new pilots I have included my new contact information for you to use moving forward. By the time you read this newsletter my old phone will no longer be active.

Clear skies and calm winds, see you at the field!

Scott Oleson
(Cell) 952-201-3352
smo47@live.com

ACRC MINUTES

March 20, 2014

26 members and 2 guests in attendance

President: Andy Thunstrom opened the meeting and reminded everyone that hasn't renewed to do so as soon as possible.

Vice President: Virgil Okeson went over the great raffle prizes that he purchased.

Prize

Super Torque Starter
Covering Glove
Surface Deflection Meter
Monokote Cutter
Eazy Sander
Straight Edge
Easy Touch Sander 5.5"
Screwdriver Set
Hs645mg Servo

Treasury: Phil Vaughn read the treasurer's report.

Training: Scott stated that there was little to no response from last month's newsletter. Please send Scott and email if you are interested in training or being a trainer. He needs a better account of how many people we have. He would also like to get the email address of everyone involved in training. On days when there is bad weather he can email everyone to tell them there is no flying that day. He has been working on the new trainer. Tower replaced the wing no questions asked. They were out of stock but the customer service representative sent the club a wing from a new kit.

Scott stated that we don't have any transmitters for training so the instructors will need to bind up their personal transmitter.

Scott brought a transmitter to go over any radio basics if anyone is interested.

Membership: Stan Zdon reported that about 80 members have signed up to date. January was the last month to renew without a \$5.00 late fee.

Safety: Brett reminded everyone that it is the time to start to checkout your planes. Check for things that should be tight are tight, things that should be loose are loose. Cycle your batteries

Events: Andy talked about the change to the schedule this year. The Spring Fly-In was moved to May 31 in the hopes of nicer weather. The pattern and fun scale contests were eliminated. In place of these events a Pot Luck Fly-In was added on July 12. Fun flies will start in April. Dale will get the updated schedule on the website. We may have a Friday combat once or twice; it's not scheduled yet so keep a lookout for it.



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Old business:

Fuel Order form for pre-order for fuel by March 31 at King Kong Hobbies, cash only.

There was some discussion about re-sodding or reseeding the grass field. We could have dirt brought in to fill the low spots. We would need to have someone bring in the dirt. At a minimum we need to fill around the runway and a few low spots. Best time to sod or seed is in the late fall.

New business:

Club swap meet night

Show and Tell

Don McGillivray bought in a homemade foam plane that he scaled down to 2/3 size of the plane he bought. He put a 55mm outrunner ducted fan motor using a pair of 430 MA LiPos for power. It has flown twice and he says it's a great flyer. Weight is 11 oz with 8 oz of thrust.



Dan Stahn brought in a Bearcat for show and tell. The plane has Spring Air retracts, changed them for the Robostruts. He also fixed the tail wheel bracket. The exhaust provides cooling as well as looking cool. The plane was built from a Royal

kit with a Mokie 120 installed and a 24 oz tank. Dan had to move servos back because of the larger tank. The bureau number is from one of the first blue angles.

Brett bought in a static Cub that was given to him from a neighbor. It's not remote control, but its real nice. The sticks move the control surfaces.

Marc Davis

MEMBERSHIP NEWS

I hope you will take time to read the flying site rules and refresh your memory now that the flying season is close at hand. This is especially important because in 2011 some changes were made to rule 10 and high-speed passes are now allowed over the runway in certain instances. Because rules 11 and 12 were also recently updated you should print a copy and keep it handy. The rules are on page 5 of this newsletter. If someone mentions to you that you are violating one of the safety rules please do whatever it takes to correct what you are doing. It is considered bad form to give them a hard time and then continue doing what you are doing. If it means that you have to stop flying and make repairs or go home to get something that you need, that is what the club expects you to do. The AMA insurance for you and the landowner provides coverage only if you are following the rules. It would be a shame to lose our field because of the ignorance and arrogance of a few fliers.

Part of Rule #2 states that members are to put their membership card on the frequency board and guests are supposed to use their AMA card. The reason for this is so that we can be sure that the fliers are either current ACRC members or guests with a current AMA. Fliers are not to use last year's cards, driver's licenses or business cards. If you lose your ACRC card and need a new one let me know. I will mail you a new card - FREE.

Don't forget that the first Fun Fly of 2014 is on Saturday, April 19 and the Spring Fly-In is on Saturday May 31. There will not be a Fun Scale Contest or Pattern Contest this year but they have been replaced by a Potluck Fly-In on July 12.

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The next meeting will be at Riverwind on April 17 at 7:00 PM. This is the last indoor meeting until September. The summer meetings will be AT THE FIELD.

Stan Zdon

ACRC SAFETY

Over the last few months the ACRC board has been going over the club rules making some needed updates. What we found was that what was written was not exactly what was happening at the field nor did it address new safety concerns. It was time for some changes that reflect not only what is happening within our club but also the changes that are happening within the Model Aviation community.

Our rules appear to have been written at a time when the model of choice was a fuel powered aircraft and the radio of the day may have required frequency sharing. I only started flying in the past few years but I would have to imagine that the field ran at a different pace, not necessarily slower or faster but just a different pace.

We now have the inclusion of electric powered airplanes and spread spectrum radios that introduce a whole new level of abilities and hazards. Some of the newer pilots (myself included) have never had to deal with the impounding a transmitter for safety. Adjusting of servos and one's radio never had the potential of starting up a fuel powered aircraft only to have it careening down pit row and into harm's way. Now it is very plausible to drop a tool or even just reach over a transmitter brushing up against the throttle stick and accidentally power up an armed airplane. Just because it is small and electric doesn't mean that it can't cause some damage.

The Board wanted to address the mixed usage of the field between all the different types of aircraft that are available today. To do so we looked at several other club's flying site rules and compared what they had to see if we could do anything better to improve upon safety and usage at our club. We also looked at the current safety practices that were noted at the field to look at

how people were already taking safety into account in the way that they operated.

Two things that I noticed: A lot of clubs also need to update their flying site rules, so we are not alone in this need. I also noted that we were already doing a lot of things right even if the rules did not specify what should be done. We have some items that need to be improved upon and fortunately they are minor and easily corrected.

If you look at the new map on page 7 you will see a few changes that include new designations for the areas between the parking lot and the flight stations. These areas will have a few basic rules associated with the corresponding area that will hopefully assist with overall safety and ease of use for both the members and the public

The Spectator area: This is the region just to the east of the parking lot and the pavilion and includes the picnic tables and benches. This is the public area and is also used for loading and unloading aircraft. As such there is to be no starting of fuel-powered aircraft in this area and there is to be no arming of electric aircraft in this area.

The Pits: This area starts at the picnic benches and goes up to the starting stands. This area is used for working on aircraft and for the starting of fuel powered aircraft. Although it is OK to start fuel-powered aircraft in this area, high-speed run-ups are not allowed in this area. If starting a fuel powered aircraft in this area it is recommended that the aircraft not be started directly behind the starting stands or behind anyone else in the pits. Electric powered aircraft should not be armed in this area. For safety, spectators should not be allowed in this area unless accompanied by a member.

The Starting Stands: If you go out to the field soon you might notice that the starting stands are moved back from the safety fence and centered closer to the three taxiways. This is so that any aircraft that are started on a stand are farther away from the flight stations and provide a more direct accessed to the taxiways. It also opens up the pits so that aircraft that are started in the pits are less

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ANOKA COUNTY RADIO CONTROL CLUB INC FLYING SITE RULES

1. DO NOT DRIVE ON THE SOD UNDER ANY CONDITIONS. Walk out to get your plane.
2. FREQUENCY CONTROL PROCEDURES: You may not have your transmitter on the flight line unless your membership card is clipped to the correct square of the frequency board. Guests must clip their current AMA membership card to the board. You may occupy a given frequency for a maximum of 15 minutes, after which you must give it up to someone who wishes to use the same frequency. When you place your transmitter in the impound rack remove your membership card from the frequency clip that you were using. Only AMA and FCC authorized frequencies are allowed at the field. Impounding of transmitters will be required at all organized events such as contests, fun flies and fly-ins.
3. Pilots and guests must have a current AMA membership and the proper FCC license, where required.
4. All non-Spread Spectrum transmitters must display the proper channel numbers. The AMA channel designation plan is recommended.
5. All aircraft must display the owner's AMA number or have the owner's name and address in or on the model.
6. Visitors are welcome, but flying is restricted to ACRC members and their guests. Spectators are not permitted in the flying area but must stay west of the pit area.
7. An expansion muffler is required on all engines larger than .049 cu. in. and must comply with the ACRC sound limit of 100 dB. Sound will be measured using AMA guidelines for meter setup and distance. (11/17/05)
No engines may be run before 9:00 AM on Sunday mornings.
8. Pilots must fly from designated pilot stations at all times. These pilot stations may be changed for club-sanctioned events. The 5 pilot stations by the downwind half of the runway will be the stations in use. On a calm day or when there is a 90⁰ crosswind, the default direction for take-offs and landings shall be to the north and the 5 pilot stations on the south side of the center taxiway shall be used. This rule implies that a maximum of 5 aircraft will be flying at one time and only one set of 5 pilot stations will be used at one time.
9. Except when flying over the fields to the north and south of the ACRC field, for takeoffs and landings in crosswind conditions, ALL FLYING SHALL BE EAST OF THE INFINITE FLIGHT LINE DEFINED BY THE WEST EDGE OF THE ASPHALT RUNWAY. (08/19/04)
10. When student pilots are receiving instruction all high-speed passes and aerobatics maneuvers shall be done in the vicinity of the ditch east of the runway or to the east of that ditch. (08/19/04). (See ACRC FLYING SITE COURTESY, #2, for more information. 2/17/2011)
11. ALL AIRCRAFT MUST BE STARTED FACING THE RUNWAY. High RPM runups will not be made in the pits. The pits are defined as the west half of the area between the spectator area and the fence. The aircraft should be moved to the area between the pits and the fence for high RPM runups and needle valve adjustments. Run-ups are prohibited directly behind pilots. POWERED MODELS MUST BE RESTRAINED IN SOME WAY, EITHER BY A HELPER OR MECHANICALLY. Updated (3/20/14)
12. There should be no taxiing west of the safety fence. In the area west of the safety fence the aircraft should be carried or be under some sort of physical control. Updated (3/20/14)
THERE WILL BE NO TAXIING BACK TO THE PITS. RETURNING AIRCRAFT MUST HAVE THEIR ENGINES KILLED BEFORE CROSSING THE PILOT LINE. The pilot line is defined as a line that runs the length of the field through the pilot stations. (4/17/08)
13. Except for emergency landings, all take-offs and landings will be made on the asphalt runway or on the grass area directly east of the asphalt runway surface. This includes hand launches. Dead stick landings have priority over all other landings and takeoffs. All emergency landings, including "Deadstick Landings", will be called out Loudly and Clearly. (8/19/04)
14. No alcoholic beverages are allowed in the flight area. AMA safety regulations prohibit any flying after the consumption of alcohol or drugs.
15. All members are responsible for keeping the area clean. Take your trash with you. Don't be afraid to pick up after a member not quite as neat and clean as you are.
16. If you are using a gasoline-powered engine, you are required to have a fire extinguisher at your pit station.
17. Any violations of these rules and any unsafe flying should be reported to the Field Safety Officer or to the Board.



AEROBATIC AREA -WHEN STUDENTS ARE PRESENT-

GENERAL FLYING AREA

DEFAULT TAKE-OFF DIRECTION

FOR NO-WIND OR 90° CROSSWIND CONDITIONS

AIRSPACE OVER RUNWAY RESTRICTED TO TAKE-OFFS, LANDINGS, TOUCH AND GOES & TRAFFIC PATTERN

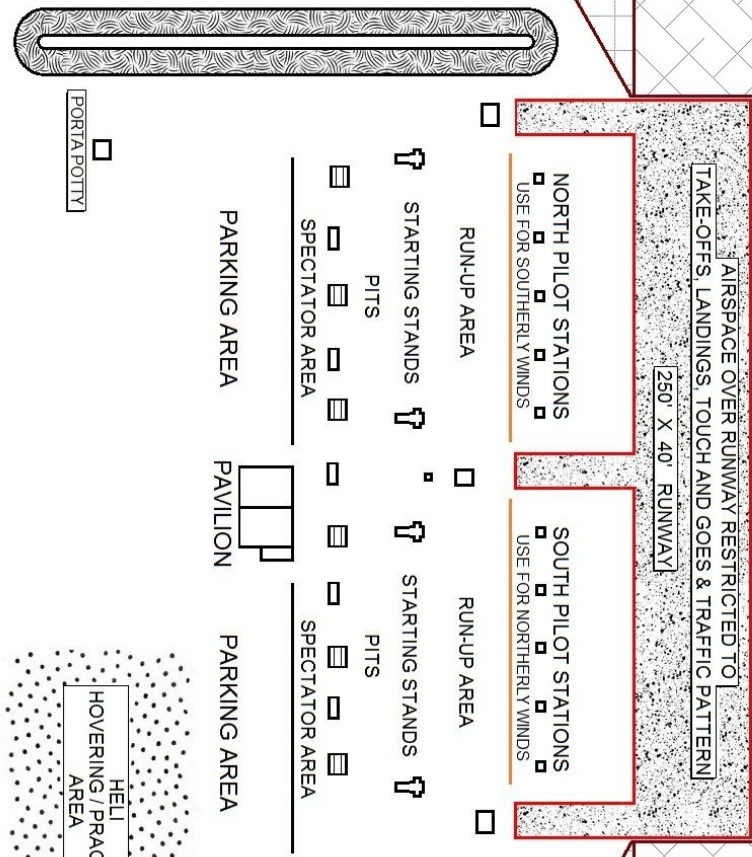
250' X 40' RUNWAY

OVERFLY
~ AREA ~
TAKE-OFFS &
LANDINGS ONLY

OVERFLY
~ AREA ~
TAKE-OFFS &
LANDINGS ONLY

INFINITE FLIGHT LINE

INFINITE FLIGHT LINE



HELI
HOVERING / PRACTICE
AREA

Please Fly Safely
Please Fly Courteously

- Do not fly over houses
- Do not fly over people in field
- No high-speed engine run-ups or armed electric motors in the pits.
- No engine starting or electric motor arming in the spectator area.
- Do not perform engine run-ups behind active flight stations
- No taxiing west of safety fence
- Kill engine before pilot line upon return to pits
- Announce all intentions: Coming out, landing, touch and go, on runway, etc.
- Do not drive vehicles on grass except in designated parking areas

Please see club bylaws and AMA regulations for additional information

ANOKA COUNTY
RADIO CONTROL
FIELD MAP

AMA CHARTERED CLUB #1255
 anoka-rc.com

HWY 65 and 197th 45.376927 -93.236293
 ACRC shelter 45.328692 -93.230971

March 2014
 Björnstedt Szöör

JOHNSON AIRFIELD ROAD

likely to be directly behind someone on a starting stand. Electric powered aircraft can be armed either at the starting stands or in front of the stands.

Run-up area: This area, directly behind the safety fence, is to be used for any high-speed run-up of aircraft for the purpose of checking the needle valve setting. If you are testing or breaking-in an engine it should not be done in the area directly behind the active flight stations. Move to the other end of the field opposite of the active flight stations or use the pads at the far end of the field.

We are constantly looking for ways to improve the use of the ACRC field and we hope that these new adjustments will help to make the field safer without imposing too much inconvenience on the club pilots. By looking into past practices, other club's rules and overall safety, I think that we came up with some good ideas. That doesn't mean that we can't still improve on overall safety. If anyone has any ideas or sees any problems with the current set of rules, please let us know what you think. As a last note, a guest of the club will not necessarily know or understand these safety guidelines. As a club member please meet and greet new people and feel free to point out our safety guidelines when talking with these potential new members. This is a good practice and will help to make people feel safe and welcome when visiting our club.

Brett Ohnstad

FACTS ABOUT BALSAM

Model airplanes are no different from any other type of flying machine, large or small. The lighter it is built, the better it will fly! With that in mind, it is easy to understand why balsa wood has been the standard material for model airplane construction since it first became readily available in the US in the late 1920s. Its outstanding strength-to-weight ratio enables hobbyists to construct durable models that fly in totally realistic manner. Balsa also absorbs shock and vibration well and can be easily cut, shaped, and glued with simple hand tools.

Where Does Balsa Wood Come From? Balsa trees grow naturally in the humid rain forests of Central and South America. Its natural range extends south from Guatemala, through Central America, to the north and west coast of South America as far as Bolivia. However, the small country of Ecuador on the western coast of South America is the primary source of model aircraft grade balsa in the world. Balsa needs a warm climate with plenty of rainfall and good drainage. For that reason, the best stands of balsa usually appear on the high ground between tropical rivers. Ecuador has the ideal geography and climate for growing balsa trees. The scientific name for balsa wood is *Ochroma lagopus*. The word balsa itself is Spanish meaning raft, in reference to its excellent flotation qualities. In Ecuador it is known as Boya, meaning buoy.

How Does Balsa Wood Grow? There is no such thing as entire forests of balsa trees. They grow singularly or in very small, widely scattered groups in the jungle. For hundreds of years, balsa was actually considered a weed tree. They reproduce by growing hundreds of long seedpods, which eventually open up and, with the help of the wind, scatter thousands of new seeds over a large area of the jungle. Each seed is airborne on its own small wisp of down, similar to the way dandelion seeds spread. The seeds eventually fall to the ground and are covered by the litter of the jungle. There they lay and accumulate until one day there is an opening in the jungle canopy large enough for the sun's rays to strike the jungle floor and start the seeds growing. Wherever there is an opening, made either by a farmer or by another tree dying, balsa will spring up as thick as grass. A farmer is often hard put to keep his food plot clear of balsa. As the new balsa trees grow, the strongest will dominate and the weaker trees will die. By the time they mature, there may be only one or two balsa trees to an acre of jungle.

How Long Does It Take A Balsa Tree To Grow? Balsa trees grow very rapidly (like all pesky trees). Six months after germination, the tree is about 1 1/2 inches in diameter and 10 to 12 feet tall! In 6 to 10 years, the tree is ready for cutting, having reached a height of 60 - 90 feet tall

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and a diameter of 12 to 45 inches. If left to continue growing, the new wood grown on the outside layer becomes very hard and the tree begins to rot in the center. Unharvested, a balsa tree may grow to a diameter of six feet or more, but very little usable lumber can be obtained from a tree of this size. The balsa leaf is similar in shape to a grape leaf, only a lot bigger. When the tree is young, these leaves measure as much as four feet across. They become progressively smaller as the tree grows older, until they are about 8 to 10 inches across. Balsa is one of the few trees in the jungle that has a simple leaf shape. This fact alone makes the balsa tree stand out in the jungle.

How Are Balsa Trees Harvested? While nature intended the balsa tree to be a short-lived nursemaid, humans eventually discovered that it was an extremely useful resource. The real start of the balsa business was during WW I, when the allies were in need of a plentiful substitute for cork. The only drawback to using balsa was, and still is, the backbreaking work that is necessary to get it out of the jungle. Because of the way the individual balsa trees are scattered throughout the jungles, it has never been possible to use mass production logging procedures and equipment. The best way to log balsa trees is to go back to the methods of Paul Bunyan - chop them down with an ax, haul them to the nearest river by ox team, tie them together into rafts, and then float the raft of balsa logs down the river to the saw mill. The logging team usually consists of two native Ecuadorians, each armed with a broad Spanish ax, a machete, and a long pole sharpened like a chisel on one end for removing the bark from the downed trees. Because of the hilly terrain, an ox team may only be able to drag two logs to the river per day. At the saw mill, the balsa is first rough cut into large boards, carefully kiln dried, and finally packed into bales for shipment to the US via ocean freighter.

Why Is Balsa Wood So Light? The secret to balsa wood's lightness can only be seen with a microscope. The cells are big and very thinned walled, so that the ratio of solid matter to open space is as small as possible. Most woods have

gobs of heavy, plastic-like cement, called lignin, holding the cells together. In balsa, lignin is at a minimum. Only about 40% of the volume of a piece of balsa is solid substance. To give a balsa tree the strength it needs to stand in the jungle, nature pumps each balsa cell full of water until they become rigid - like a car tire full of air. Green balsa wood typically contains five times as much water by weight as it has actual wood substance, compared to most hardwoods that contain very little water in relation to wood substance. Green balsa wood must therefore be carefully kiln dried to remove most of the water before it can be sold. Kiln drying is a tedious two-week process that carefully removes the excess water until the moisture content is only 6%.

How Light Is Kiln-Dried Balsa Wood? Finished balsa wood, often found in model airplane kits, varies widely in weight. Balsa is occasionally found weighing as little as four pounds per cubic foot. On the other hand, you can also find balsa that can weigh 24 pounds or more per cubic foot. However, the general run of commercial balsa for model airplanes will weigh between 6 to 18 pounds per cubic foot. 8 to 12-pound balsa is considered medium or average weight, and is the most plentiful. Six pounds or less is considered "contest grade," which is very rare and sometimes even impossible to obtain.

Is Balsa The Lightest Wood In The World? No! Most people are surprised to hear that botanically, balsa wood is only about the third or fourth lightest wood in the world. However, all the woods that are lighter than balsa are terribly weak and unsuitable for any practical use. The very lightest varieties don't really resemble wood at all, as we commonly think of it, but are more like a tree-like vegetable that grows in rings, similar in texture to an onion. It is not until balsa that there is any sign of real strength combined with lightness. In fact, balsa wood is often considered the strongest wood for its weight in the world. Pound for pound it is stronger in some respects than pine, hickory, or even oak.

*from RC Propwash - Dick Smith, editor
Ocala Flying Model Club - Ocala, FL*

R/C AIRPLANE DEFINITIONS

FLYING WING: To be seen after too tight of a loop.

FUEL TANK: Plastic bottle, designed to leak when placed in totally inaccessible locations. A temporary storage place for chemicals before they saturate your aircraft.

FUSELAGE: Optional interconnecting structure between wings and engine. Receptacle into which R/C pilots stuff money in hopes that it will fly better.

GIRLS: Something you used to be interested in before you got into modeling.

GLITCH: What you holler when you pull up elevator while flying inverted at 10 feet.

GRAVITY: The force of nature designed to reduce aircraft to their component parts.

HINGE: A device to prevent control surface movement and cause flutter.

INVERTED FLIGHT: A method of landing to save wear and tear on the tires.

LANDING GEAR: A structure designed to separate fuselage from the runway after landing. Does not always succeed in doing so.

LANDING: - A test of strength between your plane and the planet. Comes in multiple forms.

Good: ---- The plane comes in contact with the ground, and all pieces remaining together.

Average: - The plane comes in contact with the ground and most pieces are still there.

Bad: ----- The plane comes in contact with the ground, and the total pieces grow in number, but diminish in size.

LUCK: Comes in multiple forms.

Plain luck: - Very sparse on your side, but plenty with your flying buddies, but they refer to it as skill.

Tough luck: - This is what you usually have. Your flying buddies refer to it as lack of skill.

Bad luck: ----- See tough luck.

Good luck: ---- What you need the most.

MIXTURE SCREW: A device to meter too little fuel in to the engine at critical moments.

MOTOR: An electric device that starts when you don't want it to and cuts your fingers.

NOSE WHEEL: Implement used to remove the firewall. A device that prevents an airplane from landing without bouncing.

O.S.: Initials of the first two words that an R/C pilot says when losing control and crashing his aircraft.

PROPELLER: A rotating knife that cut holes in the air, which the aircraft falls into. A handy device to cut skin away from your fingers.

HINTS AND TIPS

Secure All Nuts and Bolts

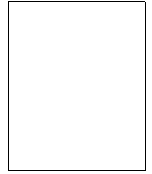
If you are new to large aircraft and motors, you are soon to learn that vibration is one of your worst enemies. Things that you think can't possibly come loose, oftentimes do. Check all nuts and bolts frequently! You will do yourself a big favor if you make sure that all screws, nuts, and bolts are securely fastened--not securely tightened--but fastened. This is especially true when a metal screw or bolt is threaded into a metal nut or fixture. Fastening involves using compounds or adhesives (LOCTITE, RPV, PFM, CA, etc.) on screw and bolt threads or using special locking nuts, such as those with nylon inserts. In extreme environments, or when resonance is just right, a safety wire may be required. High-temp RTV (silicone rubber) works well in high temperature areas.

The Pinch Test

If you pinch the fuel line, and the engine speeds up, it is on the rich side of the adjustment. How much it speeds up shows how close you are. If it speeds up a lot, you are rich. If it speeds up just a little, you are just right. If it doesn't speed up at all, you are just going lean. If it slows down, you are lean. This test temporarily starves the engine for fuel and is reliable to test for a too-lean condition. At full throttle, quickly pinch the fuel supply line. The engine should momentarily increase rpm before starting to die. If it starts to die immediately, then it's already too lean and should be adjusted.

SERVO CHATTER

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T & G Hardwood

*Deadline for the
next newsletter is:
May 1, 2014*

CALENDAR OF UPCOMING EVENTS

Thursday – April 17

- ACRC Meeting

Saturday – April 19

- ACRC Fun Fly #1

Thursday – May 15

- ACRC Meeting

Saturday – May 17

- ACRC Fun Fly #2

