



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MAY 2014

***THE MEETING WILL BE THURSDAY, MAY 15, AT THE FIELD!!***

## PRESIDENT'S CHATTER

Happy April and May. The snow is Gone! Gone! Gone! The season is pretty much underway. Our first fun fly had to be cancelled due to a snow-covered runway. There has been some activity at the field and new members looking for help. That is exciting as our hobby and club are growing pretty fast. I would like to say, as you go to the field, be safe and courteous to others and set a good example for our members and visitors that come to our field.

There has or will be a change in run-up stand placement. PLEASE DO NOT MOVE the stands as they are the defining line between pits and run up area. Also there will be a map posted at the field of the new layout. It will define flight lines, pits, runup areas, etc. The rules that were updated so they went with the map will also be posted. May is the month when we start meeting at the field. The meetings start at 7:00 PM and if you get there early you can fly before hand.

Tim Karash has also come up with a traveling trophy for crash of the month. The thought is to start a thread on the forums post your pictures and vote on the crash of the month. This is in the works and may be a bit fuzzy until bugs are worked out so bear with us. We could also post pictures at the meeting and vote then.

Thanks for the help. That is it for the month.

Andy Thunstrom

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

## FROM THE VEEP

Here it is a half dozen days into May and we are still waiting for warm weather, but on the good days you can find your fellow pilots out at the field getting some stick time in. This past Sunday (5-4-2014) was an example of that, there were about 10 people testing their skills. For most of the afternoon the wind was low but was changing directions. All in all a good time was had. There was light bantering between electric plane and fuel plane pilots and there were a couple of incidents where the ground interfered with the intended flight path of a plane.

I learned a new trick for balancing brushless motors while talking with David Willemsen about his tri-copters. The motors on his copters run really quiet and smooth. The trick he shared was to use a wire tie-wrap (nylon tie-wrap) around the rotating part of the motor. Then rotate it or slide it around on the motor until the motor vibrations go away. Another tip he shared was how to balance your electric propellers by using a small piece of electrician's tape on the leading edge of the propeller.

It sounds like training will start this Wednesday (5-7-2014) if weather permits, so stay tuned.

That is it from your Veep

Virgil Okeson



## ACRC EVENTS

Thanks for all of you that participated in the first fun fly of the season! We had a great time! There were even a few new contenders for the crash of the month club added while we competed during their spectacular attempts for bonus points on the runway LOL. Saturday May 31 is our Spring Fly-In; I hope to see you all there.

Chris Cone

## ACRC TRAINING

The test and trim flights on the new trainer went exceptionally well. Two clicks of left aileron and 1 click of up was all it took. I was very pleased with the airplanes performance. The engine runs well too, a little noisy at idle though. Wednesday April 30 was supposed to be the first night of training, but that didn't work out so well. However after the fun fly, Tom and I were able to get in two nice 25-minute training flights with N401TH. It looks like the weather may cooperate with us for May 7. I am really looking forward to training this year. The word must have got out about how enjoyable the Wednesday training nights are. I have had several members volunteer to help out and that's awesome!! That is what being a great club is all about. Thanks Guys!!!

### Training Tips

The typical results of a botched landing is the proverbial bounce or a complete landing gear failure followed by the departure of the engine which we saw at the April Fun Fly!! Let's talk about the bounce. Often times you see pilots struggle to smoothly set the airplane back down after the bounce and the situation actually gets worse. There may be multiple reasons for the airplane bouncing but what do you do if it does. The first choice is to go around and try again. If your stubborn or do not have enough fuel to go around try this. After the initial bounce add a little power and flare again, airspeed is critical here. If you don't maintain airspeed here the airplane will begin to porpoise. If the airplane bounces a second time, go around. I can assure you the

situation will not get any better and it's time to go around if you haven't broken your prop already!! Good Luck.

The picture is the result of a famous members botched landing at the April Fun Fly!!

*(Editors Note - The landing approach was perfect. The wheels hit the edge of the runway.)*



Pray for sun

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## 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.

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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 beyond 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 NEXT MEETING WILL BE AT THE FIELD ON MAY 15 AT 7:00 PM.** The summer meetings will be at the field until August. The fun-fly will be on Saturday May 17 at 10:00AM.

Stan Zdon

## ACRC SAFETY

I was out at the field on a warm breezy Sunday recently checking in to see how everyone was doing and to watch a few flights. Well at least that is what I like to call it when I forget to bring batteries or a plane to fly and I have already pulled into the field. At least on this day there were a few other planes to watch and many other people to talk with. Much better than the day before when I left the radio at home and had no one to talk to. And somehow it still took me an hour to leave that day too.

This doesn't mean that I was having the best time at the field however. As the safety officer it seems incumbent on me to be the fun police whenever someone does something dangerous or against the rules. This was one of those days and I hate being the fun police.

What I mean by fun police is to be the enforcer of

the rules of the club or even the rules of common sense. Nobody likes the fun police but we all have to do it at some time. Usually I would suspect that it is most commonly done with one's own children. It still can be hard to do but we know why it has to be done; you want your children to not get hurt. Some of us have to do so at work. If you are a supervisor at your job you may have to tell someone what to do and you may be responsible for disciplining when an employee does not do what they are being paid for. As a correctional officer I am a walking example of the fun police on a daily basis at my job. Fortunately while I am in that role it is relatively easy to be the fun police, they even give me a fancy uniform that makes me look like I have that kind of authority, granted I look a little more like the “fun Sheriff” than the “fun Police”

On this particular Sunday I showed up at the field right after being on duty, so I just happened to still be in my uniform. That didn't make it any easier to walk up to a peer to tell them that they were doing something unsafe, and realistically my role at work is different than my role as the club safety officer. But I still needed to talk to someone who was doing something unsafe.

One of the pilots was flying a very nice looking glider. Being that the aircraft had no landing gear the pilot did not want to land on the runway. They also could not land in the grass west of the runway either or possibly be in violation of club rules. But what I observed was that the pilot, while still flying the aircraft, walked across the runway to the grass on the east side and appeared to try to set the aircraft down on the ground at his feet. This would not have been a problem had he been the only person flying but there was another pilot flying a powered aircraft at this time. When approached they stated that they told the other pilot that they were going out onto the field and that the other pilot acknowledged this.

We routinely retrieve aircraft that have landed or crashed and going out to the runway is a common practice. So what was wrong with this situation? The pilot was still flying his aircraft at the time that he went out onto the runway. His attention is

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on flying his airplane and is not focused on any other airplanes flying at the time. Any time you are on the runway and there are other pilots in the air you need to move quickly and keep your head on a swivel. Move quickly so that other pilots can resume regular flying as soon as possible. Keep your head on a swivel so you can see if any other airplane is headed in your direction. You cannot do either of these if you are still flying.

So can you walk out onto the runway while other craft are in the air? Yes, and it is often mandatory to make it safe for other pilots to fly and to land. Should you be distracted while doing so? Absolutely not! Can you give the resident "fun police" a hard time? Sure, it still beats not flying at the field all by myself; just try to not be too rough.

Brett Ohnstad

## ACRC CRASH OF THE MONTH TROPHY

It's happened to me, and most likely happened to you: the dreaded "I don't have it" or "it's going in!" Somewhere in every R/C career fate rears it's ugly head and splat, another one bites the dust. Some crashes are minor oops, others are quite spectacular. The topic of R/C aircraft crashes seems to appear in most conversations about flying, so I figure let's have some fun with it and award the winner with a trophy for their efforts.

The *Crash of the Month Trophy* will be a traveling trophy, presented to a new winner every month. Photos of "carnage" are to be submitted and placed on the ACRC forum. The membership and / or board members will vote on these photos. Each month of the flying season a new winner will be chosen and presented the *Crash of the Month Trophy* at the monthly membership meeting. If voter response is too low the winner will be decided by the ACRC board. Time period: Month to month per calendar date. Recommended photos: Crash scene carnage, Pile

O Parts, Unhappy Pilot. All photos and voting must take place by midnight Sunday prior to the monthly membership meeting. If no entrants are provided for a current month, the previous month's winner will retain the trophy for an additional month. At the end of the flying season, the ACRC board will vote to determine the most spectacular demise of an aircraft. That person will then retain the trophy for the non flying season and surrender it the following spring.

Happy Flying  
Tim Karash

## Two-Cycle Engine Field Emergency Dirt in the Carburetor

*From The Beacon, Miramar Radio Control Flyers, San Diego, California*

Every now and then, when you can't get an engine to run right, the culprit is dirt in the carburetor. The engine was running fine last time out, and you haven't changed the engine settings. Now it quits at full power and won't idle.

What's wrong?

If you haven't been to the field in six months, make sure you're using fresh fuel! Fuel that's been sitting around for months, especially if it's left in the fuel tank, could be your problem. If it's not the fuel, put in a new glow plug.

Check the clunk hung up in the fuel tank for clogged fuel lines. If your aircraft comes to a sudden stop, the fuel tank clunk can slide forward, getting stuck in that position. Having eliminated these possibilities, you may have a fuel draw problem caused by dirt in the carburetor, most likely at the narrowest part where fuel is drawn through the needle valve. If backing out the needle valve doesn't allow the engine to run rich like it should, it's time to flush the carburetor.

At home, you can disassemble the carburetor for complete cleaning. At the field, a quick fix is to back flush the carburetor with fuel. This doesn't require carburetor removal and can be done in just a few minutes.

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**Cleaning the carburetor:**

1. Check to see where the main needle valve is set. Then remove it and set it aside. Remove the fuel inlet tubing. Adapt these procedures to engines with remote needle valves.

2. Connect the fuel tubing from your fuel pump to the fuel inlet nipple. Pump fuel. It's a bit messy but only takes a second or so. Almost invariably, the culprit is a particle of dirt lodged at the point where the tip of the needle valve meters engine fuel. The back flush blows that particle out.

3. You've probably got excess fuel in the engine. To avoid hydraulic lock damage to your engine, remove the glow plug and washer and blow the excess fuel out of the engine with your electric starter. Before you apply the starter, make sure the plug/washer are out of the head, then point the cylinder head so that when you run the starter is doesn't spew fuel all over someone else or something else that the raw fuel shouldn't be spattered on, friends, relatives, or pets. Usually, pointing the cylinder straight down does a great job and then it will be just your legs and feet that get the benefit of fresh fuel.

4. Replace the glow plug, washer, needle valve, and reconnect the fuel tank line. Adjust the needle valve to its previous setting.

5. Check your engine and fly.

**Avoid getting dirt in the carburetor**

In three words - use fuel filters! Somehow, dirt, or minute solid particles get into our fuel. In order to keep these particles out of my engines, I started using multiple fuel filters. Use one at the bottom of the fuel bottle or can. You'll soon find that once in a while, this first filter gets a bit clogged. Back flush it, and you start drawing fuel again. Use another fuel filter between the fuel pump and the aircraft fuel tank. Finally, always use a fuel filter between the aircraft fuel tank and the engine. When fueling the aircraft, disconnect the fuel line at the tank side of the engine fuel filter. This system works and eliminates the old problem of

having to periodically back flush the engine to get rid of dirt. When flushing fuel filters, make sure you flush them both ways before inserting them back into the fuel lines.

## April Fun Fly Results

1st Event - 30 second climb and glide (idle) ending in a spot landing on the runway with at least one wheel. Shortest distance to the spot wins.

2nd Event - 3 loops, 3 rolls any sequence with fastest time from takeoff to landing. Paul Rono turned in a time of 18.8 seconds.

3rd Event - Five 360 circles clockwise then five 360 circles counter-clockwise. Fastest time from takeoff to landing wins. Paul Rono took the event with a time of 38.8 seconds.

Compiled by Marc Davis

Name	1st Evnt	2nd Evnt	3rd Evnt	Ttl	Pfce	Pnts
Paul Rono	3	1	1	5	1	25
Stan Zdon	5	2	5	12	2	24
Scott Oleson	4	4	4	12	2	24
Andy Noll	1	5	6	12	2	24
Jeff Flander	4	8	2	14	3	23
Andy Thunstrom	8	6	3	17	4	22
Marc Tellevik	2	9	7	18	5	21
Kris Westerbur	6	3	11	20	6	20
Roger Jeffery	8	7	8	23	7	19
Chris Cone	8	10	9	27	8	18
Dale Anderson	7	10	10	27	8	18



## ACRC MINUTES

ACRC Club meeting: April 17, 2014

23 members in attendance

**President:** Andy Thunstrom opened the meeting.

**Training:** Scott Olsen stated we have 8 new trainees and 6 instructors

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

**Treasury:** Phil Vaughn read the treasurer's report

**Safety:** No safety report

### Old business:

It was brought up that Stan mentioned a possible second location for meetings a few meetings back and a member was wondering the status of this. The short story this didn't work out. The idea was to meet at the ice arena in Coon Rapids. Stan stated that when he picks up the key that the parking lot is full and that the room would have been very noise because of the hockey. It was also thought that the Riverwind community center was going to be turned over to the youth center but this didn't happen as well. We are staying where we are at for the time being.

### New business:

Tim Karash is putting together a monthly traveling trophy.

The trophy is for best crash of the month. If you crash get a picture and post it in the forums. Best crash of the month will get the trophy for that month. While we all don't want to crash we secretly want to see the results and Tim's trophy will allow you to share your pain and loss with the whole club. Look for a new thread in the forums.

The map of the field was sent with the last newsletter and it will be posted at the field so that everyone knows where the pits and run-up area are. This will help with the clarification of rule 11 and will also help with visitors and new members to understand where things are at the field.

### Show and Tell



**John Sager** brought in a Dream flight diskette launch glider; it's a 120cm Epo foam glider that is put together with screws and glue. The wing is pre-molded slots for HS55 with 4 servos in all for the rudder/elevator/2 ailerons. The kit comes with graphite pushrods and a 350maNMH flight pack for a all up flying weight of 10oz.



Ultra Micro Radiant by E-flight. It weighs just 1.5oz. To get it ready to fly all you have to do is slide wing in and install one screw. The battery provides 10 minutes of power flight and 15-20 minutes with thermals.

Frsky Tx which can be configured for a 8, 16, 24 or 32 channel radio for less than \$210. The radio uses ACCSET (advanced continuous channel scan technology) spectrum frequencies and comes with 8-channel telemetry receiver. Receivers are as little as 33 dollars for 8 channels. The radio uses



open source code so there are a lot of upgrades available online.



**Bob Proulx** bought a 15-20 years old deHavilland DH.60 Moth from Jeremy at Sky Hobbies who got it in an estate sale. Vertical fins and rudders on the plane are modeled after insects. The 1924 design was the 1st in design series and there were about 4 to 5 times the quantity of J3 cubs built. They shipped them all over the world and were very popular as a club training aircraft. The wings could be folded on the real plane and could be towed to the hangar. It took less than 10 minutes to go from stowed to flying and the rigging stayed intact. This plane was a kit built, Bob repainted the fabric-covered plane with a custom color. Originally glow powered, he converted it to electric and build dummy engine out of foam. The plane is powered with a 4s 3300ma LiPo and a E-flight 32 which puts the plane at 7 lbs. The pilot is a hand painted figure from Maxford RC



**Tom Fehler** – Focke-Wulf Fw 190, he flies it at his local baseball field. It's a little fast but enjoys it.



**Scott Oleson** brought the new club trainer to show off the new plane. He will write about it this month newsletter.



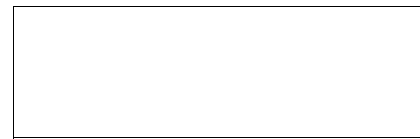
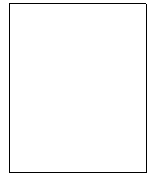
**Raffle Winners**

- |                          |               |
|--------------------------|---------------|
| Ultra fuel Pump          | Tom Larose    |
| Hi current arming switch | John Sager    |
| Starter stick            | Paul Rono     |
| Remote glow adapter      | Scott Olesen  |
| Smart Cut trim tool      | John Sager    |
| Deluxe heat gun          | Bob Barton    |
| Heating sealing iron     | Tom LaRose    |
| Builders cutting mat     | Paul Rono     |
| Z-bends                  | Marc Tellevik |
| Fishing cap              | John Sager    |

Marc Davis

# SERVO CHATTER

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#### THIS MONTH

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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:  
June 1, 2014

## CALENDAR OF UPCOMING EVENTS

Thursday – May 15

- ACRC Meeting

Saturday – May 17

- ACRC Fun Fly #2

Saturday – May 31

- ACRC Spring Fly-In

Saturday – June 14

- ACRC Warbird Fly-In

