



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

SEPTEMBER 2014

THE MEETING WILL BE THURSDAY, SEPTEMBER 18, AT RIVERWIND!!

PRESIDENT'S CHATTER

The season is coming to a rapid close with one event left. The Fly Out is on September 27. We are having a pig roast again this year, with some nice raffle prizes. The prizes are a SIG 1/4-scale Cub kit and a 50cc gas engine (sorry, I don't remember the make but is a brand new in the box with a magneto ignition).

The field will probably shut down sometime in the beginning of October for filling and seeding, so stay tuned for more information concerning that situation.

We have two club fun flies left, September and October. Last month we had 12 pilots and a great time as always. We also begin holding our meetings at Riverwind Community Center again at 7:00 PM. That is it for the month.

Andy Thunstrom

FROM THE VEEP

Summer is winding down and fall is around the corner. It has come to my attention about the amount of trash that accumulates at the field; at one time there were four bags of trash. I would like ask the membership to treat the field is like the Boundary Water Canoe Area in that if you bring it with you please take it with you when you leave. We do not have trash service. Enough said.

I found an article on the Web while researching how to covert from fuel to electric. It is an interesting read and contains formulas for making

the conversion. If you go to the website <http://flbeagle.rchomepage.com> you can access the software shown in the article, just click software tab on the left of the home page. (*Editor's Note - Because of its length the article is being sent as a separate attachment.*)

That is it from your Veep.

Virgil Okeson

ACRC TRAINING

We are meeting at the Riverwind this month, which means training season is winding down for 2014. I think it was the 1st or 2nd week of October that I called the official conclusion of the 2013 training season. Like last year, I am not going to put a date on the end of this season until the weather forces me to. You never know, maybe we will get lucky!! Last year I showed up on the last Training Night and nobody was at the field. From what I can remember, it wasn't very windy but it was about 45 degrees and gloomy. I sat in my truck for a bit contemplating whether or not I should get a flight or two in anyway. I determined I would probably use more paper towels to wipe my nose than I would cleaning the airplane; the decision was made.....

Again I want to thank all of you that help with training. Each year I say "next year I'll have more time." Well, again I've proven that's not the case. I think I have actually missed more Wednesdays this year than last for various reasons so thank you all for your time!!

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

If anyone has any training questions, call Virgil at home after 9:30 PM. JK feel free to call, email or talk to me at the meetings. I've heard that my old contact info is floating around so here is my current info.

TRAINING TIPS

Practice those landings. It's a fact that the some of the most precise flying skills are required during the landing phase. Think about it, when do you see airplanes get damaged the most, other than taking them in and out of the house or vehicle!!

No solos this month.

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

MEMBERSHIP NEWS

Membership in ACRC is currently at 128 members. This is 13 more than last year at this time. There are 110 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 952-201-3352.

At the membership meeting in October ACRC will be taking nominations for board members for 2015/2016. Four positions will have to be filled. The two-year terms of Chris Cone, Marc Davis, Brett Ohnstad and Scott Oleson 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 you 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 Electric Fly-In held on September 6 was a huge success. There were about 40 pilots and spectators. The club supplied sandwiches with

members bringing salads and desserts. It was a great lunch and everyone had a good time.

THE NEXT MEETING WILL BE AT RIVERWIND ON SEPTEMBER 18 AT 7:00 PM. Don't forget the fun-fly on Saturday September 20.

Stan Zdon

ACRC SAFETY

This last weekend, the club hosted the MARCEE fly-in at the field. The event was well attended by both members of MARCEE and by our own members and we couldn't have asked for a better day for an all-electric fly. The morning started out with the temperatures in the low 70s, no clouds in the sky, and no breeze at all, granted we would have the occasional gust to about 1 mph, or so it seemed.

These weather conditions made it perfect for flying of micro light airplanes and there were several of those to be found. That doesn't mean that there weren't a number of larger airplanes and a few scale electrics as well

After the pilots briefing on safety the all the pilots let loose and for a time all 5 pilot stations were filled with someone waiting in the wings to take over a vacated spot. Around noon the wind started to pick up a little but for he most part it was as good as flying indoors but with unlimited range

MARCEE president Dale Case held a quick meeting for the 20 or so members, which, if notes were taken, would have been: no new business, no old business, no show and tell, thank you to ACRC, let's get back to flying while the weather is perfect. And that was said before they got to the see the lunchtime spread that was being laid out

With Amy Thiede preparing and setting up and John Sager working his magic on the grill and with members bringing out food, a wonderful picnic lunch was served to a total of about 40 guests.

A few airplanes were lost during the day, one due to the pilot incorrectly setting the field elevation, and some of the guest members needed to be

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reminded of our safety rules. (Please do not plug in the batteries to your airplanes while in the spectator area!) Overall it was a very successful event that opened up the door to potential new members.

My only complaint for the day would be: Why can we never order up such perfect weather for our own events.

Brett Ohnstad

ACRC CRASH OF THE MONTH TROPHY

No crash pictures were received during August.

ON THE SAFE SIDE

From AMA District VIII

Safety Incident Reporting

by Chuck Waller

What is a model airplane pilot's worst nightmare? To me, it is the sight of a model aircraft out of control, or with no radio response, heading for a parking lot or spectator area filled with people.

As this unfortunate incident occurs, everyone who sees it starts yelling, "Heads up!" to get the attention of every one at the field and, hopefully, in the parking lot or wherever the airplane is heading. All non-flying pilots are focused on the airplane and do their best to help people get out of the way. The pilot never stops fighting. He keeps the throttle all the way back in case he gets one more command in before the inevitable.

I have personally witnessed this event at least four times and had it happen to me once. Fortunately, no people were injured in any of these events.

So what would happen if we were not so lucky? What happens next when an incident, with or without personal injury, occurs?

Obviously, the first thing is to take care of any injured persons, if there are any. Your club should have a first aid kit available if the injury is minor. For major injuries you should immediately

call for emergency services (911) and give them directions to your field. (These directions should also be posted at your flying field.)

Now what do you do next? It is very important at this point to gather as many facts regarding the incident as you can. You should immediately appoint one person as the "investigating" official. This may be the club safety officer or another club officer. It is actually better if the investigating official did not actually witness the incident. This way, his report will not be "clouded" by his own recollections.

Immediately talk to any one who witnessed the event. Make sure to get their name, address, and phone number for future interviews. Take down a statement of events and facts from each witness. Try to do this before the witnesses talk to each other if at all possible. You may want to assign several people to assist in getting statements at this time. It is very important to take pictures of any damage that was caused to any personal property including autos, buildings, trailers, other models, etc. Do not spare the film! You can always throw out or delete repetitive or nonessential pictures.

As soon as possible, you should contact AMA to report the incident and to request a claim form. Even if the incident results in no personal injury or property damage, all incidents (close calls) should be reported so they can be evaluated for any possible corrective actions.

From the AMA membership manual: During regular business hours (Monday-Friday, 8 a.m. to 5 p.m. EST) please call (765) 287-1256. To report an incident involving serious injuries after hours or on weekends please call (765) 749-9210 or (765) 212-0793.

I sincerely hope you never have this type of incident happen at your flying site, but if it does, keep cool and follow these steps as closely as possible.

Fly safely and remember to have fun!



August Fun Fly Results

Name	1st Evnt	2nd Evnt	3rd Evnt	Ttl	Plce	Pnts
Dan Thiede	2	1	1	4	1	25
Jeff Flander	1	5	6	12	2	24
Paul Rono	8	2	2	12	2	24
Scott Oleson	4	6	5	15	3	23
Phil Vaughn	10	3	4	17	4	22
Andy Thunstrom	5	7	8	20	5	21
Mark Tellevik	6	4	10	20	5	21
Jeff Smith	3	8	9	20	5	21
Dale Anderson	7	9	7	23	6	20
Stan Zdon	12	10	3	25	7	19
Gary Smith	9	11	11	31	8	18
Virgil Okeson	11	12	11	34	9	17

Current Standings - 2014:

Name	Apr	May	Jun	Jul	Aug	Ttl	Plce
Paul Rono	25	22	24	25	24	120	1
Stan Zdon	24	15	23	24	19	105	2
Mark Tellevik	21	17	19	23	21	101	3
Jeff Flander	23	20	25	0	24	92	4
Chris Cone	18	24	22	20	0	84	5
Andy Thunstrom	22	21	0	19	21	83	6
Phil Vaughn	0	18	20	22	22	82	7
Dale Anderson	18	16	17	0	20	71	8
Scott Oleson	24	0	0	20	23	67	9
Andy Noll	24	23	19	0	0	66	10
Kris Westerbur	20	25	21	0	0	66	10
Dan Thiede	0	0	24	0	25	49	11
Roger Jeffery	19	19	0	0	0	38	12
Virgil Okeson	0	0	18	0	17	35	13
Christian Cone	0	0	0	22	0	22	14
Marc Davis	0	0	0	21	0	21	15
Jeff Smith	0	0	0	0	21	21	15
Gary Smith	0	0	0	0	18	18	16

August Fun Fly Results

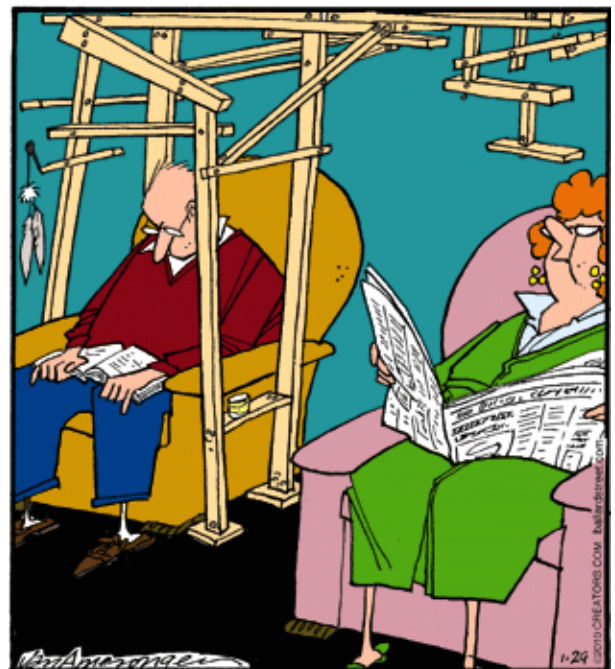
The first event was a taxi, takeoff and land event. Flyers taxied around cones at both ends of the runway, then performed a takeoff and landed, fastest total time won. Jeff Flander completed the event in a mind blowing 36.67 seconds!

For the second event flyers took off for a 30 second climb. They then had to perform a descending circle on the way down, each completed circle added an additional 15 seconds to their time which was measured from takeoff to wheels on the runway. To make things more fun, engine was at idle and you had to land on the runway or throttle up to stop time. Dan Thiede came in with a time of 147.91 seconds.

The third event tested the flyers ability to land the plane where they wanted to. Flyers did three touch-and-goes trying to put the wheels on a line on the runway. After each touch-and-go the distance was measured. The longest distance was thrown out and the remaining two measurements were averaged. Dan Thiede once again pulled off the win with a average spot landing distance of 3' 2"!

Fun Fly results compiled by Marc Davis

Ballard Street by Jerry Von Amerongen



Andy takes liberties with his wife's space.

ACRC MINUTES

Members: 20 present

President: Next month's meeting is at Riverwind.

Vice President: Presented raffle prizes. Most of the prizes were tools.

Membership: 115 members.

Treasury: Phil reported that the treasury is doing well.

Training: Paul Patton has soloed. Congratulations Paul.

Old Business:

The field will be filled and leveled in late September. More information will come via email.

New Business

The need for seal coating the runway and taxiways was discussed.

Dale Anderson was selected to receive the Crasher of the Month Trophy.

Show and Tell



Dan Stahn brought his large scale Top Flite P-51 Mustang. It is powered by a DL55 engine and is outfitted with a Pitts style muffler, Century Jet retractable main gear and a Robart retractable tail wheel.



Stan Zdon showed his completed Balsa USA 1/4 scale Fokker DR-1 Triplane. It has an OS 155 Surpass for power and it weighs 14.5 pounds. The covering is Solartex and the markings were done by Callie-Graphics.

Raffle:

- | | |
|----------------|-------------------------|
| Dave Willemsen | T handle Allen wrenches |
| Phil Vaughn | Liquid refreshment |
| Mark Tellevik | Postal scale |
| Bob Barton | Digital calipers |
| Marc Tellevik | Clamp set |
| Phil Vaughn | Angle finder |
| Andy Noll | Tie wraps |
| Virgil Okeson | Heat shrink tubing |
| Bob Svare | Wire Combing |
| John Sager | Heat shrink tubing |
| Neal Olson | Glow plug wrench |

Stan Zdon



Hobby Warehouse
7144 Chicago Ave S Richfield MN



Fall Swap Meet
Saturday, Sept 13, 2014 8:00-??
(Total rain-out make-up day is Sept 20—call to confirm 612-861-5587)

Come help us Celebrate our 20th Year In Business!!!!
In store specials and refreshments.



Big Sky Swap Meet - September 21

Winter Airplane Storage

Since the snow will be flying very soon (if it hasn't already), many AMA members may not be flying for quite some time. For those who don't intend to fly on skis, the following suggestions may help to preserve your model over the winter months and allow you to get back in operation quickly when the snow disappears next season.

Airplane

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure the fuel is not creeping under seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods and/or control cables for excessive wear or damage. The plane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine due to condensation and probably to the balsa or covering material due to temperature changes. If you store the plane on a wall, it should not be supported on the nose as this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the plane resting on the tires if you don't store it vertically.

Engine

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the plane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene. While the

backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season. If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor and spin the engine over clockwise and counterclockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the prop if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

Batteries

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. If they are doubtful, cut the connector off and throw them away and buy new next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

Transmitter/Receiver/Servos

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, get them replaced. Also, check the output shaft for looseness. Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact fingers inside each antenna section that may become coated with oil, preventing proper contact between sections, greatly reducing the transmitting range.)

Fuel

If you have fuel left, be sure it is capped tightly and store it in a cool place out of the sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

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Starter Battery

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery **MUST BE CHARGED** if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

Miscellaneous

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, props, etc. and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

*from Itasca R/C Club News
Bob Blase, Editor
318 Gary Drive
Grand Rapids, MN 55744*

CRASH ETIQUETTE

from the Long Island Radio Control Society, NY

While bent over your model tweaking the needle valve, too often you hear “I ain’t got it ...” followed by a low frequency thump. Usually several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state-of-the-art electronic equipment, and powered by an exquisitely machined engine is no more. The pilot who is frequently the builder/owner has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot’s glow plug battery. Similarly, you probably shouldn’t ask if he’s finished with the frequency.

Any equipment related reasons for the crash you hear are, by definition, reasonable. Pilot error is too rare and sensitive to suggest, so don’t say, “That’s odd, I haven’t had any problems on that frequency today,” until at least an hour after the crash. Offer to help go look. Don’t say “It sounded like it hit something solid.” Note that most lost models are found and returned. Don’t ask if he has his name and phone number on the model, or wonder out loud if the model hit a house or a car.

If it looks like more than enough people have volunteered to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn’t pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for anything worth salvaging.

Whatever you do, don’t hold a postmortem on the spot. The pilot probably doesn’t want to discuss:

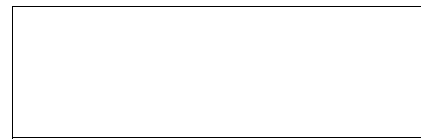
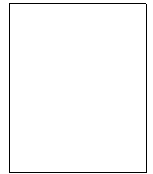
- Battery condition
- Poor construction
- Pilot error
- Used rubber bands
- Fuel tank capacity
- Light blue covering
- Model selection vs. pilot skills

As best you can, avoid specifics, sound supportive, and look appropriately grave. You’ll want the same consideration someday.



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ACRC SPONSORS

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Cambridge State Bank
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*Deadline for the
next newsletter is:
October 1, 2014*

CALENDAR OF UPCOMING EVENTS

Thursday – September 18

- ACRC Meeting

Saturday – September 20

- ACRC Fun Fly #6

Saturday – September 27

- ACRC Fly Out

Thursday – October 16

- ACRC Meeting

