



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MARCH 2018

THE MEETING WILL BE THURSDAY, MARCH 15, AT RIVERWIND!!

PRESIDENT'S CHATTER

A bit of celebration after crossing the Atlantic.

Charlie Lindbergh cocktail

2 Dashes Orange Juice. (2/3 tsp Orange Juice)

2 Dashes Pricota. (2/3 tsp Rothman & Winter Orchard Apricot liqueur)

1/2 Kina Lille's. (1 oz Cochin Americano)

1/2 Plymouth Gin. (1 oz Plymouth Gin)

Shake (stir?) well and serve in cocktail glass. Squeeze lemon peel on top.

I can only assume this is named after Charles Lindbergh, the aviator who flew the first successful non-stop flight between New York and Paris in May of 1927.

If you don't have Cochin Americano. I'd suggest 1oz dry vermouth, dash angostura, dash maraschino liqueur, and an orange twist squeezed into the tin. It's pretty close and may even be better in this case.

Happy landing.

Virgil Okeson

FROM THE VEEP

Sponsorship for our club was my focus this month. I am not saying I won't continue to look to outside sources for club support. That was just this month's focus.

I would like to give a shout out to our local hobby stores for their generous offerings to support our

club activities through merchandise donations, store coupons and some great pricing on purchases for our raffles and training program. Please find time to visit our local shops to thank them for their support. Their success is dependent on our support and continuing hobby growth.

Black Jacks Sealcoating & Repair has agreed to another generous monetary donation. Flightline gifts is now open in Blaine and has agreed to support our club starting with some store coupons.

I would encourage anyone who has a business or knows someone else in business that wishes to find their name as a sponsor listed in our news letter to please step forward. There are many forms of sponsorship. All are welcomed large or small.

Jeff Slater

MEMBERSHIP NEWS

ACRC currently has 73 (90) members signed up for 2018. The number in parenthesis is the membership number at this time last year. As you can see, membership renewal is behind last year. The dues increase probably encouraged the high renewal rate last year. There are 27 full dues members, listed below, that have not renewed their membership for 2018. If you know any of these members personally, please call them and remind them to renew for 2018. If they all renew, the membership numbers will equal last year's numbers. The 2018 budget is based on a projected membership of about 100 fully paid members. If we drop much below that number we will have to cut services somewhere.

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The March meeting is when ACRC has the annual club swap meet. If you have something you want to part with bring it to the meeting and get BIG BUCKS for it.

The ACRC freeze-fly and the TCRC auction are finished now and the flying season is almost here. Monthly Fun Flies are scheduled for the Saturdays after the membership meetings and start in April. Get those airplanes ready and come out and have some fun. More information will be published as the year progresses.

ACRC will be working with King Kong Hobbies in Coon Rapids this year for the fuel order. The prices are a little higher than last year. An order sheet for fuel from King Kong Hobbies is included with this month's newsletter. It will have to be mailed to King Kong Hobbies by **April 8** and you will have to pick up your fuel at their store. Call Stan Zdon at (763) 784-3121 or call King Kong Hobbies at (763) 390-0490 if you have any questions

The next meeting will be at Riverwind on March 15 at 7:00 PM.

Non-Renewals for 2018

- | | |
|------------------|-----------------|
| Mathew Andrysiak | Andy Labine |
| Dennis Batty | Don Mcgillivray |
| Chad Bidwell | Jacob Mickley |
| Mark Bilyk | Joe Pagliolo |
| Kent Buell | Bob Proulx |
| Matthew Campson | Daryl Roberts |
| Adam Codner | Paul Rono |
| Joseph Coleman | Bruce Sheldon |
| Lee Cravens | Randy Sjobeck |
| Walter Dailey | Chris Skjolsvik |
| David Greene | Gary Smith |
| Ivan Jahnke | Jeffrey Smith |
| Shawn Knepper | Mike Spence |
| | Dan Thiede |

Stan Zdon



A Look Back

March 2000

18 Years Ago

Mark Felland gave an account of the way not to perform a crosswind takeoff, the notorious Gas 'N Go. Jam full throttle, hold up elevator, and hope it weather vanes into the wind with enough airspeed to fly, let alone at what direction. Most takeoff attempts like this end up in disaster as Mark discovered. His second takeoff went much better. Full upwind aileron, GRADUAL throttle increase, GRADUAL aileron reduction, and plenty of opposite rudder kept it down the runway centerline.

This year's event dates were set for the Spring Fly-In, Pattern Contest, Fun Scale, plus a Float Fly at Don McGillivray's cabin.

The fifth in a series of articles exploring all facets of glow fuel discussed the shelf life of fuel. The myth of exposure to sunlight was debunked when Power Master placed a gallon of fuel into the Southern California sunlight for one month and found no degradation what so ever. Moisture is the real killer. A fuel container left open for just a few hours allows in enough humid air to contaminate the entire container.

Spence Minear took a trip to Washington state and decided to visit a local R/C club's flying field. The 25 X 450 ft runway was located in a difficult to locate gully behind some farm type buildings. At the SW corner of the runway stands a 40 ft pine tree, add to that a lake (with a swampy area beyond) that wraps around the end and east side of the runway. To the north and west are orchard trees on the gully slopes. Downwind takeoffs were common to avoid an unexpected swim.

March 1990

28 Years Ago

It appears the cry for more newsletter content has worked, 3 pages to 7 in two months.

A big announcement from the AMA regarding the frequency issue of TV channel 4 and R/C channel

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20 can mix, causing interference on other R/C channels. Details to follow.

Bob Proulx and Tim Mudek were highlighted in the new Who's Who column.

Bob also wrote a very informative article on the use of Aliphatic-Resins, the other super glue. No, not the white stuff, the yellow "Tite-Bond" kind. Better penetration into the wood, the strength of slow set epoxy, no fumes, and lower cost.

Tim Karash

ACRC INSTRUCTION

ACRC instructor meeting was held on Friday February 16th. ACRC flight training start date for the 2018 season has been set for Wednesday April 18, 2018 starting at 4:00 PM.

We went over a few changes that we would like to make to this season's training. We took a look at a flight training manual by David Scott called (One Week to Solo) and will be purchasing one copy for use, passing it along weekly to new RC students. This will give them a head start with visual references to some of what will be learned on the field. If anyone is interested in purchasing a copy, check out this link:

http://www.rcflightsschool.com/Solo_Manual.asp

I am trying to come up with a way to get a better idea on number of students each week, and number of instructors required.

The club planes and equipment are being set-up and checked out by our flight instructors. We will be purchasing fuel, electric flight batteries and ACRC instruction manuals as needed.

A thank you to Gary Bona for the glow engine he is donating and Jeff Slater for all his work with sponsors for their donations to the club raffles and training program.

The club is looking for one more flight instructor for Wednesday night training. If you could help out please contact Bob Moser, Lead Flight Instructor for details plus a check ride, or Tom La Rose Flight Training Coordinator for details on becoming a flight instructor.

Tom La Rose

ACRC MINUTES

Board Members Present:

Tim Karash, Stan Zdon, Marc Tellevik, Tom LaRose

Members Present: 8 plus board

Guests: Jim Taylor, an ACRC member, but lives at his summer cabin. Matt Campson, also a member made an appearance.

Treasurer's Report:

Income \$1440.11

Expenses \$332.85

Safety Report:

None given.

Membership Report:

73 renewals thus far.

Event Report:

None given.

Training Report:

Two trainer planes were purchased at the TCRC auction: a Nexstar, used, with light damage, a 2nd new Nexstar ARF. Tom stated one additional electric powered trainer would be needed.

Old Business:

Trainer planes purchased (see Training Report)
Two lawn mowers and weed wacker are still MIA. If you know of their whereabouts, please advise a board member.

New Business:

Paul Castrodale, an ACRC member, passed away in February. His widow and son wish to donate his extensive aircraft estate to ACRC. All items are to be sold and proceeds given to the club. The board has been unable to connect with family members.

Jeff Slater procured 4 airplane kits, big bag of tools and gift certificates for raffle prizes.

ACRC purchased a kit and 2 glow motors from Stan Zdon for raffle.

Show and Tell:

None

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

Raffle:

1st	Dremel Tool kit	Neil Olson
2nd	Shop Block tool holder	Matt Campson
3rd	Giant Forceps	Lucky LaRose
4th	Magnet retriever	Bob Gallagher

A board meeting was not held due to lack of a quorum.

Tim Karash

ACRC EVENTS

I don't know about you, but I have had it with winter. All the Splishy-Splashy driving, frigid winds, and lately, the snow. ENOUGH ALREADY, JEEZ.

In an effort to retain some semblance of sanity, I've been reaching out to other flyers through emails and social media. Brian Dorff tells me the sanction for this year's pattern contest contains the 4 classes: sportsman, intermediate, advanced, and masters. The AMA Club Class will probably not be used, as it would reduce the number of sportsman entries. Remember, size and weight restrictions for the Sportsman class will be waived. So, as they say in drag racing, "Run what ya Brung". Should demand be high for the Club Class, it could happen, but you must let Brian or me know.

While on Facebook, I noticed several pattern pilots from the 5 state area responding to the early contest announcement. Last year we had pilots from as far away as Winnipeg. This year we might add pilots from Illinois and Iowa.

This interest in a contest, hosted by ACRC, got the old gray matter working. We have had several successful events at our field over the past few years acting only as a host club. MARCEE, Pattern folks, and Scale Flyers all have held events at our field. We, as a club, have tried to hold our own similar events but the turnout has been dismal. It would seem that despite our large membership; have a very diverse range of interest. Lots of people interested in lots of different types of aircraft types/activities, but not enough to support a contest on our own.

Short story gone long, I've put out "feelers" to other organizations that do not have a club field and are looking for a location to hold their event. Similar to Brian's pattern contest, they take care of the sanctioning and running of the event. We open up our field for the day(s), participate if possible, and maybe have food and refreshments. ACRC keeps the concession profits. Time will tell if this is a viable concept.

Tim Karash

How to Bend Balsa

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

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

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

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

Finish: Sanding with the grain produces a smoother surface.

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

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

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

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Stage 1: Getting the wood flexible

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

Using the laminating process can be a fairly tedious one, but it does produce an appealing (to some) visual appearance. Laminating produces the strongest, but also heaviest, resulting form.

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

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

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

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

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

Stage 2: Setting the shape

Once you've made your balsa flexible, you can commence to shape it to your needs. For simple curves, such as cylinders, cones and such, you can simply apply the wood to the formers or suitable shape holder (having a good selection of tins, tubes, and rods help here) and tape/hold the balsa to the required shape and allow to dry.

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

R/C AIRPLANE DEFINITIONS

Submitted by Stan Zdon

PROP NUT: What a glider pilot calls power pilots.

PUCKER FACTOR: A factor that exponentially gets higher, as your out of control plane gets lower. At the high end of the scale, changing your shorts is necessary.

RADIO: An expensive electronic device to randomly alleviate overcharged batteries. A device that enables an airplane to crash in different places than it normally would.

RADIO GLITCH: A documented electronic occurrence, causing immediate and irreparable loss of control. The source of a crash when there is a possibility of someone else's radio in the close proximity to the plane.

RECEIVER: The part of your airplane that picks up interference.

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Quality Fence Installation & Repair for Less!

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

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CONTRIBUTORS THIS MONTH
 Tim Karash
 Tom LaRose
 Virgil Okeson
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ACRC SPONSORS

FENCE ME IN
 Quality Fence Installation & Repair for Less!

Blackjacks Asphalt
 Hobby Warehouse
 King Kong Hobbies
 Hobby Zone
 Big Sky Hobby
 Flight Line Gifts
 Woodworking Plus

CALENDAR OF UPCOMING EVENTS

Thursday – March 15
 •ACRC Meeting-Riverwind

Thursday – April 19
 •ACRC Meeting-Riverwind

Saturday – April 21
 •ACRC Fun Fly #1

Thursday – May 17
 •ACRC Meeting-At field

Saturday – May 19
 •ACRC Fun Fly #2

Thursday – June 21
 •ACRC Meeting-At field

Saturday – June 23
 •ACRC Fun Fly #3

Thursday – July 19
 •ACRC Meeting-At field

