



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

FEBRUARY 2011

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

PRESIDENT'S CHATTER

If we are lucky, in about 8 to 9 weeks, we may be at our field working our rusty thumbs. It may be time to finish up those projects on the workbench so you can be out enjoying the weather instead of those final touches. We are just a few days away from the TCRC Auction on Saturday February 12. Here is a good link to all the information on the auction and a map.

<http://www.tcrconline.com/pages/auction.htm>

I would also like to mention that our club forum has been receiving some spamming from persons trying to register and post mostly advertisement and even some foul language stories. We have filtered most of it but a few initially made it through and we took care of it. So a reminder, if you are going to register on our forums please use your real name, or at least an initial and last name, otherwise your registration may be denied. Please keep in mind that we receive an average of 30 to 40 requests a day now from these "people" to join our forum and sifting through them all is quite the task.

See you at the meeting-

Erik Castrodale



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

ACRC COMBAT

At the last meeting I encountered a little bit of smack talk already. I tell you what; I'm looking forward to it. It puts a big smile on my face to know that people are getting ready to put some planes in the junk pile. The first combat is a ways out yet but have you guys been putting your planes together? I have been thinking of some tactics, repair parts and the schedule. Can I get some kind of a count of how many are interested? Please email me so that I can start picking up some fresh steamers for the season and so that I can figure out how many replacement parts I'll need. The first combat is April 17 at 9:00 AM. Warm ups, final assembly, maiden flights; you name it, that's when it happens. First round starts when every one is ready.

That is for now-

Andy Thunstrom



AERO L-29 DELPHIN

MEETING MINUTES

January 20, 2011

Meeting called to order at 7:00 PM.

21 members present.

Board Reports:

Vice President: Jeff Flander called the meeting to order and began with a report from the board.

Membership: Stan Zdon told the group that 54 members had renewed for 2011. We are on track for the new year. Stan also mentioned that King Kong Hobby had donated a vintage plan, the "Southern Gentleman".

Safety: Andy Thunstrom reviewed the evenings raffle prizes that included a number of building items. No safety issues so far this year.

Events: Mark Davis reviewed the Freeze Fly and also the upcoming swap meets and auctions.

Treasurer: Roger Jeffrey reviewed the club finances. All is in good order.

Training: Dale Anderson is looking into developing a standard training curriculum for the upcoming season. He is also looking for more instructors.

Old Business:

Tim Karash brought us up to date on the possible water project and commercial development around the Viking Blvd. and Highway 65 interchange. Since the recent election there seems to be a change in direction at the City Hall. The administrator that was to come speak to the club this meeting is no longer working in that capacity. Tim will monitor developments and let us know. He also mentioned that MNDOT has scheduled a bypass for the Viking Blvd. and Highway 65 interchange, but there is no word on when that project might start.

The proposed change to Rule 10 to permit high-speed runway passes was discussed further. After considerable discussion it was decided to table the matter for this meeting and have the board discuss it further.

New Business:

Roger Jeffrey has been investigating the possibility of the club working with the EPA on one of their local sites. He informs us that the East Bethel landfill has been designated a nature preserve because of the Sand Hill cranes that live there. The other location in Oak Grove is still under consideration. Roger will provide them with a more specific set of our needs as far as a flying field is concerned.

Roger also presented a certificate of appreciation to outgoing board members: Dan Thiede, Joe Coleman and Jake Groetsch.

Raffle:

1st	Paul Rono	Dremel tool
2nd	Mike Harter	Wheels
3rd	Darren Bitzer	Screwdrivers
4th	Phil Vaughn	Multi connector
5th	Andy Noll	Needle nose pliers
6th	Jeff Flander	Tail wheel gear
7th	Chris Elliot	Hex wrench set
8th	Darren Bitzer	Foam padding

Steve Ulrich

IT'S NOT TOO EARLY TO START TRAINING

Our runway should be free of snow in a matter of weeks. Still time enough to buy your plane and/or spend time on a flight simulator. Time enough to get prepared for a great season. I would also like to remind you to call me to reserve your training time slot.

Dale Anderson
Instruction Coordinator
612-481-6405

REAGAN QUOTE

"Government is like a baby: An alimentary canal with a big appetite at one end and no sense of responsibility at the other."

MEMBERSHIP NEWS

IT'S GETTING CLOSER TO SUMMER. LET'S GET THOSE NEW PLANES BUILT !!!!!!!!!!!!!

About 60% of last year's members have rejoined for 2011. This is about the same as last year at this time. If any of your friends have not rejoined, please encourage them to do so ASAP. The 2011 budget is based on a projected membership of 100 fully paid members. If we drop much below that number we will have to cut services somewhere.

At the last membership meeting a motion was made and seconded to table and revise the proposed change to Rule 10 to allow high-speed passes over the runway. A vote on this motion will be taken at the February meeting. The current version of Rule 10 and the proposed new version are printed below. If you have any feelings about this motion, either positive or negative, come to the next meeting and voice your opinion.

The Current Rule

10. High speed passes and aerobatics must be done over the grass area east of the asphalt runway and not over the asphalt runway. When student pilots are receiving instruction all high-speed passes and aerobatics maneuvers shall be done in the in the vicinity of the ditch east of the runway or to the east of that ditch.

The Proposed Rule

10. When student pilots are receiving instruction all high-speed passes and aerobatics maneuvers shall be done in the in the vicinity of the ditch east of the runway or to the east of that ditch. (01/17/2011). (See ACRC FLYING SITE COURTESY, #2, for more information.)

ACRC FLYING SITE COURTESY

2.) The airspace over the runway is normally restricted to Take-offs, Landings, Touch and Goes, and landing pattern practice; with high-speed passes, aerobatics and hovering* done east of the runway. High-speed passes, aerobatics and

hovering* can be done over the runway in certain instances such as:

- a.) Only 1 aircraft is in the air.
- b.) At Fun Flies.
- c.) For flight demonstrations at ACRC events.
- d.) With prior agreement of all the on the pilots on the flight line.
- e.) For any other instances pre-approved by the ACRC Board.

*Helicopter hovering practice is to be done in the southwest corner of the parking lot.

If you have any pictures that could be used in the newsletter send them to me. If they are digital, email them to szdon@yahoo.com. If they are prints mail them to me and I will scan them and return them to you. If you come across any articles on the Internet that could be use in the newsletter send me the link and I will download them and use them.

The TCRC auction will be on Saturday, February 12, at Cross Point Church on 98th and Bloomington. Registration starts at 8:00AM and the auction starts at 10:00AM. Go to the TCRC website for more information:

http://www.tcrconline.com/pages/auction_seller_registration.htm

Sky Hobbies and Hobby Warehouse will be at both events to take your hard earned money.

The next meeting will be at Riverwind on February 17 at 7:00 PM.

Stan Zdon



NAME THE PLANE

ACRC SAFETY

The latest hot topic has been the almighty, looks good, holly crap that is fast, high-speed pass issue. Not to stir up anything but just some food for thought. A low fast pass looks pretty good, you must admit. But have you ever stopped to think about what if? How does it affect the pits, the flight line, the pilot, his aircraft, others? Low fly bys have been done many times throughout the years, and I think it is safe to say that everyone has done it from time to time. But what are you paying attention to while doing this maneuver? Have you looked at the flight line to see if you have company? If so, can you communicate with them clearly? What is your ability, the condition of your equipment, the weather and wind, the location of spectators and the skill of others on the flight line? Just stop to think about it while your enjoying you time on the line. This is not a rap on the low fly bys. It is something to think about when at the field when doing a low fly-by. I have done this maneuver myself and from now on I'll ask my self these questions and pay more attention to the flight line to enjoy these good looking maneuvers.

That is it for this month-

Andy Thunstrom

SAFETY IN THE WORKSHOP

Keep it Clean

Many injuries result from poor housekeeping in the shop. Trips, slips, and falls account for the bulk of these mishaps.

Scrap material and wrappings, loose parts, scattered tools and equipment, or oil spills can cause injury. Debris should be swept up and disposed of. Parts should be kept on workbenches. Tools should be placed where they cannot fall and cause damage or injury. Oil spills should be covered with absorbent material and cleaned up.

Lighting, Heating, and Ventilation

Enough windows and overhead lights are required for a good level of overall illumination. Additional lighting should be available over benches and stationary tools.

When supplemental heating is required for winter workshop operations, the heating unit should be located to provide an adequate, even distribution of heat; but should not cause a fire hazard.

Adequate systems are needed to vent smoke, fumes and exhaust gases. Open windows and doors may provide enough ventilation in the summer. Special systems may be needed to remove exhaust fumes and other gases during the cold-weather months.

SOLDERING

It's All About Heat and Clean

From the Sacramento Valley Soaring Society, Novato, California by Tom Ball

When I was teaching school back in the 1950s, I got a summer job with the company that installed the first dial telephone system in Elk Grove. Eventually I moved on to other jobs as the work progressed, but initially what I did was solder each wire from a 200-pair cable to terminal blocks eight hours a day. By the end of the summer I had a pretty good idea how to attach two items together with molten metal while avoiding the dreaded "cold joint."

I just finished doing all the wiring for a new 1/5-size Cub that I am converting to electric power. While I had all the gear out, I also changed the terminals on three batteries that I bought at the last swap meet. This seemed like a good time to write an article I had suggested some time ago.

Before I get to the preparation of the actual materials to be soldered, let me talk for a minute about irons, solder, and tools. My standby is an older model Weller 8200 rated at 100 watts. I love this gun because it is ready to go as soon as the trigger is pulled and I can lay it back down on

Continued on Next Page



the bench without wondering an hour later if I turned it off. For really heavy work, like joining 1/8-inch piano wire for landing gear, I have a conventional 100-watt iron made by a company called Drake. My third iron is a small Ungar, which does not show wattage, but it has a very fine tip and is good for jobs like re-attaching a broken wire to a speed controller.

For solder I used a good quality resin core 60/40. The last numbers refer to the proportions of lead in the mixture to tin. The flux I happen to have on hand at the moment is Oatley No. 5 solder paste. On hand means it has probably been around five or six years. With paste, a little goes a long way.

Many of the tools I use, like needle-nose pliers and small files, are just normal bench tools. A more specialized tool I almost always use is called a "third hand." It consists of a base supporting frame with two opposing alligator clips, which can be twisted and moved to almost any position.

By gripping the two parts to be soldered and holding them firmly together through the entire process, it helps eliminate burnt fingers and failed joints because of movement before the solder has completely cooled. The last two tools that always come out when I set up a job are a simple wire stripper and a small bronze brush which I use to clean off the tips of the irons when they start looking a little dull.

For a perfect solder joint, both surfaces must be clean enough and hot enough that the solder will melt and flow evenly on both items. Any dirt, rust, corrosion, or other foreign matter on either surface will prevent the solder from sticking to the dirty area and will cause a weak or imperfect joint. This is less of a problem when dealing with new components and fresh wire than when doing repairs or reusing old components. Sandpaper, files, a Dremel tool, and the wire brush I mentioned earlier can all be used to get a bright and shiny surface. When doing repairs, I cut back enough fresh wire if the wire is long enough to allow it.

One way to guarantee that you are dealing with two clean surfaces is to apply a light coating of paste and solder to each surface before you make the actual joint. This is sometimes called tinning and will show up any places that are not willing to take solder.

Once both surfaces are tinned, they must be held together in some immovable way through the entire process, from the application of heat to the final cooling when the solder itself turns from bright to dull. If you are going to do this without some type of jig, be sure to use pliers. There is no way you can hold something with your fingers close enough to the joint to be effective without burning yourself. For larger jobs, I use everything from small vises to C clamps.

The actual soldering is generally over within seconds. The trick is to position the iron so that both surfaces are heated to the point where solder melts and flows.

Add solder to the tip of the iron before applying it to the area. If more solder is needed, for example when building a heavy-duty landing gear, push the end of the solder right into the heated area but don't overdo it. Excessive solder buildup does not make for a stronger joint. Keeping an iron in an area until wire insulation and other components are melted does not make for a better job.

One last point to watch out for is the so-called cold joint. A true bond will be made only when both surfaces become hot enough to solder. Be sure that the tip of the iron comes in contact with both surfaces long enough for this to occur. Cold joints will often look fine and may even hold for while, but they have a nasty habit of failing on final approach.

YOU'RE ADDICTED TO RC, WHEN

When you go to Home Depot and the PVC pipe and fittings section gives you ideas for new wing racks instead of plumbing projects.

If you worked feverishly in all your free time, it would take three years to clear up your backlog of kits.

2011 CLUB EVENTS

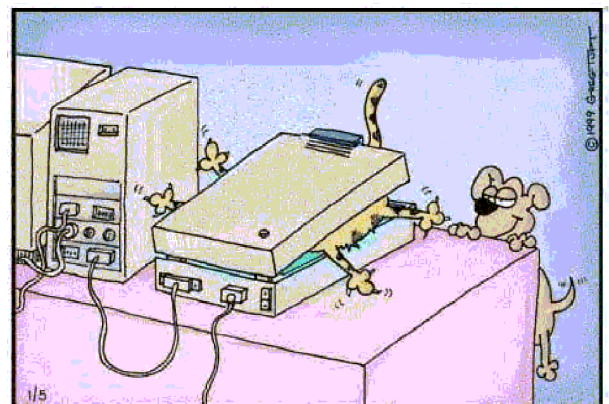
- Feb 12 TCRC Annual Auction
- Feb 17 **ACRC Club Meeting @ Riverwind - 7:00 pm**
- Mar 17 **ACRC Club Meeting @ Riverwind - 7:00 pm**
- Mar 26 SPRC March Mud Fly - 10:00 am
- Apr ? SPRC Field Clean Up Day - 10 am
- Apr 17 **ACRC Combat Fly - 10:00 am**
- Apr 21 **ACRC Club Meeting @ Riverwind - 7:00 pm**
- Apr 23 **ACRC Fun Fly - 10:00 am**
- May 01 **ACRC Combat Fly - 10:00 am**
- May 07 SPRC 3 Event Fun Fly - 10:00 am
- May 14 TCRC Spring Float Fly @ Bush Lake - 11:00 am
- May 14 **ACRC Spring Fly-in - 10:00 am**
- May 15 Hobby Warehouse Spring Swap Meet, Richfield, MN - 8:00 am to 12:00
- May 19 **ACRC Club Meeting @ Club Field - 7:00 pm**
- May 21 **ACRC Fun Fly - 10:00 am**
- May 22 Big Sky Hobby Spring Swap Meet, Eagan, MN - 8:00 am to 12:00
- May 21 - 22 Blaine Aviation Days @ Anoka County Airport Janes Field
- May 27 - 29 North Country Model Controllers Spring Fun Fly, Bemidji, MN - Landing Fee \$20
- Jun 04 SPRC 3 Event Fun Fly - 10:00 am
- Jun 04 **ACRC Pattern Meet - 10:00 am**
- Jun 12 **ACRC Combat Fly - 10:00 am**
- Jun 16 **ACRC Club Meeting @ Club Field - 7:00 pm**
- Jun 18 **ACRC Fun Fly - 10:00 am**
- Jun 25 **ACRC Warbird Fly-in - 10:00 am**
- Jun 24 - 26 TCRC Electric Fly-in & Campout
- Jun 25 - 26 North Country Model Controllers Collective Madness, Bemidji
- Jul 09 SPRC 3 Event Fun Fly - 10:00 am
- Jul 09 **ACRC Fun Scale - 10:00 am**
- Jul 16 -17 TCRC AirExpo 2011 Club Display
- Jul 17 **ACRC Combat Fly - 10:00 am**
- Jul 18 TCRC Open House Fly-in, all with AMA welcome
- Jul 20 **ACRC Float Fly - 10:00 am**
- Jul 21 **ACRC Club Meeting @ Club Field - 7:00 pm**
- Jul 23 **ACRC Fun Fly - 10:00 am**
- Jul 23 TCRC Big Bird Fly-In
- Aug 06 SPRC 3 Event Fun Fly - 10:00 am
- Aug 07 **ACRC Combat Fly - 10:00 am**
- Aug 10 - 14 IRCHA Heli Jamboree @ AMA Headquarters, Muncie, IN
- Aug 12 -14 Northern Alliances Warbird Fly-in @ SMMAC Field, Owatonna
- Aug 18 **ACRC Club Meeting @ Club Field - 7:00 pm**
- Aug 20 **ACRC Fun Fly - 10:00 am**
- Aug 26 - 28 Rotary Ring Out Heli Fly @ Owatonna Modelers Field
- Aug 27 **ACRC Scale Fly-in - 10:00 am**
- Sep 03 SPRC 3 Event Fun Fly - 10:00 am
- Sep 9 - 11 North Country Model Controllers Fall Fun Fly, Bemidji, MN
- Sep 10 **ACRC Electric Fly - 10:00 am**
- Sep 11 **ACRC Combat Fly - 10:00 am**
- Sep 15 **ACRC Club Meeting @ Riverwind - 7:00 pm**
- Sep 17 **ACRC Fun Fly - 10:00 am**
- Sep 17 TCRC Fall Float Fly @ Bush Lake - 11:00 am
- Oct 01 SPRC 3 Event Fun Fly - 10:00 am
- Oct 01 **ACRC Fall Fly-out - 10:00 am**
- Oct 08 SPRC Chili Fly - 10:00 am
- Oct 08 TCRC Season Finale
- Oct 09 **ACRC Combat Fly - 10:00 am**
- Oct 20 **ACRC Club Meeting @ Riverwind - 7:00 pm**
- Oct 22 **ACRC Fun Fly - 10:00 am**
- Nov 17 **ACRC Club Meeting @ Riverwind - 7:00 pm**
- Dec 15 **ACRC Club Meeting @ Riverwind - 7:00 pm**



Ballard Street by Jerry Von Amerongen



“Tim, go see your eye doctor.”



“Cat Scan”

Safety, Safety, Safety

by Duane Vierling

Editor of Plane Talk News, Newsletter of the Des Moines Modelaires, Ankeny, Iowa.

Per www.dictionary.com: It is the state of being safe; freedom from the occurrence or risk of injury, danger, or loss. It is the action of keeping safe. It is the quality of averting or not causing injury, danger or loss. Accidents happen, it's easy to do. A little less focus, thinking three steps ahead of yourself, and lacking the respect that it deserves. And sometimes, it isn't you that you need to worry about, but the other person nearby. We hear about bad prop strikes, some of us have had them; some of them have taken us to the hospital. But there are a lot of other safety issues that all of us need to be aware of. For instance, can each of you recall where the fire extinguisher is located at the field? Have you thought about what would be your first step to do if you have an accident and you're all alone? What about safety at your nearby city park when there are kids around? I could write for pages and pages, but one thing I would recommend is to go onto youtube.com and search for RC ACCIDENTS. You'll be surprised by some of the gore, some of the stupidity, and some of the downright laziness we sometimes demonstrate. Watching other people's mistakes will hopefully allow you to avoid some of your own. I'm not writing on a soapbox, I've had accidents too. But here are a couple of examples I watched the other night that made me rethink my own concept of safety as it is very easy to get comfortable with how you think you are being safe.

On the first video I watched the other night, one individual had his aircraft catch on fire due to a fuel leakage. Several members jumped to his aid, one with a sleeping bag which caught on fire itself, some brought water in small cups, some tried to help stomp out some of the flames on pieces that had completely burned off. The problem wasn't the amount of help that the flyer got, nor necessarily the methods used to try to help. The problem was that in the video, less than ten feet from the fire sat a nice new fire extinguisher on the lower shelf of one of their workbenches. Out of the five or six people that tried to help, not one grabbed the extinguisher.

You might want to double-check our field the next time you go out there, so that you know where the extinguishers is.

Another video had a father and his two kids at the field. The father worked and worked to get the engine running. He got it started and then ran the engine up while he was kneeling directly in front of the prop! He was finally satisfied, reached over . . . and you know what is coming . . . and was politely greeted and was the recipient of 65 stitches in his hand. Easy to do and happens in less than a second. But the safety thing I kept watching that scared me even more, and maybe it's because I have young kids, was that his very young son was watching his father and the plane intently and the boy was positioned directly parallel with the prop. So while the flyer committed two basic safety fouls and the injury sustained was to himself, he wasn't aware of the others around him and their safety and the injury could have been inflicted with much more disastrous results.

The last one, and I'll make this quick, was a flyer at a city park. He decided to fly his aircraft low and fast past himself. Only it didn't go much further. It impacted someone who was in the flyer's blind spot who was looking on and the flyer didn't know they had walked up close to him. You might think that the onlookers put themselves in danger by standing in the wrong spot. But it is the flyer that put his aircraft into a dangerous position and did not continuously check his surroundings. Remember to be mindful of your surroundings. I saved everyone a description of any bloody example, even though blood did flow on two of these. But go online and watch some videos and remember, the red stuff isn't ketchup or Hollywood makeup. But most importantly, with each trip to the field, continuously think about your current status and also look out for our other flyers, our new members, and any of our visitors. Don't hesitate to speak up, shout if you need to, even tackle someone to the ground if you see someone who isn't being safe. Being safe isn't being rude. We should all be safety monitors for ourselves and for each other and hopefully our first aid kit can continue to accumulate dust. Additionally, if there is an accident and our first aid kit is used, please let a board member know so that we can properly restock it as needed.

Always Think Safety!

SERVO CHATTER

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ACRC SPONSORS

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Aerospace welding
Cambridge State Bank
T & G Hardwood

*Deadline for the
next newsletter is:
March 1, 2011*

CALENDAR OF UPCOMING EVENTS

Saturday – February 12

- TCRC Auction

Thursday – February 17

- ACRC Club Meeting

Thursday – March 17

- ACRC Club Meeting

Thursday – April 21

- ACRC Club Meeting

