



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JUNE 2011

THE MEETING WILL BE THURSDAY, JUNE 16, AT THE FIELD!!

PRESIDENT'S CHATTER

B.O.L.O. - Be On the Look Out for

Editors Note - The President and Vice-President have been missing for the past couple of months. If you happen to see them let them know that their input is missed and let the other Board members know that they are in fact still alive.

FLIGHT TRAINING

We have a new member and trainee. Please welcome Arthur Rupp.

Now that we are in June and have more evening daylight, I will be moving the open training time to 6:00 PM until dusk.

One question I have been asked recently is about batteries and charging. I'm seeing more new electric fliers so it's not a surprise this question is coming up. Many of the new electric trainers use the same battery to power the motor and the plane and usually are LiPos. Unlike NiCads and NiMHs, LiPos hold their charge quite well so don't need top off charges. In fact, doing so can, at best, shorten battery life, and in some cases cause a battery to start fire. What's best is, if the batteries were recently charged, to just use them as is even if it's been a week or more. Then after a flying session, plug in a volt meter and if the volts read between 11.6 and 11.8 for a three cell, the battery can just be put aside to charge the next time you fly. If there is less volts, and you know you will fly again within a day or two, it's OK to

charge them fully, but otherwise, charge them until they reach approximately 11.6 to 11.8 volts until your ready to fly. These numbers are not a hard and fast rule but a good general range. It's not overly dangerous to leave LiPos in a fully charged or mostly discharged state, but more time between a full charge or depleted state and use means less battery life.

One final word on safety and electrics. Many of the new electric planes don't have on/off switches and are active as soon as the battery is plugged in. If the battery placement is in a good location, this is not as bad, but a couple I have seen recently have not been. If you can't plug in the battery and keep the propeller away from you at all times as you do, you will need to purchase a switch. If the battery is plugged in and you have forgotten to turn on the transmitter, or the left stick is not all the way back (or reversed direction for Futaba), the motor can start up and will keep turning until something overheats. That could be a split second, or never in some cases. Ask how I know about that. Most are designed to guard against this kind of thing. Finding out we have one that wasn't designed that way, found a design flaw, or had failed from some other reason shouldn't end in a run to the emergency room. A \$5.00 switch to insure a safe day of flying is a very reasonable investment for a full day of flying fun.

Happy and safe flying

Dale Anderson - Instruction Coordinator



MEETING MINUTES

May 19, 2011

Meeting called to order at 7 P.M.
32 members present.

Board Reports:

Vice President: Jeff Flander reviewed the raffle prizes for the evening.

Safety: Andy Thunstrom mentioned that the T-shirts should be in shortly and that the next Combat event would be June 12.

Membership: Stan Zdon reports that there are 94 renewals for the year.

Events: Marc Davis reminded us that the Pattern Contest is coming up on June 4 and encouraged all to participate. He reminded us of the various classes and that Stan had provided the maneuver list for the Sportsman class a while back. Also, the Fun Fly was moved to 3:00 PM due to a forecast of rain. Check the web site for further updates, as the forecast is not encouraging this weekend.

Treasurer: Roger Jeffrey reports that the club essentially broke even on the Spring Fly In despite the poor weather conditions. Roger gave us a further breakdown of the club finances and reports all is in good order.

Old Business:

Stan Zdon reports that hats are in and that the heavier club jackets can still be obtained, though not the lightweight ones, at this time.

New business:

Roger Jeffery suggested that we have a steak fry before the next regularly scheduled meeting. This was agreeable to the group and everyone was encouraged to bring a steak to grill & eat!

Show and Tell:

Tim Brockman brought in a Quickie 500 V tail pylon racer. It is powered by a Sport Jet engine and can reach speeds of 145 mph. This is a

composite airframe with carbon fiber reinforcement. It weighs in at 3.75 lbs. and turns the prop on the ground at 18,500 rpm. The plane has a red fuselage with a white wing and red trim.

Tim went over the various classes of pylon racing and reminded us that the North Central Pylon League races every other weekend at the Grassfield club. After the meeting Tim gave us a demonstration flight that was enjoyed by all.

Darren Bitzer bought in a new blue foamy that is powered with a Hobby King motor of about 370 size. With battery it comes in at 10 oz. Darren reinforced the fuselage to make it a bit stiffer. After the meeting he gave us a demonstration flight. It flies great!

Raffle:

- | | | |
|-----|---------------|--------------|
| 1st | Darren Bitzer | Super stand |
| 2nd | Andy Noll | Field Box |
| 3rd | Ken Dinkel | Tachometer |
| 4th | Doug Jelinek | Glow starter |
| 5th | John Sager | Charger |

Steve Ulrich



Anoka County R/C Instructor List

Please note that it is up to the new pilot to contact an instructor for flight lessons. It is good practice to get a hold of an instructor prior to a training session.

- | | |
|------------------------|----------------|
| Dale Anderson | (612) 481-6405 |
| Lead Instructor | |
| Mike Flander | (763) 439-6959 |
| Dan Thiede | (763) 227-3173 |
| Jim Taylor | (612) 868-0419 |
| Jim Wright | (763) 786-7047 |
| Doug Lewis | (763) 670-7678 |
| (Helicopter and Plane) | |

MEMBERSHIP NEWS

The meeting this month will be the second one at the field for 2011. The road should be in good shape and hopefully it will be a good day for flying. 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.

The nearest hospital is in Wyoming, MN and is the easiest to get to. Just take Hwy 22 (Viking Blvd.) east across 35W and turn right on Hwy 61. The hospital is about a block south of Hwy 22. If you have to call 911 for an ambulance they will want to know where the field is located. The road where we turn off of Hwy 65 is 197th and the address of Central Wood Products 19801 NE Hwy 65, East Bethel.

The GPS coordinates of the field are:

45⁰ 19' 44.4" North Latitude
93⁰ 13' 52.2" West Longitude

On June 25 there will be a Warbird Fly-In. If you have a plane that has military markings bring it out to the field and fly. The ACRC Fun-Scale Contest will be Saturday, July 9. There will be trophies and a good selection of prizes. We will also need some helpers, especially flight judges. Get your airplanes ready and get out and practice. If you want to help at the Fun Scale contest contact Matt Campson at (612) 987-0191. Registration is at 9:00 AM and flying starts at 10:00 AM.

The ACRC Pattern Contest was held on June 4 and it was a beautiful day for flying. There were 13 pilots entered in the competition; 4 in Sportsman, 6 in Intermediate and 3 in Advanced. The results are listed below.

Sportsman

1st place	Scott Oleson
2nd place	Bob Moser
3rd place	Phil Vaughn
4th place	Christian Cone

Intermediate

1st place	Stan Zdon
2nd place	Dave Dentz
3rd place	Marc Davis
4th place	Matt Campson
5th place	Mark Robotti
6th place	Andy Thunstrom

Advanced

1st place	Brian Dorff
2nd place	Mike Dorff
3rd place	Jake Groetsch

THE NEXT MEETING WILL BE AT THE FIELD ON JUNE 16 AT 7:00 PM. The summer meetings will be at the field through August. There will be a fun-fly on Saturday June 18 at 10:00 AM.

Stan Zdon

EVENT CALENDAR

Jun 04	ACRC Pattern Meet - 10:00 AM
Jun 08	SPRC Club Meeting @ Club Field
Jun 10-12	AMA National Electric Fly-In
Jun 10-12	Bismarck Aircraft Modelers Island Hoppers Fun Fly
Jun 11	SPRC Scale Fly - 10:00 AM
Jun 11-12	River Valley Flyers Electric Fun Fly
Jun 12	ACRC Combat Fly - 10:00 AM
Jun 16	ACRC Club Meeting @ Club Field
Jun 18	ACRC Fun Fly - 10:00 AM
Jun 18	Sodbusters Combat SSC - 8:00 AM
Jun 24-26	TCRC Electric Fly-in & Campout
Jun 24-26	MARCEE Electric Fly-in @ 3M R/C
Jun 25	ACRC Warbird Fly-In - 10:00 AM
Jun 25	Marion RC Flyers Fun Fly @ Rochester
Jul 09	SPRC 3 Event Fun Fly - 10:00 AM
Jul 09	ACRC Fun Scale - 10:00 AM
Jul 13	SPRC Club Meeting @ Club Field
Jul 16-17	TCRC AirExpo 2011 Club Display
Jul 16	Sodbusters Combat SSC - 8:00 AM
Jul 17	ACRC Combat Fly - 10:00 AM
Jul 18	TCRC Open House Fly-in
Jul 20	ACRC Float Fly - 10:00 AM
Jul 21	ACRC Club Meeting @ Club Field
Jul 23	ACRC Fun Fly - 10:00 AM
Jul 23	TCRC Big Bird Fly-In
Jul 23	Sodbusters Steve's Crazy Fun Fly 2

ACRC EVENTS

The flying season is well underway and events are coming up faster than I can keep track of them. We have already had our Spring Fly-in, several fun flies, several combat events and a Pattern meet this year and we are just getting started. This month is truly a busy month for events and July is just as busy.

This year the pattern meet had some truly great weather, unlike the cold rain of last year. We had a great turnout and everyone that flew had a great time. Thanks go to Rodger, Janet and Jeff for taking care of the food and a special thanks to Matt Campson for running the event.

Third time is a charm, we were finally able to hold May's fun fly event. Unfortunately it was over a holiday weekend so many people were not able to attend. As a result we will not be including the results of the May fun fly in the totals for the season. The three events were 30-second climb and glide, a ring toss (bomb drop) and most touch and goes in a single pass of the runway. All had lots of fun; remember anyone that has an AMA is welcome to fly during the fun fly.

The Warbird Fly-In is right around the corner, time to get out your favorite warbird or warbirds and bring them to the field on Saturday June 25 starting at 9AM. If you have a warbird this is the event that will get you ready for the fun scale event next month. This is an open fly event so bring your warbird or military planes to the field and fly as much as you want all day long. Maybe this year we will even see Ray's B-17 fly! We have had a great turnout of both fliers and spectators in the past and this year should not be any exception. There is no cost to fly and plans are in

May Fun-Fly Results

Name	1st Evnt	2nd Evnt	3rd Evnt	Total Pnts	Place
Dan Thiede	9	9	3	21	7
Phil Vaughn	11	1	7	19	6
Chris Cone	10	2	2	14	4
Marc Davis	1	5	4	10	2
Andy Thunstrom	3	7	5	15	5
Joe Parent	8	9	6	23	8
Stan Zdon	4	6	4	14	4
Dave Boll	2	3	1	6	1
Paul Rono	5	9	5	19	6
Paul Castrodale	7	9	5	21	7
Rick Teteak	11	8	4	23	8
Jeff Flander	6	4	3	13	3

the works for lunch to be provided with a donation jar at the front of the line. Amy Thiede is planning something special for lunch so you don't want to miss it. Plan on coming out and making it an all day event.

Just a reminder for the FunScale event on July 9, any scale plane is welcome. Scale is a loose term and there will not be any static judging. Pilots will be judged on three rounds of planned maneuvers but takeoff and landing are two of the maneuvers.

Mark your calendars for July 20 for the float fly. Look for an email later this month with details on where and what time.

Marc Davis

F-MINUS

by

Tony Carrillo



ACRC SAFETY

Well it happened, I got bit by the airscrew. Bleed yes, but not to the point of needing stitches, but close. The cut was bad enough to warrant a rag and some electrical tape. Yes, even your safety guy can be an idiot and make mistakes. So, as far as hand starting, use a chicken stick or use a leather mitt of some type. If you don't, it is only a matter of time and you will be in my shoes with a cut or worse. So if anything, save your self the hassle and the heat from your buddies. Put a mitt on.

Andy Thunstrom

ACRC COMBAT

Combat fans, it has been a while since we could fly. The last match was canceled due the ever-constant wind gusts. The next match will be on June 12 at 10:00 AM. With all of the smack talk that I got during the last week and considering the amount of heat I was getting from fellow combat fliers, it should be a good match. The spectators should have a good show. I also have some extra t-shirts that are for sale. The cost is \$10.00 and the money goes to the club. That is it for this month and I hope to see you at the field at all our events.

Andy Thunstrom

ON THE SAFE SIDE

From the Temple Aero Modeler's Newsletter, Temple, Texas

Propeller Sense

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?

If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes

only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard that can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller? It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.

When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater is the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

Continued on Next Page

Propeller Markings

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch prop, the smaller its angle will be.

When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their

pitch out to the second decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

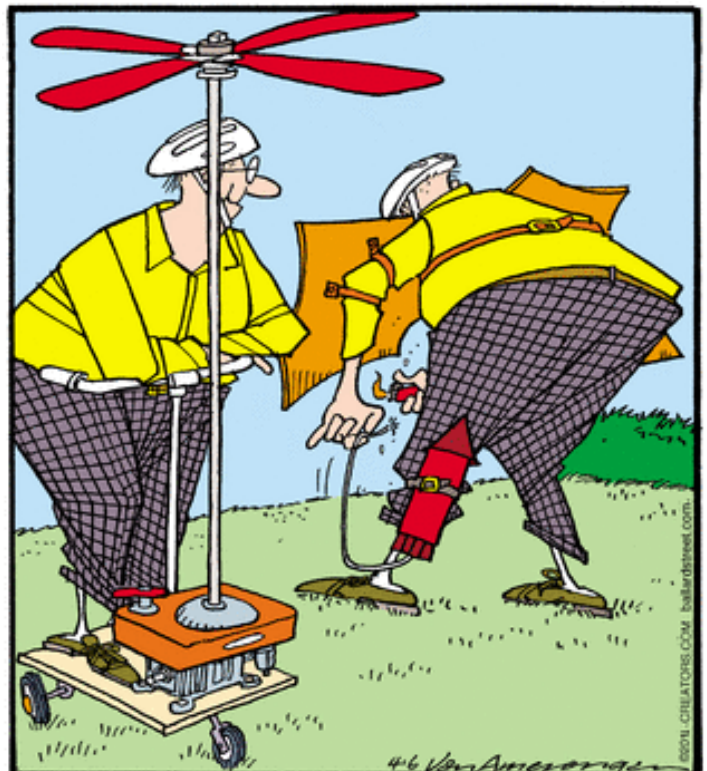
Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material they are made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced.

From the INSIDER, an A.M.A. news letter

Ballard Street by Jerry Von Amerongen



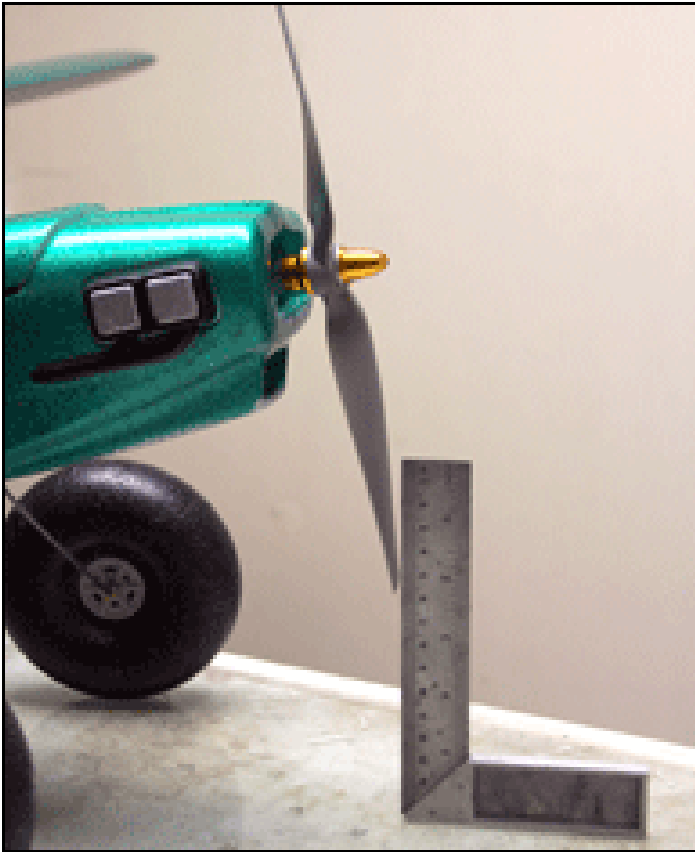
Gary B. and Gary T. belong to an experimental flight club..

ON THE SAFE SIDE

by Jim Tiller, *AMA Insider Safety Column Editor*

Propeller Tracking

We all know it is imperative to balance a propeller before installing it on your airplane. It is also important to check propeller tracking whenever installing a new propeller. A propeller that is not tracking properly will cause vibration similar to that of an out-of-balance propeller.



Propellers can be out of alignment by manufacture, or from over tightening - especially with wood propellers. The problem is exacerbated in large propellers with multiple holes. Each bolt should be tightened the same amount to prevent a tracking problem.

Once your propeller is installed, it is quite simple to check the tracking by setting up an indicator, such as a square next to the propeller blade. Tie down the airplane if necessary to prevent it moving as you turn the propeller through a couple of revolutions. Each side of the propeller should show the same gap as you turn (see the picture).

If your propeller is not tracking correctly, you can try sanding the hub a little on the high side and then retesting. With wooden propellers, sometimes just loosening the propeller, moving it a quarter turn, and retightening can solve the problem.

With large wooden propellers, you may want to retest the tracking when taking the airplane out of storage for the winter. Humidity and temperature changes sometimes cause warps.

If you cannot correct the tracking problem, it is better to set it aside than risk suffering some vibration related catastrophe.

SAFETY GLASSES

If you are in the market for new sunglasses for this flying season, I strongly recommend you get safety glasses. Safety glasses no longer look like the ones you wore in high school chemistry class. There are many styles and varieties. There are even bifocal offerings for those of you, like me, with aging eyesight.



There are many local and online sources with prices from \$10 to \$100. Regardless of the price, they must meet the American National Standards Institute (ANSI) requirements to have the label. Just make sure that the glasses you purchase meet the ANSI Z87.1 standard. This safety standard requires the frames and lenses have been tested to withstand a 150 foot-pound impact with a steel ball.

Make sure there is a .1 at the end of the standard. The addendum means the glasses meet an additional ANSI standard by having sufficient side-shield area to protect from lateral impacts.

SERVO CHATTER

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

CALENDAR OF UPCOMING EVENTS

Thursday – June 16

- ACRC Club Meeting

Saturday – June 18

- ACRC Fun Fly

Saturday – June 25

- ACRC Warbird Fly In

Saturday – July 9

- ACRC Fun Scale Contest

