



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JANUARY 2013

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

PRESIDENT'S CHATTER

Happy New Year to all.

What a great turn out for the freeze fly. I am guessing about 15 people showed up and flew at least once, that is great. Hopefully that is a good sign for the year to come. It is nice to see every one that was there, we even had a visitor from another club to check out the festivities. There was great chili and snacks from Mrs. Thiede. Thank you both Amy and Dan. I hope the freeze fly got some juices flowing to get projects done for the spring, which is not to far away.

I did notice though that the snow fence has taking some pretty good abuse. It makes me kind of wonder what is going on at the field? Bad piloting skills, vandalism or no care for you field, and safety, please correct the issue! So plan on fence replacement project this early spring!

Tom LaRose is looking for some volunteers for an info/demo night at the McKinley school in Soderville. The date is January 31, from 4:30 to 6:30 in the evening. The idea is to provide information on RC aircraft, helis, and model rockets. Demos would be appreciated. For info contact Tom LaRose at 763-753-1952.

One more thing to add. There has been a change in events this year. The pattern and fun scale contests have been and or will be flip-flopped. The Fun Scale Contest is now in June and the Pattern Contest is now in July instead of June so you can get in some practice. That is all for the month.

Andy Thunstrom

FROM THE VEEP

I hope your New Year is off to a good start and you are busy working on your winter projects so they'll be ready to fly in the spring!

Indoor flying at the National Sports Center has kicked off and our first event, mid-day on December 31, went very well with 17 pilots attending. As some of you know, last year we were flying every Saturday night and after a while the attendance dropped off severely. Some nights we only had one or two pilots. This year instead of going every Saturday night we will be trying for a schedule of once every two weeks and I have been working to try to firm that schedule up and communicate it to everyone. As soon as I know the next date I will let everyone know. Look for an email and keep an eye out on the forums for the schedule. As soon as I know you'll know!

Following our indoor event ACRC had the annual Freeze Fly. Although I didn't have a plane that was ready and could fly off of the snow I still stopped out to stand around the fire and for some coffee and some camaraderie. The weather wasn't too bad and it was good to see many of the club members out there. I'd have to say there were at least 15 people out there and many flights were flown.

Lastly, if you have any suggestions or ideas for raffle items let me know.

John Sager



MEMBERSHIP NEWS

SEASONS GREETINGS AND HAPPY NEW YEAR!!

The Freeze-Fly is over and but I did not make it. The temperature was too much for my aging body. I stayed home and worked on my plane instead.

This is the last month that you can rejoin for the regular \$50.00 dues. Membership applications were included with the November and December newsletters that were mailed out. Members that read the newsletter online can download a membership application from the website. After January 31 a \$5.00 late fee will be added to your dues. This will also be the last newsletter that you will receive via snail mail because it is part of last year's membership. If you don't want to miss any of the newsletters, be sure you renew on or before January 31. If you don't have your AMA by the end of January you can send me your application and dues and I will mail you your ACRC membership card when you verify your AMA.

Anoka County R/C, St. Paul R/C and the other clubs in the area are working on their 2013 calendars. ACRC will be having a Fly-In in May, a Fun Scale Contest and Warbird Fly-In in June, a Pattern Contest in July, a Scale Fly-In in August and an end-of-season Fly-Out in September. A complete listing of 2013 events and their dates will be published in future newsletters.

TCRC AUCTION:

The TCRC auction will be on Saturday, February 9, at Cross Point Church on 98th and Bloomington. Registration starts at 7:30AM and the auction starts at 9:30AM. 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 January 17 at 7:00 PM.

Stan Zdon



R/C SHOP SAFETY

As the flying season comes to wind chill induced halt and we start to ramp up the off-season building time, we need to consider a different aspect of safety that is easily overlooked. Many of the models that we build require the use of different chemicals, cleansers, solvents, glues and other toxic necessities. Typically these products generally have some sort of warning listed in small print on the label. With a little general care they do not pose serious health problems and the warning labels go unread. But what can we do as a precaution in the event of a "what if" scenario.

A MSDS (Material Safety Data Sheet) is a uniform pamphlet of information provided by the chemical manufacturer and is the starting ground for safe handling, use and storage of these materials. It will tell you the how, what, why and where of the chemical. These information sheets contain far more data than what you would find on the product label

MSDSs cannot only help in avoiding emergencies but would assist in the event of an emergency situation. Many business and public facilities have either a printed or electronic copy of an all MSDSs which are, when in printed form, generally stored in a bright yellow and black 3 ring binder. In the event of an emergency the specific Data sheet can then be used by a first responder to provide correct first aid or handed off to an EMT or a doctor in order to assist in providing advanced medical treatment.

In order to understand what a MSDS is and how it can be used, I suggest that you start looking at one online. Just enter "MSDS" with whatever chemical that you would like to look at into your search bar. A very common household chemical such as WD-40 might be a good product to start with. You can also find an MSDS for WD-40 at <http://www.wd40.com/files/pdf/msds-wd494716385.pdf>. You may notice that you have several choices to make in order to find the one that matches what you have on your workbench.

Continued on Next Page

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

If you look at the MSDS you will see that it is divided into 16 sections and addresses four major areas:

- 1: The material name, composition and hazard identification
 - 2: What to do in an emergency
 - 3: Emergency prevention
 - 4: Other useful information
- Note that not all MSDS list safety information in exactly the same order.

Although there is a lot of information, a few of the more important areas for consideration would be the product name, hazard identification, first aid measures, and fire fighting measures.

The name of the product is important. If the name does not match the MSDS there may be far different chemical properties. For example, WD-40 in liquid form is not as flammable as WD-40 in aerosol. Same name but different product and different properties. If a product is not found listed under one name it is possible that it may be found under a different name but with similar properties. An example of this is the MSDS sheet available for "wood dust" provided by several different sources. Any one of these MSDSs should be adequate as a reference source for first aid or fire fighting measures

The hazard identification section lists all the potential risks associated with the material. Being familiar with the associated risks might be enough information to avoid an emergency situation.

These areas would then be followed up by the first aid and or firefighting measures. If you or someone in your workshop were to become incapacitated by ingesting, inhaling, or absorbing a chemical you would need to have a copy of the MSDS for the product. It would be much more convenient (and greatly appreciated) to hand a paramedic a sheet of paper with the vital information they need rather than handing them an open container that could effect them also.

How does this relate to the field of R/C? Safety doesn't happen just at the field. Since we work with a formidable stockpile of modern sciences best self-injurious weaponry, it only makes sense

to know what precautions that we should take. We are smart enough to try to avoid gluing our own fingers together and we know not to work in a confined space with toxic vaporous chemicals. But accidents do happen. Take a few minutes to make an inventory of your glues and fuels and print out the safety sheets for each one and store them with the letters MSDS in an obvious place in your work shop.

Brett Ohnstad

WRONG MODEL NUMBER

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponential, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again - make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

SERVO CHATTER

902 - 88TH LANE NW
COON RAPIDS, MN 55433



ACRC BOARD MEMBERS

PRESIDENT

Andrew Thunstrom

president@anoka-rc.com

TREASURER

Phil Vaughn

treasurer@anoka-rc.com

VICE PRESIDENT

John Sager

vicepresident@anoka-rc.com

INSTRUCTION COORDINATOR

Scott Oleson

instruction@anoka-rc.com

MEMBERSHIP SECRETARY

Stan Zdon

membership@anoka-rc.com

FIELD SAFETY OFFICER

Brett Ohnstad

fieldsafety@anoka-rc.com

RECORDING SECRETARY

Marc Davis

secretary@anoka-rc.com

EVENT COORDINATOR

Chris Elliott

events@anoka-rc.com

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

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

SERVO CHATTER

EDITOR

Stan Zdon

newsletter@anoka-rc.com

CONTRIBUTORS THIS MONTH

Brett Ohnstad

John Sager

Andy Thunstrom

Stan Zdon

ACRC SPONSORS

King Kong Hobbies
Abraham Technical
Aerospace Welding
Cambridge State Bank
T & G Hardwood

*Deadline for the
next newsletter is:
February 1, 2013*

CALENDAR OF UPCOMING EVENTS

Thursday – January 17

- ACRC Meeting

Saturday – February 9

- TCRC Auction

Thursday – February 21

- ACRC Meeting

