



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MARCH 2012

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

PRESIDENT'S CHATTER

February finished up nicely with the auction put on by the Duluth, Superior R/C Club. Not quite as eventful as last year but still a great time. I think we had about eight or nine people show up from our club, very nice and it did not go unnoticed from their clubs members. We were also blessed with another nice day to fly before Mother Nature decided to unleash her wrath of the white stuff. There was a nice crew that showed up to fly, relax and chew the fat. In a few more weeks the flying season is going to start. Hopefully members are wrapping up some new projects to show off, fly and be proud of; I can't wait. With that said I would like to ask for some help with a couple of things. The first is help train. I am not asking you to train everyone, just one person. Dale Anderson has done a fine job with this department. He needs some volunteers to help train, and we are still getting new members, which is excellent. Just remember where you started same as the trainees. Also, John the "The Mad Chef" Sager is going to need some help with fun flies. We all know that is a fun event so have some ideas for events or help run a stopwatch. Last but not least, as our busy event season begins, help will be needed again. Not all day, a little bit goes along ways. Then you can be proud of the club you are part of.

Andy Thunstrom

President Signs FAA Bill, Includes Protection for Model Aviation

Last week, Congress passed the first FAA Reauthorization bill in more than four years. The Bill included a special provision for model aircraft protecting it from FAA regulations.

Signed last night (*February 14*) by President Obama, the special provision in the Bill recognizes community-based safety programming as an effective means of managing the modeling activity. The model aircraft section establishes minimum criteria for safe aeromodeling operations and specifically directs the FAA to not enact rules for modeling activity conducted within the safety programming of a nationwide community-based organization.

The culmination of AMA's efforts over the past four years in achieving this recognition and obtaining the legislative safeguard is a great accomplishment for the aeromodeling community. This recognition will help with our continuing efforts with the FAA to improve safety in the national airspace.

Recognition is also due to the tens of thousands of AMA members who went the extra mile by writing their congressional leaders, making phone calls, and supporting the AMA with donations used for this campaign. Continue to monitor the AMA website at www.modelaircraft.org/gov for further details.



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

ACRC EVENTS

Not much happening locally for events this month but soon that will change. By the time this goes out there will probably be only about a month and a half before our first Fun Fly on April 21! So get your planes ready and get out and do a little practice, especially since the weather has been so nice. If you don't like the outdoors there always is indoor on Saturday nights to keep your thumbs nimble.

The first major event is our Spring Fly-in on May 19. I am still looking for a co-chair for that event. The co-chair and I would share responsibilities of just making sure everything goes smoothly. I would really like to have the co-chair by the March meeting so please consider volunteering. I am also looking for co-chairs for all of the other major events; Pattern, War-bird, Fun Scale, Scale Fly-in, and Fall Fly-out. Please contact me or see me at any of the meetings if you are interested.

Finally I'd like to encourage all of ACRC membership to update your contact information on the AMA website at www.modelaircraft.org/profile.aspx so the Academy can keep you updated and advise you all on the specific direction needed for reaction to the upcoming FAA Notice of Proposed Rulemaking (NPRM). The NPRM was projected to be released sometime in January or February but that has been delayed now until sometime in the spring. For more information regarding the NPRM and the AMA check out the AMA's Government Relations page at:

www.modelaircraft.org/aboutama/gov.aspx

John Sager

FLIGHT TRAINING

With the weather we have been having, it really is starting to look like a great year for learning to fly an RC aircraft. I would like to remind you to call me to get on the schedule and for any advice you

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

might need in getting your plane ready for the season.

For those who were on our instructors list last year, please check in with me and let me know if you plan to continue instructing this year. If you haven't trained before, consider offering some time this year. It's a very rewarding experience and even the instructors learn new things.

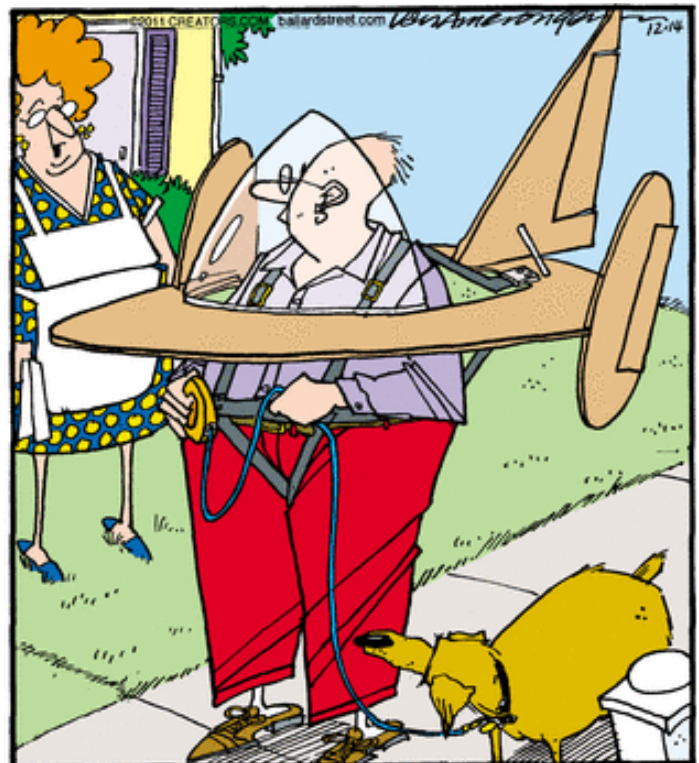
Dale Anderson
Instruction Coordinator

ACRC SAFETY

The flying season is fast approaching with the first event just over a month away. It's time to start getting those planes out of storage and give them a quick look over to see if there is anything wrong with them from last flying season or just to do some maintenance before the season. Not much has been happening this month so that is all I have. See you at the meeting.

Joe "tombstone" Parent

Ballard Street by Jerry Von Amerongen



"How do you expect to gain proper lift, Tim, if you bring the dog along?"

MEMBERSHIP NEWS

ACRC currently has 89 (81) members signed up for 2012. Of these, 76 (67) are members that pay full yearly dues. The rest are wives of members, junior members and life members. The numbers in parenthesis are the membership numbers at this time last year. As you can see, membership renewal is somewhat better than last year. There are 31 full dues members, listed below, that have not renewed their membership for 2012. If you know any of these members personally, please call them and remind them to renew for 2012. If they all renew, the membership numbers will equal last year's numbers. The 2012 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.

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. The events scheduled for this summer are:

Spring Fly-In	May 19
Pattern Contest	June 2
Warbird Fly-In	June 30
Fun Scale Contest	July 7
Float Fly	July 18
Scale Fly-In	August 25
Electric Fly	September ?
Fly-Out	October 6

Monthly Combat event and Fun Flies are also scheduled. 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 about the same as last year, some a little higher but most the same. 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 **March 30** and you will have to pick up your fuel at their store. If you

have any questions call Stan Zdon at (763) 784-3121 or call King Kong Hobbies at (763) 390-0490.

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

Stan Zdon

Non-Renewals for 2012

Dennis Batty	Jason Proffit
Kevin Carlson	Bob Proulx
Belinda Castrodale	Richard Rambow
Erik Castrodale	Lee Ritchie
Marc Davis	Jacob Schoenberger
Vong Duong	Al Spearbecker
Adam Gertz	Dan Stahn
Randy Graven	Marlyn Steinberger
David Greene	Steve Strand
Aaron Hansen	Steven Stroh
Michael Harter	Rick Teteak
Michael G. Mastros	Carey Thake
Michael J. Mastros	Jeff Voelz
Scott Oleson	Lee Wolfgram
Joe Parent	Jim Wright
Joel Parker	

ACRC COMBAT

Combat is a few weeks away, is your plane ready? How many people are going to say, "I don't know yet." Hopefully we will have about fourteen people, which could make for great season. I would like to see some more spectators this year. The start times are 11:30 AM for 25-class and 12 noon for the regular 15 size combat. As the season sneaks up on us be thinking about what we can use as trophy for the year-end winner. Stock up on some spare parts like fuel line, rubber binders (64s), fuel tank, spare wing, tape, CA, servos. Heck, bring a spare plane. That is it for this month. Get your planes finished and ready for next month.

Andy Thunstrom



RC Model Plane Safety Tips

By Max Stratus

Radio controlled model airplanes provide a taste of flying that you will cherish forever. But to keep it fun, it's worthwhile to keep a few safety tips in mind.

First - always make sure **before** you turn on your radio that no one else is using your frequency, on the ground or otherwise. If you power up your radio and it is on the same channel as another R/C flyer, you're likely to knock their plane out of the sky - destroying the airplane, and putting people and property in harm's way.

Second - make sure you're properly fueled up. If you're gas, make sure the tank is full. If you're electric, make sure the batteries are charged. If your plane falls out of the sky for lack of fuel, it can become a dangerous air to ground missile.

Third - Preflight your airplane. Check control surfaces and internal mechanics. I've made this mistake before, after a particularly rough landing, one of my rods shook loose, rendering my right aileron inoperable. I had no problem getting airborne, but getting that airplane back on the ground was an exercise I never want to experience again.

And the fourth tip for R/C plane safety - If you're at a club field, read the posted rules. Know the rules, especially around emergency procedures. If you're not at a club field, make sure it's legal to fly, and that you have plenty of room.

Finally, if you're brand new to the sport of R/C flying, I highly recommend practicing with one of the many available computer simulators. You'll crash and burn your virtual aircraft with no harm to person or property.

Get more great information about R/C Planes by visiting Best RC Planes.

<http://www.bestrcplanes.net/rc-model-plane-safety-tips/>

Article Source:

http://EzineArticles.com/?expert=Max_Stratus

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

EVENTS CALENDAR

- Mar 14 SPRC Club Meeting @ EAA building
- Mar 15 ACRC Club Meeting at Riverwind**
- Mar 17 SPRC March Mud Fly-in - 10:00 AM
(bad weather alternate March 18)
- Apr 11 SPRC Club Meeting @ EAA building
- Apr 14 SPRC Field Clean Up Day - 10:00 AM
- Apr 15 ACRC Combat Fly - 10:00 AM**
- Apr 19 ACRC Club Meeting at Riverwind**
- Apr 21 ACRC Fun Fly - 10:00 AM**
- Apr 28 Grassfield Fly-In and Feed
- May 06 ACRC Combat Fly - 10:00 AM**
- May 09 SPRC Club Meeting @ EAA building
- May 12 CPA Pattern Contest (at St Paul RC)
- May 17 ACRC Club Meeting at the Field**
- May 19 TCRC Spring Float Fly @ Bush Lake
Beach, Bloomington, MN - 11:00 AM
- May 19 ACRC Spring Fly-in - 10:00 AM**
- May 19 Hobby Warehouse Swap Meet
- May 19-20 Blaine Aviation Weekend (Jane's Field)
- May 20 ACRC Fun Fly - 10:00 AM**
- May 20 Big Sky Hobby Spring Swap Meet,
Eagan, MN - 8:00 AM to 12:00 PM
- May 26-28 North Country Model Controllers Spring
Fun Fly (www.NCMCRC.com) - \$20.00



NAME THE PLANE

TIPS FOR CLUBS

from the East Valley Aviators, Apache Junction, Arizona

How is a Good Preflight Check Performed?

by Bill Cummings

You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

1. Propeller/Spinner - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at high rpm.
2. Throttle linkage - Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.
3. Engine mount bolts - Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!
4. Muffler - Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.
5. Firewall - Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.
6. Landing gear - Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.

7. Servos/Linkages - With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc. You should also check wing-attachment points to make sure they are solid and tight.

8. Check the batteries with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

9. Horizontal stabilizer - Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.

10. Vertical stabilizer - Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

11. Antenna - If your antenna is accessible, check it for nicks or breaks.

12. Wing - Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods

Continued on Next Page

are attached solidly. Make sure you have a "safety device" (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing. Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

13. Check controls - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

14. If this will be the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly - A tail-heavy airplane flies ONCE!

15. Range check, engine off -With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.

16. Range check, engine running -**MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE!** Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle.

I know some of you will look at this list and say, "If I do all that before each day of flying, I will not have time to fly!" In fact, if you make this checklist a part of your "routine" every time you put an airplane together, after a while you will find it will only take a few minutes to complete.

ON THE SAFE SIDE

According to AMA Programs Director Jay Mealy, much has been written about safety. As it relates to our model aircraft activities, safety is a word that is used in almost every paragraph of text written or conversation exchanged. It is a "must use" word in our area of interest if for no other reason than "it sounds good." But what does safety really mean when it comes to keeping a flying field?

The Webster's New World Dictionary, Second College Edition defines safety as "the quality or condition of being safe; freedom from danger, injury, or damage; security." Good definition, sounds right, and pretty much describes the condition that we would expect to find at a safe flying field, but is that the only definition of safety? Hasn't Mr. Webster pretty much nailed it? Doesn't that say it all?

No! Let's say that the next time you go to your flying field there are five other people present, and if you were to ask each of them what their definition of safety was, you would get five different answers. So now Mr. Webster has five other definitions to compete with, plus yours, which makes six. What I'm getting at is that there are probably as many definitions of safety as there are people.

"Hey," you say, "maybe we can't define safety but we all know what it is. You have to be safe so you can enjoy your hobby without getting hurt. You must be safe so others are not fearful or not enjoying their flying activities because of your unsafe behavior or visa versa." I guess what we are really bringing to light is that safety is nebulous. It is a tough concept to get your arms around, and even tougher to appreciate, comprehend, and most importantly, to put into action.

For the time being let's assume everyone has a good grasp of what safety is all about and return to our original question. What does safety really



mean when it comes to keeping a flying site? Clubs are faced with two categories of problems: external and internal. External problems are those involving neighbors, community, or any entity outside the club environment that may pose a problem that the club has no direct control of. On the other hand, internal problems are those such as “How do we get more members to the meetings?” “What is the best way to keep the gophers off our runway?”

In my experience, safety has to be the number one topic of conversation between a club member and me when a call is made to AMA Headquarters to discuss an internal problem. “We have a person (or persons) who just don’t seem to be able to follow the field rules and safety code, and we aren’t sure what to do.” Examples of this would be a member of the club who just never quite got the hang of making right turns, and because of this he (or she) is always flying behind the flightline over the pits, or the “show-boater” who ignores the field rules to selfishly fulfill some personal need for attention. We all could add to this list and we have all experienced this type of behavior.

The clubs that recognize this behavior as inappropriate and call for assistance are the clubs that survive. We can provide recommendations on how to correct such problems and provide examples of what other clubs have done in similar situations. The clubs that allow this type of behavior to continue unchecked and never attempt to rectify the situation or contact us for assistance are possibly setting a course for extinction.

The majority of modelers operate in a safe manner and are uncomfortable with the unsafe actions of other modelers. If the club as a whole is not doing anything to end these unsafe actions, then the members will begin to compensate for their discomfort in their own ways. It begins subtly. The number of active fliers at the field on any given day starts to decrease. Fewer members show up at club meetings. There is less participation in club functions such as workdays, picnics, and fun-flies. Members may start participating at other club sites or just decide to back off flying their models for a while. Whatever the cure may be,

they are going to pursue it because they are not having good, safe fun at their own flying site.

The negative results of unsafe flying practices can take many forms, with the end results being the same: loss of a club, loss of a flying site, or, heaven forbid, something much worse. For these reasons, it is imperative for clubs and all members to take a strong position when it comes to safety at the club field. Don’t allow people to do dumb things in the air, on the flightline, in the pits, or anywhere else.

Clubs that always operate safely have more fun and make more friends, both within the club and within their community, and virtually guarantee their longevity and success. Unsafe flight operations are like a rust spot on your car. If you don’t take steps to eliminate the rust, it will eventually consume your entire car or at least make it unusable. The same thing can happen to a club and its flying site



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) | |

SERVO CHATTER

902 - 88TH LANE NW
COON RAPIDS, MN 55433

Ballard Street by Jerry Von Amerongen



“Dale, as your co-pilot, I encourage you to take dessert.”

ACRC BOARD MEMBERS

PRESIDENT

Andrew Thunstrom

president@anoka-rc.com

TREASURER

Phil Vaughn

treasurer@anoka-rc.com

VICE PRESIDENT

Jeff Flander

vicepresident@anoka-rc.com

INSTRUCTION COORDINATOR

Dale Anderson

instruction@anoka-rc.com

MEMBERSHIP SECRETARY

Stan Zdon

membership@anoka-rc.com

FIELD SAFETY OFFICER

Joe Parent

fieldsafety@anoka-rc.com

RECORDING SECRETARY

Doug Jelinek

secretary@anoka-rc.com

EVENT COORDINATOR

John Sager

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

Dale Anderson

Joe Parent

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:
April 1, 2012*

CALENDAR OF UPCOMING EVENTS

Thursday – March 15

- ACRC Club Meeting

Thursday – April 19

- ACRC Club Meeting

Saturday – April 21

- ACRC Fun Fly

Saturday – May 19

- ACRC Spring Fly-In

