



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

**JANUARY 2014**

***THE MEETING WILL BE THURSDAY, JANUARY 16, AT RIVERWIND!!***

## **PRESIDENT'S CHATTER**

I hope lots of projects are getting done. The freeze fly has come and gone and there were almost a dozen people in attendance. Not to bad. It started OK, then as soon as the wind picked up, it cooled down, and that was the end of the flying. Moving on to optimism. Hope everyone has had a good holiday season and Santa brought you what you had been hoping for. There is not a whole lot to report for the month. See you at the meeting.

Andy Thunstrom

## **FROM THE VEEP**

I recently covered a Super Cub foam airplane with Ultracoate Parklite thermal shrink covering. By following the included instructions I did not have too much trouble completing the task. However, you do have to take your time, and I did vary a little from the instructions.

To bring the iron to the recommended application temperature (200 degrees) allow it to warm up. Then sprinkled water on it and increased the temp control until the water just starts to evaporate from the surface (water boils at 212 degrees) very accurate. (*Editor's Note - The Coverite Pocket Thermometer - Tower LXB352 - works very well for setting higher temperatures.*)

Using four pieces of covering I started covering the bottom and top of the wing at the center of the wing and worked towards the wing tips. I tacked the end of the covering mid way between leading and trailing edge of the wing at the center. Then I

worked it outwards toward the leading and trailing edges while moving towards the wing tip. Allow the iron temperature to activate the glue backing to attach the covering; do not use pressure on the iron. This allowed me to pull the covering evenly over the surfaces of the wing.

The fuselage was covered using the same method as the wing. I used four steps starting with the belly, sides and then the top. I applied the covering by starting at the tail and worked towards the nose always adhering the covering in the middle of the work and working outward to the edges.

One needs to be careful not to use too much heat to attach the covering to this type of foam. The air pockets in the foam will expand with heat and the surface will become bumpy. Also if it becomes loose or unattached it will take higher heat to shrink or reattach it to the surface (may cause more bumps).

Good luck with your covering projects

There has been some talk at the club meeting about having a gathering of interested parties before the club meeting to discuss transmitter programming, airplane construction, etc. If the subject is long (like transmitter programming), it could be broken down into smaller topics and one or two covered per gathering. Let us know what you are interested in.

The topic to be covered could be announced in this venue.

Looking forward to hear from you.

Virgil Okeson

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

## ACRC MINUTES

**President:** Opened the meeting

**Vice President:** Presented raffle prizes - winners and prizes below.

**Treasury:** Report club funds and stated that we will send out yearly donation to the landlord.

**Training:** "Not much to report"

**Membership:** We finished up the year with 115 members. Stan stated that he is putting together a jacket order. Prices are \$69.00 dollars if you are interested. He will be placing the order very soon.

**Safety:** A question came in from a new member to the safety officer on a clarification of rule 11 . Brett will respond to the member. The board met after the meeting and will try to clarify the rule further as it was written before we had the runup stands. Look for an email from the board on the proposed change.

A second question was brought up about the fence and where it should be. The board voted to discuss this highly debated issue at a later board meeting.

**Old business:** None

**New business:**

Virgil suggested that we have a topic of the month at the club meetings. We might do something like how to program a radio or cover an aileron.

A question was asked about how many times someone can fly without AMA on a buddy box, the answer is once with the club member's plane.

Club trainers are provided for someone who might have lost their airplane in a training session or maybe isn't finished but close with building their own plane. They are also used for discovery flights. It takes a lot of time to keep these planes flying.

Remember to range check your radios periodically. Several people have reported that their spectrum antennae are becoming disconnected internally in the radio. A periodic range check of a previously flown plane is the only way to verify that things are working properly.

**Events:** The Freeze fly will be held on January 1. Dome flying is coming to an end, as the Metrodome will be taken down very soon. Marcee has dates posted on their website.

Indoor flying is happening at Oak Grove Middle School. Check the dates from the December newsletter.

The current building might not be available for use much longer. Stan is talking to a new and nicer location. We might have a new venue in January so check your emails before you come to the January meeting to see where we will be.

### Show and Tell



**Bob Proulx** brought his Hobby King BD-5J. Bob added 5.5 inches to each wing to give it better flight performance. The plane came in all white so he added silver paint and graphics from Callie graphics. It is powered with an E-Flite 32 outrunner, on a 4s 5000ma battery.



**Mark Tellevik** brought in the smallest quad copter

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around. SD Proto Quad. It costs about 40 dollars and uses 2 AAA for transmitter. The quad takes about 15 minutes to charge off a USB port and flies for 8 minutes on that charge.

Dan Thiede talked about his Stallion P-51 airplane ride that he took in Kissimmee Florida for his 50<sup>th</sup> birthday. The plane is a dual control P-51 so he was able to actually fly all the acrobatics that he does in his RC plane. He is still grinning from the flight.

Marc Davis

## 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 Fokker DR-1 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 2014 calendars. ACRC will be having a Fly-In in May, a Warbird Fly-In in June, a scale Fly-In in August and an end-of-season Fly-Out in September. A complete listing of 2014 events and their dates will be published in future newsletters.

**TCRC ANNUAL AUCTION** - The TCRC auction will be on Saturday, February 8, 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](http://www.tcrconline.com/pages/auction_seller_registration.htm)

Both Big Sky Hobbies and Hobby Warehouse will be at the auction to take your hard earned money.

The next meeting will be at **Riverwind** on January 16 at 7:00 PM.

Stan Zdon

## ACRC SAFETY

I was talking with several other members of the club not too long ago when the topic of flight proficiency came up. One person stated that when he had started flying he knew of this one fellow who, after years of flying himself, was still unable to set up of an approach to land from one side. He could land like a pro as long as the plane was coming in from the right but had never master the skill of making approaches from the left. His solution was relatively simple: when it came time to land and he couldn't do so from the left he would run across the runway, land and then run back. As simple as that may seem to solve a problem, it is akin to grabbing a prop with your hand to stop a running motor.

As a relatively new pilot I will admit that on some days I feel more comfortable making approaches from one direction than the other, I guess it just depends on which way the wind is blowing, but it is something that needs to be practiced to make perfect. To me it sounds like the pilot who would run across the runway started this practice long before the days of flight simulators and inexpensive "ready-to-fly" aircraft, when crashing an airplane attempting a new skill could mean hours of repair time or even loss of your aircraft, both of which resulted in loss of money and flight time. Having these relatively inexpensive planes means that you can now afford to crash several times in one day. Better yet, with a simulator you can crash hundreds of times in one day and have it cost nothing.

We are truly fortunate now to have flight simulator software and as such there should be no reason to not be able to perform the basics for flight. Not



only are there several different brands of simulator software but there are literally hundreds of different types of airplanes available to download and fly and it is possible to find an exact match for your model of airplane in simulator form with which you can become proficient in flying. With fixes to a crashed airplane being as simple as the push of a button in order to be up and flying again, practicing difficult maneuvers, such as landing left to right, will be easily mastered. I know that I wish I had this feature when I rolled a mini UltraStick into the ground during a takeoff with a strong crosswind. Had I practiced on a simulator I would have had a better feel for such a light, fast and unfamiliar airplane

One of the club's flight instructors informed me earlier this last flying season that he could distinguish three distinct levels of new pilots based on their approach to a landing and their ability to understand flight orientation (aka "reversed thumbs"). The absolute beginner is the person who will make a correction in their flight path but it will be in the wrong direction and they are unable compensate for the corrections. Next is the pilot who will make a correction in their flight path in the wrong direction but they will quickly correct the mistake. The third level is the pilot who does not make any errors on correction and orientation in the first place. He stated that this third level of pilot is always the person who has been practicing on a simulator.

So does practicing on a flight simulator make you a safer pilot? Any time you can be a better pilot you have the capability of being a safer pilot. In the example of the pilot who ran across the runway to make his landings, by doing so he has turned the pits and spectator areas into his outfield and eliminated any place that he can turn his airplane in case of trouble. For the majority of people it will have a slightly less noticeable effect in a reduction crashes and a lowered number of model airplane casualties.



**Brett taking his crosswind takeoff practice a bit too seriously.**

Want to make your flight sim experience that much more realistic? You can find the ACRC club field for RealFlight vG5 and greater as well as hundreds of simulated models the Knife Edge file library.

<http://www.knifeedge.com/forums/downloads.php?do=file&id=19267>

You can also go to Knife Edge Software and search for ACRC

Brett Ohnstad

## ACRC TRAINING

There has been interest for some general airplane setup and transmitter programming tips. If anyone has any questions or needs help with setup, send me an email. I will start a list of questions and cover one or two questions at each meeting in the order they were submitted. In the newsletter preceding the meeting I will list the questions to be covered. Feel free to bring your airplane to the meeting; in fact it would help with demonstration.

### Training Tips

Hopefully you are finding some time to build/assemble a new airplane or perform general maintenance for the upcoming season. One item often overlooked is to comply with the *Academy of Model Aeronautics National Model Aircraft Safety Code* subsection f.

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- f) Ensure the aircraft is identified with the **name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft.** (This does not apply to model aircraft flown indoors.)

In fact I overlooked this through last seasons entire training season with the new pilot aircraft. I will be requesting all new pilots to have the AMA required name and address or AMA number inside or outside the aircraft moving forward. I will also be making a label for all of my airplanes this winter. Personally I am going to include my phone number.

Think spring!!!

Scott Oleson

## ACRC EVENTS

Hey Everyone, I want to extend a warm thanks for all who came to the annual freeze fly this year, was a great way to start out the season! The day was crisp and overcast at -7 and the road was plowed thanks to Andy and a friend of his. When I arrived I found a bunch of folks huddled in Speedy Thiede's vehicle and after some banter through the car windows we all went back into the shed and found the rest of the diehards huddled around the Weber grill, bon fire machine. The fashions were that of Carhartt bibs and jackets to snowmobile riding gear and rabbit fur hats. The blue foamies were out and Christian managed to mangle his flying machine when the shed got in the way (hate when that happens). All in all we had a good time and thanks to Amy for bring some really delicious chili to warm us up! There is a lot of talk about the new fun fly season so get those rigs ready!

On a side note I would like to invite anyone in the club who is interested to a fun night of live music on January 24. My son Christian's marching band is holding a fundraiser featuring GB Leighton at the Mermaid in Mounds View MN. Band starts at 9:00 PM, doors open at 7:00 PM. There is also a silent auction that night.

Chris Cone

## ON THE SAFE SIDE

### Flightline Communication

by Jim Tiller ([jtiller@hotmail.com](mailto:jtiller@hotmail.com))

This summer I attended an out-of-town event here in the outback of the US. At this fun-fly event, there were pilots and models of all types—from small electrics, to large scale airplanes, to even larger 3-D aircraft. The weather was great and lots of airplanes and pilots took to the air to enjoy the day and the camaraderie. The local club was well represented, but many of the pilots were from other towns and some did not know one another very well.

At the end of the day, I sat in on a conversation by a few of the modellers who were disgruntled about "hogging the airspace," near misses, and supposed malicious near misses. The biggest complainers were the smaller airplanes and the biggest targets were the large 3-D airplanes.

I don't have an answer to these types of problems and concerns, but I might have something in the way of a solution. At this event and some others I attended there was no requirement to fly with a spotter. I think there should have been.

In many competition events, spotters or callers are required. Obviously, they are there to aid the pilot in his or her own performance, but they are also there for safety. Their job is to monitor the flight path of other airplanes and inform their flier if they pose a threat. It is also the spotter's job to call the pilot's intentions to other fliers in the pilot station.

Surely, the pilot can also make these intentions known, but his or her full concentration should be on flying his or her airplane. It is the spotter's responsibility to make sure the other pilots understand his or her pilot's intentions and that his or her pilot is aware of the intentions of other pilots.

I think requiring a spotter should be part of all your event organizations whenever there will be multiple pilots on the line at the same time.

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Obviously, it is a safer way to fly. The best way to see and avoid other aircraft is to have more eyes on the situation. Any in-flight emergencies should also be called in a loud voice so other pilots get out of the way. The spotter should loudly announce takeoffs and landings. It is also the spotter's job to retrieve the aircraft from the runway if necessary, but not before calling loudly announcing his or her presence there. Those are basic responsibilities of the pilot's second.

Back in the day, it was common for pilots to distance themselves from one another to avoid radio interference. With the new radios and improved technology, this is no longer a great concern. It is more important for the pilots to be able to communicate with one another. Your flightline should be arranged so that all pilots can easily hear what the others are saying.

There is a value in having your pilots and spotters talk to one another. They should make their intentions known to the other pilots. If a 3-D pilot wants to use the centerline to do some hovering, his spotter should announce it. If the scale flier wants to make a low pass and a victory roll with his Mustang, his spotter should announce it. This not only allows the others to clear the space for those actions, it is simply common courtesy. It also asserts your rights to some of the airspace. If your small electric is in the air with a 50%-er, your words and intentions are the signal that you are going to use the airspace and that should be respected by the others on the flightline.

Your club safety officer or his or her designate should be the Air Traffic Controller. Even if the flying is intermittent he or she should have a presence. Have the person wear a colored shirt or vest and announce his or her authority at the pilot meeting.

The person should stand behind the flightline and monitor the fliers and those starting up, coming out to the runway, or leaving it for the pits. Once again, it is the spotter's eyes and ears that should be attuned to those directions.

This is the best way to avoid ruffled feathers when one pilot thinks another has wronged him. Many of those situations are simply a failure to communicate. This way you are doing your best to avoid them.

Yet another benefit is that the pilots get to know one another a little better.

I know what you are thinking. There are a few airspace bullies out there. In my experience, more often it is a perception or a lack of communication, but sadly, there are a few. If you have one at your event, your CD and safety officer should deal with it. Give a warning and if the actions are not corrected, ground that pilot. It is your event.

As I have said so many times in this column, the key to safe flying and having fun is the Golden Rule. By doing a few of these things you are simply facilitating it.

At my club field, this kind of pilot interaction is the norm, not just for events. That's how I know it works. It should be that way at your field too.

## Ballard Street by Jerry Von Amerongen



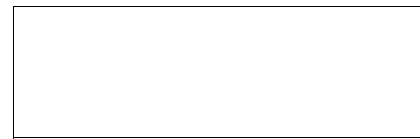
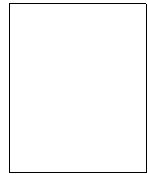
Brett's mind deviates from its normal flow.





# SERVO CHATTER

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*Deadline for the  
next newsletter is:  
February 1, 2014*

## CALENDAR OF UPCOMING EVENTS

Thursday – January 16

- ACRC Meeting

Saturday – February 8

- TCRC Auction

Thursday – February 20

- ACRC Meeting

Thursday – March 20

- ACRC Meeting

