



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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ANOKA COUNTY RADIO CONTROL CLUB, INC.

NOVEMBER 2011

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

MEMBERSHIP NEWS

At the November meeting ACRC will be electing board members for 2012-2013. Four positions will have to be filled. The two-year terms of Eric Castrodale, Marc Davis, Andy Thunstrom and Steve Ulrich are ending. Six members were nominated to run for the four available positions. They are Doug Jelinek, Joe Parent, Phil Pascuzzi, John Sager, Andy Thunstrom and Phil Vaughn. If anyone else wishes to run for the board be sure to let a board member know. Now that nominations are over it will be safe to come to the November meeting.

There is an application included in this newsletter and there will also be one in the December newsletter. If you lose both of these you will have to pick one up at the meeting or send me a self-addressed stamped envelope. Members who read the newsletter on line can print the application and rules from the ACRC website. Remember, **ALL** current members have to fill out a 2012 application and have their year 2012 AMA verified before they can be issued a 2012 membership card. Dues for 2012 are still \$50.00 and if you rejoin after January 31 there is a \$5.00 late fee. Please rejoin as soon as possible after you get your November Servo Chatter and your AMA card for 2012. It is easier to set the budget if the majority of the dues are in by mid-January.

REMEMBER - I need verification of your **2012** AMA. Sending a copy of your 2011 card will only delay the processing of your application. Please also include a stamped self-addressed envelope. It's not that the club cannot afford the

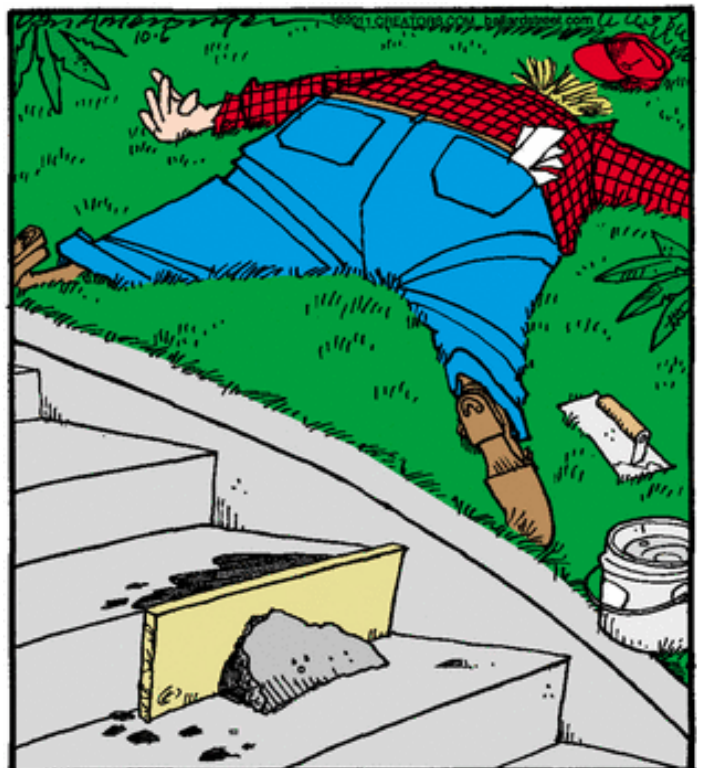
stamps, but it makes it easier for me. I do membership for both ACRC and SPMRC. Thanks

THE NEXT MEETING WILL BE AT RIVERWIND ON NOVEMBER 17, AT 7:00 PM. Remember, if you don't come to the meeting you can't win wonderful prizes.

It's not too long until the Freeze-Fly so put your skis on your plane and get ready for some winter flying.

Stan Zdon

Ballard Street by Jerry Von Amerongen



Upon completing a small cement project, Stan's body makes immediate demands for rest and recovery.

ACRC EVENTS

The 2011 Fun Fly season is in the books and it was a great year. We had 31 flyers this year fly in at least one fun fly. That's a record number of flyers this year and I think all but two were members. This is some great club participation with nearly 1/3 of the club members participating.

I can't believe how nice the weather was on October 22 this year. It was sunny with a light breeze of 4 mph out of the north and temperatures in the 60s! We had 14 flyers and three great events this month, all of which we had done at one time or another this year.

The first event was a Jeff Flander's brainchild and everyone liked it so much we did it again. Flyers had to takeoff; perform a loop, then a 360-degree circle with another loop. The flyer's then landed and attempted to stop forward moment as fast as possible, which was usually accomplished by spinning the plane around in a circle on the runway. This series of events were performed three times and the flyer with the fastest time would win. Stan Zdon, aka Grandpa, took first place with a time of 1 minute 32.1 seconds. I would be lacking in my responsibilities if I didn't mention that Paul Rono would have killed everyone if he had just been able to make the landing at the end of his first pass. As a result he had to repeat the entire set but still managed to turn in a time of 1 minute 44.9 seconds.

The second event was a 15 second maximum climb followed by a spot dead stick landing. Flyers tried to stop their plane in one of 17 five-foot boxes that we drew on the runway with chalk. No one managed to stop their plane in the number one box (you wanted the lowest number) but we did have 4 flyers stop in the box right next to it scoring 2 points and tie for first place. Andy Thunstrom, Kris Westerbur and the father and son team of Chris and Christian Cone shared first place.

We brought back the ring toss back for the final event and it was a blast to watch. Flyers strap a wooden dowel on their airplane and then place a

2-inch aluminum ring with a ribbon attached over the dowel. They then need to take off, line up for a bomb run on the cone in the middle of the grass runway and then perform a negative G maneuver to drop the ring from the plane. The flyer landing closest to the cone wins. Grandpa won this event with a distance of only 19 feet-2 inches! This event is a lot harder than it looks; you have to remember to not watch the ring on the way down but continue to fly the airplane. Thankfully all the filers managed to do this. That said we did have a few incidences, Mark Tellevik had a small ParkZone cub that weighted less than the ring, he was able to get the plane in the air but performed a kamikaze run on the cone, the resulting crash dislodging the ring for a distance of 44 feet. Andy Thunstrom did a humpty bump maneuver to dislodge the ring with the ring hitting and breaking an aileron loose from the plane. He managed to land safely. Jim Wright had the winning incident of the fun fly. While trying to retrieve a ring, he jumped the drainage ditch and came up a foot too short. The picture shows the results to both his shoe and his hand.

Congratulations to Stan Zdon for winning the October fun fly. He will get to keep the trophy for one month and at the November meeting we will award the trophy to 2011 fun fly winner. This is Stan's second win of the 2011 season.

I'm very pleased to announce that Dan Thiede took first place for the year! Congratulations Dan for a year of fine flying. Even with second place finisher, Stan Zdon, finishing in first place in the October fun fly, Dan just had too much of a lead on everyone finishing with 142 points over Stan's 136 points. I can personally tell you that there were some smaller battles going on between fliers lower in the ranks so fun was had by all no matter where they ended up in the points. Now the real question is where is Dan going to display that trophy, or should I say, where is Amy going to let him display the trophy?

Marc Davis



OCTOBER FUN FLY RESULTS

Name	1st Evnt	2nd Evnt	3rd Evnt	Plc	Pts
Dan Thiede	8	2	8	5	21
Paul Rono	6	5	2	3	23
Stan Zdon	1	4	1	1	25
Andy Thunstrom	4	1	7	2	24
Joe Parent	3	5	13	7	19
Marc Davis	5	4	9	5	21
John Sager	12	5	3	6	20
Jim Wright	9	4	4	4	22
Roger Jeffrey	12	3	13	10	16
Kris Westerbur	10	1	11	8	18
Chris Cone	11	1	12	9	17
Christian Cone	6	1	10	4	22
Bob Moser	2	4	6	2	24
Mark Tellevik	7	5	5	4	22

END OF YEAR FUN FLY RESULTS

Name	Apr Pts	Jun Pts	Jul Pts	Aug Pts	Sep Pts	Oct Pts	Tot Pts	Plc
Andy Noll	0	0	17	17	18	0	52	16
Andy Thunstrom	22	18	23	18	25	24	130	3
Bob Moser	16	0	0	0	0	24	40	19
Bob Nagle	0	18	13	13	17	0	61	13
Chris Cone	21	0	21	15	20	17	94	9
Chris Elliot	11	0	0	0	0	0	11	29
Christian Cone	24	0	0	0	0	22	46	18
Dale Anderson	12	14	11	0	16	0	53	15
Dale Case	0	0	0	21	0	0	21	26
Dan Thiede	25	23	25	24	24	21	142	1
Darren Bitzer	0	0	14	0	0	0	14	28
Dave Boll	23	0	0	0	0	0	23	24
Dave Dentz	15	0	0	18	0	0	33	22
Doug Jelinek	14	0	15	0	0	0	29	23
Jeff Flander	22	25	24	21	22	0	114	6
Jim Wright	0	21	22	0	0	22	65	11
Joe Parent	13	22	20	22	21	19	117	5
John Sager	0	0	0	14	0	20	34	21
Kris Westerbur	13	16	13	20	19	18	99	8
Marc Davis	19	22	16	19	21	21	118	4
Mark Tellevik	0	0	0	0	0	22	22	25
Mike Dorff	0	20	13	0	0	0	33	22
Paul Castrodale	0	19	13	16	0	0	48	17
Paul Rono	20	15	0	0	0	23	58	14
Phil Vaughn	17	22	24	23	23	0	109	7
Ray Jelinek	21	17	12	14	0	0	64	12
Rick Teteak	0	0	11	0	0	0	11	29
Roger Jeffrey	12	0	10	13	15	16	66	10
Scott Oleson	18	0	18	0	0	0	36	20
Stan Zdon	23	24	19	25	20	25	136	2
Steve Ulrich	0	17	0	0	0	0	17	27

WOUNDED WARRIOR



Jim Wright with muddy shoe and bloody hand after searching for ring in the ditch.

MEETING MINUTES

October 20, 2011

Meeting called to order at 7:10 P.M.

New Members: 2

Board Reports:

Safety: No problems at the Fly-Out. The pilot's meeting was long but that was probably the reason that no one was hurt. Flying season is winding down.

Membership: Stan Zdon reports the club has 111 members. Our membership is increasing while other clubs are seeing a declining membership.

Events: Events: Fall fly out was a success. We had 42 flyers, 178 meal tickets. It was a great day. The 50/50 drawing sold 260 tickets with Scott Oleson getting the winning ticket.

Combat is over for the season. Marc Davis had high points for the season. We will be doing both 15 and 25 SSC planes next year.

Training: Dale Anderson reports that training is winding down. Dale has one member getting close to soloing and Dan Thiede has two members that are close to soloing

Treasurer: Roger Jeffrey reviewed the club accounts. He reports that all are in order.

Old Business: - None

New business:

Bob Moser reported about taking Bob Nagle for a half hour flight. Bob and Bob had a great time! Thanks you Bob for donating the flight to the club event raffle.

Combat rules are being modified slightly; midairs will count and we will instate a 2 minute 30 second time limit to get into the air.

Fall clean up after the last fun fly.

Board nominations:

Phil Vaughn	John Sager
Andy Thunstrom	Doug Jelinek
Joe Parent	Phil Pascuzzi

Show and tell:



Jason Profit: Skyshark P-40, nice custom job including exhaust stacks, guns, custom paint job, and modified with Top flight spinner and landing gear fairings.



John Sager: Phoenix 2000 from Hobby King. 30-amp speed control, servos, and plastic fuselage for only 90 dollars.



John Sager: Pulse xt60 : Hangar 9 with Saito 100, mounted inverted. Put together in 4 days (6 hour nights). Hitec servos.

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Stan Zdon: SIG Spacewalker II, OS 120 Surpass. Got the plane from a friend in St Paul R/C. Recovered it with 21st-Century fabric and Solartex olive drab. 12.5 pounds

Raffle:

- | | | |
|------|---------------|------------------|
| 1st | Jim Chapman | Park Zone T-28 |
| 2nd | Mark Tellevik | H9 Heat gun |
| 3rd | John Sager | Razor plane |
| 4th | John Sager | Medium CA |
| 5th | Mark Tellevik | H9 Covering iron |
| 6th | Darren Bitzer | Medium CA |
| 7th | Scott Oleson | 6-Minute epoxy |
| 8th | Roy Carrigan | Servo extension |
| 9th | Stan Zdon | Servo extension |
| 10th | John Sager | X-ACTO knife |
| 11th | Phil Pascuzzi | X-ACTO knife |
| 12th | Tim Karash | Thread locker |
| 13th | Jim Chapman | Thin CA |
| 14th | John Sager | Heli flyer |
| 15th | Jim Chapman | Thin CA |
| 16th | John Sager | Heli flyer |

Jeff Flander & Marc Davis

ACRC SAFETY

It's November. There will be a couple of good flying days scattered through out the month so get out and enjoy the nice weather before old man winter decides to rear its ugly head. Just keep in mind the field rules and please keep all hands out of the prop arc. When putting your plane away for the season clean and check your control surfaces, battery, fuel lines, hardware, etc. If you complete your repair and maintenance now you can pull the

plane out in the spring ready to go. What else are going to do when you are stuck in the house? Another thing to think about may be a new tool or tools. Use the correct tool for the job. That way you don't end up screwing up the part you're working on. Been there done that.

Andy Thunstrom

ACRC COMBAT

There's not a whole to report for the month. I have been working on the rules for 2012 and I am putting them on paper for next year, for reference. I need people to call or email, or use the forum, to let me know if they interested in a 25 class. I would like to get an order together and order all at the same time. Also combat is going to have a new start time next year. Sundays at 11:00 AM for 25 class and Noon for 15 SSC. Hopefully this can get some more participants and spectators for next year. I'm also going to get the schedule for next year on the events calendar. I think it will pretty close to 2011's with change or two. One last item, I need some input on having a wing cutting get-together. So if any body needs foam wings cut, even if it does not just pertain to combat, just have templates made so we can cut your parts. So long for this month.

Andy Thunstrom

FLIGHT INSTRUCTION

Now that we are in November, we are looking at having the white stuff on the ground pretty soon. While flight training is just about done for the season, now is a good time to think about adding a flight simulator - or an upgraded version - to your wish list. Most have training features for beginners as well as more experienced pilots. They really help.

I would also like to thank Bob Moser for joining our instruction team.

Until next month

Dale Anderson Instruction Coordinator

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

What is the Classic Pattern Association (CPA)?

For some, just learning how to fly, taking their aggression out on a well built R/C airplane or helicopter in the air, and seeing where each flight will take them is enough to satisfy their interests in our hobby. For them, they have local club fly-ins and are very satisfied with the simplicity of life. They get turned off by people that enjoy competition.

For others, they want the scale, sound, look, and aura that surround their scale bird of choice. For them, they have Warbird fly-ins, scale associations, and they are VERY popular at air shows and with others that dream to fly. I must admit, this appeals to me as well. So much so that I thought learning how to fly current AMA FAI pattern would put me into a place so I could manage a Corsair, B-25, or a Mustang with the proper authority. In the pursuit of this, I found my niche in the hobby and it is an aphrodisiac to be sure. I never thought I would find something more interesting to me, but I have.

Perusing the forums on the Web, I found a group of people talking about classic pattern airplanes. They had a passion that interested me. What pulled me in at the time was that there were no ARFs, or kits on the market. These airplanes looked cool and plans seemed readily available. I love to build, so building from plans became a large part of my desire to build and fly warbirds. The reality is I would have something nobody else had at the field and that was truly enticing.

With time, people (primarily on the East Coast) started building threads on the forums. Some of these people are masters in building. Just reading these threads stepped my building up several notches. Enough people started to bring these old pattern airplanes back that they decided to plan a vintage pattern event. This was fairly successful and the Senior Pattern Association (SPA) was born.

Let's face it; most people I have talked with about pattern refuse to participate in a competitive event

because they feel burned by pattern. When pattern started to use tuned pipes and retracts, and radios became more complex (about the mid 1970's), they felt priced out of the sport altogether. These new tools were at the forefront of the sport and they were expensive, but to be competitive, you had to use them. The cost of competition created bitterness.

The goal of the SPA is to keep things as simple and as affordable as possible. In the SPA, the airplane designs used start in the early 1960's (For the most part) and the cut off is 1975. No airplane designed after this date is allowed. There are no retracts allowed and no tuned pipes are allowed. You are limited to a 10cc 2-cycle engine, you are allowed to use a .91 four cycle engine only because of local noise ordinances, and electric motors have recently been allowed.

I like this idea. Then came the Ballistic Pattern Association (BPA). The goal of the BPA was to focus on the aircraft designed after 1975 and ending at 1996 when the AMA FAI Turn Around Pattern rules were enforced to follow the direction of the rest of the world (the USA needed to stay competitive on the world stage).

With the BPA, you fly VERY fast airplanes. Most used tuned pipes and retracts. The idea was to keep the speed up to perform axial maneuvers. Speed was needed because of the thin missile-like airfoils these airplanes have. There are several companies manufacturing ARF airplanes along with people that are putting plans and CAD part templates out on the forums for free. Some of the original kits are making their way onto the selling forums. Websites are offering plans such as www.rcmplans.com or www.airagestore.com.

Then came the CPA (the BPA recently merged into the CPA. The two are now one organization under the CPA) I was pulled in hard when I found an organization that supported BOTH schools of thought. It is an organization that I believe can unite the "other Associations." In it, you have the option to choose what YOU want, and are not limited to fixed gear and standard mufflers. Engine size is still under debate as many today

are using 90 2 cycles in their airplane. Scoring isn't judged on the trendiest style of airplane or the equipment on board, but the ability to perform the maneuver flawlessly "one pass at a time."

At the inception of the CPA, Scott Anderson, Mike McConville, and Jason Schulman set a beginning standard. CPA was to require airplanes being a maximum of 72"(ish). If your airplane was a bit larger, they would not disqualify you.

From Scott Anderson:

"The biggest thing I would point out is it (CPA) is a low key, low stress way to have fun, and do some simple pattern maneuvers. We learn some key items of trimming to make a plane to fly better.

Most everyone has a plane that will fly CPA. Patterns, pipes & retracts are NOT required but add to the fun. Most people can do loops and rolls, so why not try doing them against your friend? Your CPA brothers are here to help, let us know what we can do to help."

This winter, the pattern sequence will change as they have been flying the same sequence for a while now. To start, one only needs an airplane under a 72" wingspan. If you are more advanced, you can start where it is appropriate for you. This is about having fun, not the cost. It is about the flying, not the most advanced technologies out there. This is about the airplanes and their histories. We can take the old designs and make them better by using modern composites and equipment. It is about building friendships, and bringing new blood into the hobby.

The CPA sanctions more than just pattern competition. It can sanction clinics, fly-ins, and anything that promotes Classic Pattern. As you can see, I am passionate about the chance to bring it to Minnesota. My goal is to see it take off, spread north, and to surrounding states. Travel can be affordable this way and we have incentives to move forward to the next meet. I foresee a potential CPA Upper Midwest district.

The CPA is inclusive. If you don't have a classic pattern airplane, this is okay. If it's no more than

72 inches in wingspan, and can perform basic maneuvers, bring it along! You can fly with us too! We can work out the classic pattern airplane issue later. For now, let's get this started!

Maybe you are tired of simply throwing an airplane around for no rhyme or reason. Maybe you want to learn how to trim an airplane properly. Maybe you'd like more friends. Maybe you enjoy friendly competition. Maybe, you want to relive the glory years of pattern past. If so: Will you fly classic pattern with me?

Let me know, so we can meet and get started ASAP. I have great ideas to move this forward. You can share yours with me, and we can see the CPA in Minnesota. You can learn more at

www.classic-patternrc.com

This is a forum site dedicated to classic pattern. The CPA site is

www.classicpatternassociation.com

If you have any questions, please feel free to contact me at: btroz@q.com

Thank you.

SPMRC Member

Brian Lundberg



Even the big boys make bad landings.



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

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

CALENDAR OF UPCOMING EVENTS

Thursday – November 17

- ACRC Club Meeting

Thursday – December 15

- ACRC Club Meeting

Thursday – January 19

- ACRC Club Meeting

Thursday – February 16

ACRC Club Meeting

