



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

APRIL 2010

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

PRESIDENT'S CHATTER

I would like to thank everyone that participated in the spring clean-up. All of your help in maintaining the field is appreciated. We should have the lawn tractor repaired and at the field in the near future and when you are at the field, please consider helping out with the mowing. We all need to pitch in and help out when we can, so the very few of us that generally do it can also enjoy going out to the field to relax and fly.

Our events schedule starts getting busy shortly, with our first Fun Fly Saturday April 17. As a reminder, the next club meeting will be at Riverwind Center in Coon Rapids. I hope to see many of you attend, there will be some good raffle prizes.

The Spring Fly In on Saturday May 15 will be here before we know it. I encourage you to sign up on the ACRC forum and participate in the potluck thread and let everyone know what you will be bringing for food or snacks. If you go to our web site there is a link to bring you to the forums, or you can click on this link:

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

As a footnote, the forums are NEW, so you must re-register if you have not done so already. Any issues with registering please feel free to contact Joe Coleman or me.

Try and get in some stick time before the upcoming Fun Fly!

Erik Castrodale

VEEP REPORT

It's April and that means the first fun fly is almost here. Time to get your fun fly plane dusted off and ready to go. Some of you may want to get out and exercise those thumbs if you have not flown all winter. That way YOU will be ready as well as your plane. I would like to thank everyone who came out for the spring clean up. We got the sign up, cleaned out the building and picked up the field. We still need to replace the fence, as it is looking pretty rough. I will have both of the push mowers tuned up and back to the field in a few weeks.

The raffle prizes this month are a Hanger 9 Twist 40, a flight box with an electric fuel pump mounted on it, an electric starter, rechargeable glow driver and a Midwest Attacker sport plane that was donated by Dave Dentz. Thanks Dave.

Dan Thiede

Instructor List

Andy Thunstrom	(763) 291-2088
Lead Instructor	
Dale Anderson	(612) 508-2668
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)	

Meeting Minutes

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

Visitors: 1

Board Reports:

Vice President: Dan Thiede reviewed the evenings raffle prizes that included a Seagull Extra 300S, a Tower Hobbies Fun 51 and various building items.

Safety: Joe Coleman had no safety issues to report, but did request all to double check their planes prior to the first spring flight – especially the batteries and the control connections.

Membership: Stan Zdon reports that 81 members have renewed to date.

Events: Marc Davis reminded everyone of the upcoming Fun Fly in April. Also, SSC Combat events will begin in May.

Treasurer: Jake Groetsch reports that the club finances are in good shape.

Old Business:

Marc Davis reviewed the needed equipment for a solar installation at the field. Marc gave an overview of the calculations. The cost to the club would be around \$800. It was suggested that a separate savings account be established to fund this upgrade for the field.

Tim Karash spoke about a local company that builds solar panels and the associated electronics. He will speak to the company about having them do a demo for the club at an upcoming event.

We were reminded that there were two weekends left for indoor flying at the Sports Arena.

New business:

Dave Boll brought in a number of items that were to be sold for his school. They included a number of planes, kits, motors, etc. All proceeds were to go to the school.

Show and Tell:

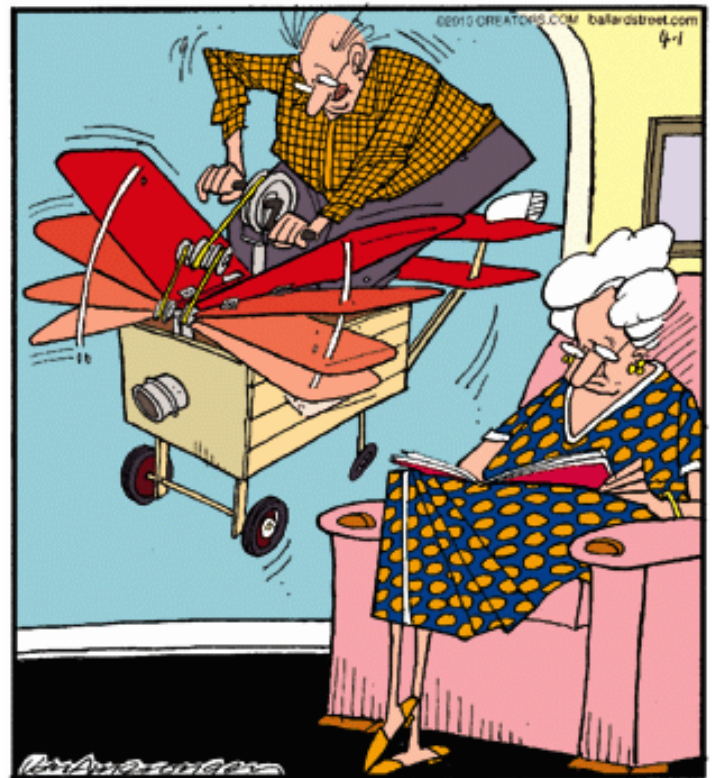
Dick Rambow brought in a beautiful Cessna 177. It is trimmed in white and blue and powered by an OS61.

Raffle:

1st	Stan Zdon	Seagull Extra 300 ARF
2nd	Darren Bitzer	Hanger 9 incidence meter
3rd	Phil Vaughn	LED light
4th	Eric Castrodale	CA
5th	Stan Zdon	CA
6th	Steve Ulrich	Fun 51 kit
7th	Phil Vaughn	Meter
8th	Andy Noll	Field box
9th	Roy Carrigan	Battery

Steve Ulrich

BALLARD STREET by Jerry Van Amerongen



Carey is starting to achieve pretty good lift.



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

MEMBERSHIP NEWS

I hope you will take time to read the flying site rules and refresh your memory now that the flying season is close at hand. If someone mentions to you that you are violating one of the safety rules please do whatever it takes to correct what you are doing. It is considered bad form to give them a hard time and then continue doing what you are doing. If it means that you have to stop flying and make repairs or go home to get something that you need, that is what the club expects you to do. The AMA insurance for you and the landowner provides coverage only if you are following the rules. It would be a shame to lose our field because of the ignorance and arrogance of a few fliers.

Part of Rule #2 states that members are to put their membership card on the frequency board and guests are supposed to use their AMA card. The reason for this is so that we can be sure that the fliers are either current ACRC members or guests with a current AMA. Fliers are not to use last year's cards, driver's licenses or business cards. If you lost your 2010 ACRC card and need a new one let me know. I will mail you a new card - FREE.

Don't forget that the first Fun Fly of 2010 is on Saturday, April 17 and the Spring Fly-In is on Saturday May 15. The Pattern Contest will be Saturday, June 5 and the Fun Scale Contest will be held on Saturday, July 10. Get out there and practice. You will have some purpose to your flying other than just boring holes in the sky. If you have any questions about the maneuvers for the pattern or scale contests call Stan Zdon at (763) 784-3121.

The next meeting will be at Riverwind on April 15 at 7:00 PM. This is the last indoor meeting until September. The summer meetings will be AT THE FIELD.

Stan Zdon



ACRC EVENTS

The first fun fly is right around the corner so get those planes ready. Have you cycled your batteries? This past weekend I was getting ready for my first flight of the season and I found my wing for my plane in the garage, the fuselage in the basement awaiting final repairs from the last flight of the season and my radio in the living room from the indoor flying I did this season. How does my RC stuff get so scattered all over the house? Nonetheless I was able to get everything put back together and in flying shape in short order.

Don't forget that our first fun fly will be Saturday April 17. I have been giving the first fun fly events a lot of thought the past few weeks. I'm thinking that most of you are like me in that we haven't gotten much flight time under our belt this early in the season and are still trying to get the feeling of the sticks back in our hands. While I haven't decided specifically I think we will do a taxi event first just to break the ice and to get the blood flowing. For the second event I'm thinking of guess your time for a set of maneuvers to be decided the day of the event. So that leaves the last event and I need some help with this one. We will decide what this event is at the field so bring your suggestions along with your plane and have some fun. We welcome spectators as well so even if you're not up for the fun fly come on out and watch!

Until next month keep the wings level and the nose of your plane pointed away from the ground.

Marc Davis

REAGAN QUOTES

"No arsenal, or no weapon in the arsenals of the world, is as formidable as the will and moral courage of free men and women."- Ronald Reagan

"If we ever forget that we're one nation under GOD, then we will be a nation gone under."- Ronald Reagan

ON THE SAFE SIDE

The Need for Speed

From the National News Letter

By Don Nix, Insider Safety Column Editor

Bear with me for a couple of minutes. I've gotta work up to the title subject, after writing a little more about the importance of preflighting.

I first participated in competition modeling more than 50 years ago, in U/C Stunt, Rat racing, and Combat, then added Free Flight a little later. I only competed for a few years, and wasn't particularly good at any of the four events. During that time, the only safety incident in which I was involved was at a Free Flight contest in Dallas, circa 1960.

After a couple of official flights, I failed to check out the trim settings after the last landing and hand launched a big Class C model. Apparently the Up trim in the elevator had gotten slightly out of kilter. Instead of screaming straight upward, it screamed straight forward at shoulder height directly toward the score keepers' open-sided tent about 50 yards away.

Horrified, I screamed a warning and the several occupants took cover. Fortunately, the left wing hit a tent pole, spun around from whence it came and splattered into the ground. That was the closest I ever came to hurting anyone with a model airplane. The lesson was clear: always, check the model before every flight.

Fast forward to 1991 when a couple of friends dragged me kicking and screaming into Sportsman class Quickie Pylon Racing. I enjoyed moderate success for about 10 years, mostly because that class had relatively few entrants.

During a several-month RV tour of the western states, we found ourselves near Phoenix in January of this year at the same time one of the earliest Pylon Races in the US always takes place. We decided to go see some old friends and watch a little Racing. I hadn't been to a Pylon Race, even as a spectator, in several years. I was amazed at the changes made to enhance safety since the last time I saw one.

For the benefit of those who aren't familiar with the fastest event in modeling, these airplanes are in a big hurry to get to the finish line. The Quickie Sportsman class is now running 120+ mph; the

Advanced approximately 170 mph and Q-40s are nudging the 200 mph mark. From a racehorse start, they fly in heats of four models for 10 laps around three pylons, making up a 1/4-mile circuit - 2.5 miles total. Most of them fly at heights of 30-75 feet.

Until a few years ago, every heat required 19 - count 'em - 19 people on the course: four pilots, four callers, four lap counters/timers, four judges at Pylon 1, one judge at Pylon 2, one at Pylon 3, and one race starter/flagman. The lap counters/timers and pylon judges were all protected by heavy steel wire cages. The pilots, callers, and starter were exposed.

A few years ago, a Pylon judge had his head leaning against the cage at Pylon 1, so he could look straight up to catch any pylon "cuts." One pilot, flying too low and too tightly, hit the cage and the spinner poked through an opening directly into the back of the judge's head, killing him. Not long after, in a Texas race, a very experienced Pylon flier hit one of the cages with such velocity it went through the cage wall, shredding itself in the process. Fortunately, it didn't hit anyone.

Understandably, the Racing group became concerned (as did the AMA), and decided something had to change. Rather than wait until they were forced to do so, they took action to correct the situation.

Some 10 years earlier, 1991 World Pylon Champion Dub Jett had conceived the embryo of an idea that would require only the pilots, callers, and the starter to be on the course. The 10 others would be several hundred feet away. A group of racers, mostly from Texas (including Mike Helsel, who has been racing since the earth cooled), got to work on the project. Veteran Pylon Racer Jerry Small of Dallas devised the first off-course electronic timing system.

With the help of many others from all over the country, Pylon Racing evolved to its present status: No one is on the course but the pilots, callers, and the starter. The current models are going faster than ever, and, to the best of my knowledge, there have been no serious incidents since.

For those who are inclined to take safety a little too lightly - or ignore it altogether - I urge you to adjust your thinking and your method of flying. As full-scale pilots learned over the decades, if we don't police ourselves, some entity will do it for us, usually much stricter than we like.

Submitted by Stan Zdon

ON THE SAFE SIDE

Propeller Safety

Author: Courtesy of Jim's R/C

I was recently browsing the web when I came across a fellow by the name of Jim Ross. Jim resides in Houston, Texas. Like us, he is a fellow RC hobbyist. Jim recently had a mishap with one of his scale aircraft. I will not go into the make of this airplane but I will say it was an ARF, an Extra 300xs. Below is an excerpt of Jim's mishap.

I was at the field yesterday having a good time. The plane was flying great except the engine was trying to die out. I adjusted the carburetor and was ready to take off again when the firewall broke loose and the engine came towards me at full throttle and almost destroyed my right hand.

I lost the end of my thumb and got four real deep cuts on the side of my hand and fingers. The plastic surgeon put almost 100 stitches in my hand and had to trim off the end of my thumb. It now looks like a shovel with stitches in it. This is what happens when a 20" prop contacts a hand at about 7000 rpm. This plane has a G-38 engine with a 20" APC prop turning at 7000 rpm. It did shut down immediately. But with only a few inches from the propeller to my hand and making about 17 lbs of thrust, it only took milliseconds to travel to my hand. The engine wound up laying about 15 feet from the plane with mount and firewall attached. Heck, it didn't even break the prop.

I have been given a large dose of reality and I'm not so stupid as not to listen to it. Having been out of the hobby for some years, I foolishly assumed that the ARF kits were of sufficient strength and sustenance to support that engine. Welcome back to the real world.

You can bet that the next one won't fail in that manner. My judgment has been given a large boost in that direction. Hopefully, this will prevent another R/Cer from making the same mistake.

For those of us that buy ARFs, please take the time to double-check them. Especially the firewall and motor mount area; you can never have too much restraint in that area. Also, when tuning or using a tach, keep yourself behind the prop, and keep others out of the plane of rotation along with the front and sides of the prop disk.

I just received this one via email. Yet another Jim. Yikes, I'm starting to get worried; I am not liking the current trend here.

Scimitar Pole Star with 12X7 prop on a worn out OS70, turning at 8,500 measured just before the accident. I had propped the transmitter up against the left wing for some stupid reason and when I reached for the transmitter I reached too close to that last half invisible inch of APC prop. After nine lacerations, 23 stitches and 4 more two days later, I had to explain the damn thing to about a dozen doctors (teaching hospital). It's more or less OK now with a loss of feeling between top laceration and thumbnail and it burns when I try to fly in cold weather - only 30% of the people that shake hands notice it.

As another example of bad judgment, I drove myself to the hospital with my wife applying pressure to the wound. Like a lot of clubs, our flying site is a long way from major hospitals. With this happening late on a Sunday, I didn't want to trust this thing to a small community clinic so I drove 25 miles to the hospital that treats me for other things. The only thing that scared me was that fact that I am on major blood thinners.

Be careful out there.

Jim

Note from Jim's R/C: Ladies and gentleman, I just need to put my few words in here. Yes, yes, you probably heard it a million times and I don't like to hear it over and over but we need to be more careful out there. Make sure you fly with a buddy just in case something would happen and to eliminate many problems and situations that could end up with you spending the day in the hospital.

Continued on Next Page

Propeller Safety Continued from Page 5

Luckily most people do have someone with them. Also, and this is just me talking from my training in the Air Force and my experience in the fire fighting community, bring a light snack and a few bottles of water with you to keep in your vehicle, this way if something does happen, you have something to help combat shock and will keep you in a little better shape (just a thought). Jim C.

By the way, this is not criticism, just merely trying to point out the morals of the stories. This is in no means meant to offend the unlucky ones in any way, shape, or form.

Here is a quick snippet for everyone, if you use a neck strap, please keep it attached to your radio when starting your helicopter or airplane. I hate reading about incidents involving rotating parts and neck straps. It's just much safer to take it off than to forget to tuck it in your shirt.

Submitted by Joe Coleman

Some Beginner Tips

Roll test steering in a driveway or basement. If it doesn't roll straight at home, it won't roll straight on a runway. Set control to the least sensitive position.

Put Monokote (or otherwise) small marks at the C.G. (Center of gravity) on the wing to indicate balance location. Makes it easy to check at field

Balancing laterally (side to side) will help aircraft track better in maneuvers. Hold at spinner and tail. Add wing tip weight as necessary.

Check receiver battery every 2-3 flights. Make a chart of how long you have flown vs. voltage drop. Do not operate below 4.9 Volts.

Always turn on transmitter 1st, receiver 2nd. Always turn off receiver 1st, transmitter 2nd.

Range check your system before 1st flight every time out. This should be performed with engine running at both idle and full throttle.

When using the buddy box system, make sure both boxes are set identically. Never turn buddy box power "on"!

Remove transmitter neck straps when starting engines.

If you don't have a starter, at least use a "chicken stick". Do not hit it against the propeller; start your flip with the stick next to it. (Touching)

Never jam a running starter onto the spinner. Back up the propeller, and place the starter cone against spinner before turning on.

When you start your engine, look at your watch and keep track of time. After flight, check fuel level to judge maximum available flight time.

Do not reach over propeller to adjust needle valve, do it from the rear of the propeller. Do not position yourself (or others) to the side of a rotating blade. It could fail on run-up or kick up debris.

Taxi while holding "up elevator".

Fly with a copilot/spotter.

Never practice maneuvers at low altitude. Fly 2-3 mistakes above the ground.

When trimming an aircraft in flight, trim only until it stops the incorrect movement. Trying to correct entirely will only put it out of trim to the opposite direction.

Most trainer aircraft will recover from unusual attitudes (mistakes) by killing the power and pulling up elevator (depending on altitude). Be ready to level out and apply power.

Remember, unless you are "dead stick", you do not have to land. If it's not right, go around. It's much easier, and safer, to do it over rather than try to salvage a bad approach.

If you get nervous for any reason, climb out and do some horizontal figure eights over the field. When you calm down, try again. Don't push yourself to try again too soon. Take your time.

Continued on Next Page

Beginner Tips Continued from Page 6

Do not fly too far away as it is easy to get disoriented. This is especially true when the sun is low on the horizon and the aircraft becomes a silhouette.

If you are using dual rates, return to high rate before entering the landing pattern. Do a couple of turns to adapt to the greater sensitivity again.

On flat bottom wing trainer planes: Low speed handling (banking characteristics can be improved by raising each aileron 1/8" or so. It makes the "up" aileron more effective.

Installing larger (3"+) wheels on your trainer will:

- 1) Make taxiing in grass easier.
- 2) Improve your visual orientation in the air.
- 3) Improve your landings, as gear won't bend as easily.

Maintain your flight path. Do not make any erratic maneuvers to avoid faster, more maneuverable overtaking aircraft (experienced pilots etc.). It is their responsibility to avoid you. However, make a conscientious effort to not be a hazard either.

If it is obvious that you are going to crash, kill the power to minimize damage.

If for any reason an aircraft is in trouble and headed for the pit area or spectators: Do your best to kill the power and ditch it. Don't try to save it. Planes are cheaper than people. It's a small sacrifice to make.

If your aircraft does go down in the field or trees, don't move! Note where you are standing and pick a far distance reference point or object. Follow a straight line in your search and rescue effort.

If you are searching in the trees, listen to aircraft overhead to orient yourself to the flight line and runway. It's a jungle out there.

When you do recover a crashed aircraft, be sure to pick up every last part, piece and splinter. You'll be glad you did when you decide to rebuild it after the shock wears off. All those little pieces can be

glued together to make templates to create replacement parts.

After each flight, immediately reset the elevator trim to the "full fuel tank" position. Otherwise you probably won't remember until you are about 10 feet off the ground on the next take-off. (And headed back down to mother earth!)

Even long after you've soloed, don't be afraid to ask for additional help or instruction. That's what we're here for!!!!!!

Submitted by Joe Coleman

LIGHTNING SAFETY

Each year, roughly 400 children and adults in the United States are struck by lightning while working outside, at sports events, on the beach, mountain climbing, mowing the lawn, or during other outdoor activities. About 67 people are killed and several hundred more are left to cope with permanent disabilities. Many of these tragedies can be avoided. Finishing the game, getting a tan, or completing a work shift isn't worth death or crippling injury.

The threat of lightning

All thunderstorms produce lightning and are dangerous. Lightning kills more people each year than tornadoes.

Lightning often strikes as far as 10 miles away from any rainfall. Many deaths from lightning occur ahead of the storm because people try and wait to the last minute before seeking shelter.

You are in danger from lightning if you can hear thunder. If you can hear thunder, lightning is close enough that it could strike your location at any moment.

Lightning injuries can lead to permanent disabilities or death. On average, 10% of strike victims die; 70% of survivors suffer serious long-term effects.

Look for dark cloud bases and increasing wind. Every flash of lightning is dangerous, even the first. Head to safety before that first flash. If you hear thunder, head to safety!

Continued on Next Page

Lightning Continued from Page 7

Lightning can travel sideways for up to 10 miles. Even when the sky looks blue and clear, be cautious. If you hear thunder, take cover. At least 10% of lightning occurs without visible clouds overhead in the sky.

The single most dangerous place

Outdoors is the most dangerous place to be during a lightning storm. When lightning is seen or thunder is heard, or when dark clouds are observed, quickly move indoors or into a hard-topped vehicle and remain there until well after the lightning storm ends. Listen to forecasts and warnings through NOAA Weather Radio or your local TV and radio stations. If lightning is forecast, plan an alternate activity or know where you can take cover quickly. The U.S. lightning season is summer but lightning can strike year round! The Fourth of July is historically one of the most deadly times of the year for lightning. In summer, more people are outside, on the beach, golf course, mountains or ball fields. Outdoor jobs such as construction and agriculture, and outdoor chores such as lawn mowing or house painting are at their peak, putting those involved in danger.

Safety rules

1. Postpone activities promptly. Don't wait for rain. Many people take shelter from the rain, but most people struck by lightning are not in the rain! Go quickly inside a completely enclosed building, not a carport, open garage or covered patio. If no enclosed building is convenient, get inside a hard-topped, all-metal vehicle. A cave is a good option outside but move as far as possible from the cave entrance.
2. Be the lowest point. Lightning hits the tallest object. In the mountains if you are above tree line, you ARE the highest object around. Quickly get below tree line and get into a grove of small trees. Don't be the second tallest object during a lightning storm! Crouch down if you are in an exposed area.

3. Keep an eye on the sky. Look for darkening skies, flashes of lightning, or increasing wind, which may be signs of an approaching thunderstorm.

4. Listen for the sound of thunder. If you can hear thunder, go to a safe shelter immediately.

5. If you see or hear a thunderstorm coming or your hair stands on end, immediately suspend your game or practice and instruct everyone to go inside a sturdy building or car. Sturdy buildings are the safest place to be. Avoid sheds, picnic shelters, baseball dugouts, and bleachers. If no sturdy building is nearby, a hard-top vehicle with windows closed will offer some protection. The steel frame of the vehicle provides some protection if you are not touching metal.

6. Listen to NOAA Weather Radio. Coaches and other leaders should listen for a tone-alert feature during practice sessions and games.

7. If you can't get to a shelter, stay away from trees. If there is no shelter, crouch in the open, keeping twice as far away from a tree as it is tall.

8. Avoid leaning against vehicles. Get off bicycles and motorcycles.

9. Get out of the water. It's a great conductor of electricity. Stay off the beach and out of small boats or canoes. If caught in a boat, crouch down in the center of the boat away from metal hardware. Swimming, wading, snorkeling, and scuba diving are NOT safe. Lightning can strike the water and travel some distance beneath and away from its point of contact. Don't stand in puddles of water, even if wearing rubber boots.

10. Avoid metal! Drop metal backpacks, stay away from clotheslines, fences, exposed sheds, and electrically conductive elevated objects. Don't hold on to metal items such as golf clubs, fishing rods, tennis rackets, or tools. Large metal objects can conduct lightning. Small metal objects can cause burns.



Windy Weather Flying

by Clay Ramskill From the Middle Point RC Flyers, Murfreesboro TN

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense - but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lining up to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"



NAME THE PLANE

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*Deadline for the
next newsletter is:
May 1, 2010*

CALENDAR OF UPCOMING EVENTS

Thursday – April 15

- ACRC Club Meeting

Saturday – April 17

- ACRC Fun Fly

Saturday – May 15

- ACRC Spring Fly In

Thursday – May 20

- ACRC Club Meeting

