



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

OCTOBER 2015

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

PRESIDENT'S CHATTER

The ACRC scheduled flying event season has come to its end with the club fly out. There was a low turn out this year, but everyone seemed to enjoy the event. The weather was great. Thank you to all who participated.

Before you put your aircraft up for the season don't forget to clean and service them.

Don't forget the club meetings are now at Riverwind in Coon Rapids. We still need some one to join the club board. You too can be a FBM.

Virgil Okeson

ACRC MINUTES

September 17, 2015

Members present –12

Treasurer: Enough money in the bank to cover the rest of this year's expenses.

Vice president: Showed raffle prizes

Training: 2 new members were trained.

Safety: No problems so far this year.

Membership: 111 members so far this year.

Events: Fun fly Saturday September 19. Fall Fly Out Saturday September 26.

Old business:

One more member needed to fill board.

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

The club received a "Thank You" from the Johnson family for letting them use the field for Ruth Johnson's memorial gathering.

New business:

A new starting stand is needed; probably next spring.

Tim Karash will take over the Vice-President's position and be in charge of the raffle prizes.

Tom LaRose volunteered to take over the training position on the board.

Stan Zdon will act as recording secretary until that position is filled.

Raffle prizes:

Virgil Okeson	HS645 servo
Tom LaRose	HS645 servo
Ken Dinkel	Tailwheel
Phil Vaughn	Shop rags
Stan Zdon	2 ¼ inch wheels
Gary Titus	Aircraft stand
Neil Olson	Tubing bender

Stan Zdon

ACRC EVENTS

As we enter October, the ACRC event season draws to a close. Over all, I'd say the season was a moderate success. The weather cooperated for the most part and while attendance at the events was a little "sparse", I think we did pretty well from a club standpoint.

I'd like to say a big Thank You to all those who helped with the events. From the grounds crews

Continued on Next Page

keeping the grass mowed and weeds trimmed to everyone that volunteered their time to help set up and serve the food and clean up afterward.

A special Thank You goes out to Amy and Dan, who, in spite of a very busy summer schedule, still made time to help out with the food service at several events this summer. You are both great "Team Players"

The ACRC board will be having some discussions over the winter months to prepare for the 2016 flying season. We'll be looking at all the events and evaluating things like average attendance, food costs and over all participation by ACRC club members and members of other clubs.

If you have any topics or issues you'd like to discuss, please feel free to send me an e-mail and I'll see that it gets on the schedule for discussion at a club and/or board meeting.

Now, let's get in the shop and start on next summer's projects.

Have a great Winter break!!

See you all at the meeting. Bob Proulx

MEMBERSHIP NEWS

Although the board elections were held during the summer, one position still has to be filled. We were one candidate short for the summer elections and we need a recording secretary; someone to take notes and write up the minutes. You might even consider nominating yourself. ACRC needs members who are willing to help run the club. You cannot just wait for the next guy to do the work while you just fly. Ask not what ACRC can do for you, but rather what can you do for ACRC. Even you can be a FBM. (F----- Board Member)

I have noticed that some members have problems with a couple of the rules. I am not saying that they are purposely breaking the rules, but we all have SENIOR MOMENTS from time to time, especially me. It's called CRS - Can't Remember Stuff. There are pilots doing full RPM run-ups in the pits (Rule 11) and pilots taxiing out with the plane not under some sort of control (Rule 12).

Weather permitting, the last fun-fly for 2015 will be on Saturday, October 17.

THE NEXT MEETING WILL BE AT **RIVERWIND** ON OCTOBER 15 AT 7:00 PM.

Stan Zdon

ACRC SAFETY

I always thought that our little airport was in a fairly good place. We have a huge area to fly over with our field located next to a sod farm with over a thousand feet of unobstructed airspace in almost every flying direction. Some of the closest trees are almost a quarter mile away or so, much farther than I can fly and still see even my larger airplanes. If while flying I need to make an emergency landing and can't make it back to the runway, I don't have to land into corn stalks which act like razor blades to dice an airplane into shreds. With the exception of an occasional tractor we also do not have to contend with complaints from flying over the heads of people who are not interested in our hobby like someone who may be flying a park-flyer at a local park might have to deal with.

These are not the only reasons that our field is in a good location. As it turns out our field is located more than 5 miles away from any major airport.

Why is 5 miles important? It turns out that FAA regulations prohibit anyone from flying within that distance without contacting the airport and the control tower before flying. Well that's pretty good news.

What if you want to fly within that five-mile radius. Easy enough, you contact the airport and let them know that you are going to fly.

OK, so that might not be so easy. Fortunately, any club that does fly within the 5-mile radius of an airport can set up a standing agreement with that airport that indicates that they will be flying in a predetermined area. That way they are not contacting the tower every day to indicate that someone wants to fly. Or at least that is the way that I understand how the rules work.

Continued on Next Page

But we at the ACRC field do not have to worry about that, seeing that the only three airfields in proximity to us are Cambridge Municipal, Forest Lake, and Anoka County Blaine with Anoka also having a Class E Controlled airspace. But did you know that there are two more private fields that are within the 5-mile radius. These include Harry Walt about 2 miles the north and Cooks landing which is 5 miles to the south. I am willing to bet that very few people in the club would have even been aware of these two private airfields.

If you are not flying at the club field, how do you determine if you are flying within a 5 mile radius or if there are some other restrictions on flying, especially if you were not aware of these small fields located so close the field where you regularly fly.

Right now there are two programs that are available or soon to be available that can show restricted airspace. One program is Airmap and the other is an app for the iPhone called B4UFLY from the FAA. B4UFLY is still in beta development and not available for the public but appears to be very similar in display and function to Airmap. Airmap has the ability to display the airfield name and their contact information. This is very handy for notifying the airport as necessary. I will be looking into both programs for review over the next few months but until then I recommend trying Airmap to get an idea of local airspace here and in other locations.

I should mention that the FAA also prohibits flying over groups of people and over stadiums. Seeing that there are no stadiums within sight of the field I don't think that we need to worry about that for the time being.

As a side note: What makes those private airports interesting is that Harry Walt appears to be gone and is now the location of a new development. The Cooks landing location, from satellite imagery, looks like it was a small runway that is no longer in use. Some initial checking appeared as if the airport was located closer to ACRC and may have been a seaport but this might have been an error for the earlier versions of the software. More on this later.

Brett Ohnstad

HUMOROUS SIGNS

In a Podiatrist's office:

"Time wounds all heels."

On a Septic Tank Truck:

"Yesterday's Meals on Wheels"

On a Plumber's truck:

"We repair what your husband fixed."

On an Electrician's truck:

"Let us remove your shorts."

On a Maternity Room door:

"Push. Push. Push."

In a Vet's waiting room:

"Be back in 5 minutes.—Sit! Stay!"

At a Funeral Home:

"Drive carefully. We'll wait."

Chicago Radiator Shop:

"Best place in town to take a leak."



Landing Errors

by Ed Moorman

1. Landing every time. Don't tell yourself to touch down every time you make a landing approach. Force yourself to go around if the approach isn't a good one. A bad approach results in a bad landing 99% of the time. You should actually be practicing approaches, not landings. When you make a bad approach, go around, set up, and try it again. When you make a really good approach, then throttle back all the way to idle and land. Unless you are an expert, the approach determines the landing. When you have a good approach the landing will just about do itself.

2. Touching down before you pass in front of yourself. Have you ever done this? You become nervous to land because of wind or maybe it's just not one of your "good" days. To hopefully make the landing easier, you make a big pattern, dragging it out. You end up touching down way before you get back in front of yourself. Is this how the landing went? BAM, the main gear spreads out. BAM, the nose gear bends. BAM, the prop breaks.

Sound familiar? It's a very common landing error. Let's analyze the touch down location. There are three places you can touch down; before yourself, right in front of yourself and past yourself. Right out in front is best. You have the best view of fuselage angle and the descent rate. Past yourself is okay until you get way past. The airplane is directional—right is right and left is left. The further away you get, the harder it is to tell the descent rate, but you can still set the airplane up slightly nose high and let it touch.

Now, let's look at landing before you get to yourself. The airplane is coming toward you so steering is reversed. Being tense makes this worse. From a nose-on position, it's hard to tell the fuselage angle and the descent rate. This is the worst case for making a good landing. Even experts can't consistently make good landings far away from a nose-on position. When you are having a bad day, give yourself an even chance. You should be turning early, not late. Land a little

past yourself. You can see everything better and judge the touchdown better.

3. Seeing the bottom of the airplane. If you can see the bottom of the airplane during a landing approach, the nose is too high. If you are set up on a final approach, the nose of the airplane should be down in a glide position. When you can see the bottom of the airplane, you are approaching a stall. You need to either add power and go around or use the elevator stick to lower the nose. Stand with a couple of good fliers and watch the airplane on landing. You won't see the bottom of the airplane.

4. Undershooting the runway. When you make a landing approach, you normally set up parallel to the runway on a downwind leg, throttle back, and turn to final approach. You can either make one big, sweeping base-to-final turn or you can square the pattern off with a base leg, then turn to final. Most beginners set up wide like they are going to make a square off pattern, then turn too tightly and angle in to the runway.

There are three ways to line up for final approach. One, the right one, is exactly in line with the runway. The other is to overshoot a little past the runway and angle back. The third is to undershoot and angle toward the runway. The last one is the most common and the worst. When you undershoot, the airplane ends up aimed right at you. Nose on is the worst position for control. It is hard to see small movements and to get the correct attitude for landing. Nose on is also the least safe direction. You are aimed at yourself and must make a turn or go around. Next, undershooting can put you high on final. Normally this wouldn't be too bad since most beginners land short, but it can put you in a position where you have to make a turn to keep from going over your head. This is a bad position for turning. You are low to the ground and staring at the nose of the airplane. All of these make undershooting the runway the worst position to land. Overshooting, while not perfect, is not that bad. If you overshoot, you will be angling across the runway away from yourself—a safe direction to be going. You can usually see the side of the airplane so making a turn isn't that hard.

Continued on Next Page

The solution, if you like to make one sweeping turn, is to set up closer to the runway and vary your bank to roll out in line with the runway. Or, you can make a definite base leg and not turn until you are in line with runway.

5. **Bouncing and porpoising.** If a bounce isn't caused by a very hard landing where the springiness of the gear flings you back up into the air, it is caused by touching down on the nose gear first. Nose gear first landings guarantee a bounce or a series of bounces called "porpoising" for the sea mammal who seems to continuously leap up into the air and splash back down. Lack of concentration and inattention can cause you to let the nose gear touch first. When you get to a couple of feet from the runway, you should concentrate on getting the nose slightly high. If the nose wheel is higher than the main wheels, you can freeze on the controls and just let the airplane land itself. From a couple of feet altitude, you can't hurt it.

6. **The "Slow Curve Error."** I coined the name "Slow Curve Error" in a book I wrote on Radio Control back in 1980. You see this error all the time and normally don't recognize it. The airplane makes a slow, shallow curve away from the pilot usually ending up on the far side of the runway, maybe in the grass. Here's what causes it. Lack of experience and natural tenseness as you get low and close to the runway cause the pilot to make very small errors. You make a steering correction, but it is in the wrong direction. You can already land so the correction is small and you immediately notice the airplane is turning the wrong way so you level the wings. Now you make the steering correction again, and again it is in the wrong direction. This continues and the airplane nibbles away at a slow, curving path away from the pilot.

Watch for this and you'll see it at every field. To cure the Slow Curve Error, you need to practice some low approaches, flying the airplane low and slow past yourself while trying to keep it in the center of the runway.

from *Flightline*
Casper Airmodelers
Evansville WY

THE BLACK WIRE DISEASE WHAT'S THE CAUSE?

The black wire syndrome is an occurrence in battery packs (Ni-Cds) where the negative wire becomes corroded (turns from shiny copper to blue-black). This is the result of either a shorted cell in the pack, the normal wear out failure mode of Ni-Cds, or cell reversal when a pack is left under load for an extended period. The sealing mechanism of a Ni-Cd cell depends to some degree on maintaining a potential across the seal interface. Once this potential goes to zero the cell undergoes what is called creep leakage. With other cells in a pack at some potential above zero the leakage (electrolyte) is "driven" along the negative lead. It can travel for some distance making the wire impossible to solder and at the same time greatly reducing its ability to carry current and even worse, makes the wire somewhat brittle. A switch left on in a plane or transmitter for several months can cause this creepage to go all the way to the switch itself, destroying the battery lead as well as the switch harness. There is no cure. The effected lead, connector, switch harness must be replaced.

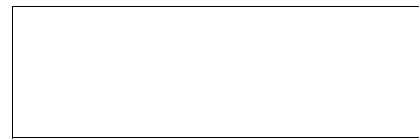
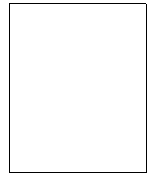
This leakage creep takes time so periodic inspection of the packs, making sure that there are no shorted cells, insures against the problem. The cells should also be inspected for any evidence of white powder (electrolyte mixed with carbon dioxide in the air to form potassium carbonate). In humid conditions this can revert back to mobile electrolyte free to creep along the negative lead. Some "salting", as this white powder is referred to, does not necessarily mean that the cell has leaked. There may have been some slight amount of residual electrolyte left on the cell during the manufacturing process. This can be removed with simple household vinegar and then washed with water after which it is dried by applying a little warmth from your heat gun.

C. L. (Red) Scholefield 8/29/96



SERVO CHATTER

902 - 88TH LANE NW
COON RAPIDS, MN 55433



ACRC BOARD MEMBERS

PRESIDENT
Virgil Okeson

president@anoka-rc.com

TREASURER
Marc Tellevik

treasurer@anoka-rc.com

VICE PRESIDENT
Tim Karash

vicepresident@anoka-rc.com

INSTRUCTION COORDINATOR
Tom Janos

instruction@anoka-rc.com

MEMBERSHIP SECRETARY
Stan Zdon

membership@anoka-rc.com

FIELD SAFETY OFFICER
Brett Ohnstad

fieldsafety@anoka-rc.com

RECORDING SECRETARY
Stan Zdon

secretary@anoka-rc.com

EVENT COORDINATOR
Bob Proulx

events@anoka-rc.com

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

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

SERVO CHATTER EDITOR

Stan Zdon

newsletter@anoka-rc.com

CONTRIBUTORS THIS MONTH

Virgil Okeson

Brett Ohnstad

Bob Proulx

Stan Zdon

ACRC SPONSORS

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

Deadline for the next newsletter is: November 1, 2015

CALENDAR OF UPCOMING EVENTS

Thursday – October 15

- ACRC Meeting-Riverwind

Saturday – October 17

- ACRC Fun Fly #7

Thursday – November 19

- ACRC Meeting-Riverwind

Thursday – December 17

- ACRC Meeting-Riverwind

Friday – January 1

- ACRC Freeze Fly

Thursday – January 21

- ACRC Meeting-Riverwind

Thursday – February 18

- ACRC Meeting-Riverwind

