



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JANUARY 2017

THE MEETING WILL BE THURSDAY, JANUARY 19, AT RIVERWIND!!

PRESIDENT'S CHATTER

Another month has gone by. We are on the down side of winter and looking forward to the warmer days ahead. I suspect some are trying to finish their winter project.

Talking about warmer days, I did some research on the AMA site, looking to compare ACRC with the clubs in District #7. This is what I found. There are 245 clubs in District #7; 54 of these offer Intro Pilot Programs, 13 have 100 plus members and the ACRC membership count was 116. Six of the above 13 clubs offer Intro Pilot Programs and ACRC is one of these. In my opinion we are a pretty good club and we as members should be proud. We should be interested in improving ACRC as we go along.

Projects approved for 2017 are seal coating the runway, replacing the safety fence, repair/replace tables and benches as needed, thinking about signage i.e. AMA membership is required to use the club site.

As a result of AMA's decision to change membership renewal we are requiring that all members using the field MUST POST ACRC MEMBER CARD on the board. It is the only way we can know that who is flying has AMA insurance and that the club is covered for accidents that could happen.

As president I want to thank my fellow board members and all the members who helped make last year a successful year. I look forward to working with all of you in this new season.

Virgil Okeson

FROM THE VEEP

Wow, here we are, 2017. The sun still comes up in the morning and I've got a pulse. Guess that's a good thing. Speaking of sunrise, we've gained nearly an hour of daylight since the winter solstice and more minutes are added every day. Soon we will be to park the parkas and break out the Bermuda shorts. Yeah, right. Nice thought, though.

This time of year it's traditional to make resolutions for the New Year. I've made a couple that should be easy to keep: eat more and gain weight. And should I happen to break those resolutions that might not be so bad either.

Over the past year, the board has had several discussions regarding monthly raffle prizes. So this month I'm trying something a little different. I've got a Heli-Max Voltage 500 Quadcopter. It's no micro sized toy; it's the real deal. It's receiver ready, and very aerobatic. There may be a few other items, if I haven't broken the bank. So grab your Christmas cash and buy some raffle tickets at the next meeting

Tim Karash

MEMBERSHIP NEWS

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 a new SIG Spacewalker II.

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This is the last month that you can rejoin for the \$50.00 dues. Dues will increase to \$75.00 on February 1, 2017. 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 2016 calendars. A complete listing of 2017 events and their dates will be published in future newsletters.

TCRC ANNUAL AUCTION - The TCRC auction will be on Saturday, February 4, 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

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 19 at 7:00 PM.

Stan Zdon

A Look Back

Starting this month I am adding a new column to the newsletter. With the help of Jeff Slater's and my collection of newsletters, I'm going to give everyone a chance to look back at the happenings of years gone by. My original plan was to write a "Cliff Notes" version of newsletters from 20 and 30 years ago. As luck would have it, the oldest newsletter that I can get my hands on is March 1988. RATS! I know the club kept a copy of the newsletters, passed from year to year to the recording secretary. Perhaps some former board

member has those three ring binders somewhere and will bring them to a meeting. So with the somewhat limited library, here is a look back 18 and 28 years ago.

January 1999

President Mark Felland gave his observations of the 1999 Freeze Fly. Sub-Zero wind chill temps reduced the number of planes flying to 6 despite 20 folks attending. Lots of WD-40 was necessary to get the nitro motors started. Stan Zdon participated at the Freeze Fly and launched him into his 9th consecutive year of an R/C flight every month. His collection of All-Weather Flyer patches grows on. Upcoming winter events like swap meets and auctions were detailed, while summer ACRC activities were not. HMMMMMM.

January 1989

President Lee Cravens announced that the club has purchased a sound meter (I wonder where it is now?) to measure sound levels per the new AMA 90db @ 9 feet recommendation. A full-page review of different muffler designs and theory of operation was included. The author, Doug Stewart, tested a couple of aftermarket types and they did a good job of quieting the noise but were cost prohibitive. Doug detailed a "home brewed" design that worked and could be built for under \$25. David Workman gave Keith Moldenhauer a big thank you for his time and efforts to teach him how to fly this year. The treasurer's report wasn't so cheerful. With help from an unnamed club member and an outside computer tech, treasurer Paul Stafki presented a Profit and Loss statement that showed more loss than profit. Even with a \$660 dollar loss for the year we still had a positive balance in the bank of \$821. Rodney Molitor must have been bailing out of the hobby or upgrading as he listed 3 airplanes, 2 motors, and receivers for sale. Priced right, I might add.

Tim Karash



ACRC MINUTES

Board present: Virgil Okeson, Stan Zdon, Bob Proulx, Marc Tellevik, Tim Karash, Tom LaRose, Brett Ohnstad

20 Members present.

Treasurers:

Income: \$916.00

Expenses: \$2238.56

Number is high due to finalization of year-end expenses, plus Christmas present to Bobby Hoffman.

Membership:

30 members have renewed membership so far.

Safety:

Nothing to report as flying activity is very low.

Training:

Bob Moser to take over as lead instructor.

Events:

Freeze fly on New Years day.

New schedule to be set within the next few months.

Old Business:

Runway repair

Jeff Slater appointed to act as club representative for seal coating, runway repair. The runway, and possible the whole field, will need to be shut down a minimum of 3 days; possibly 2 prep days and 2 days of non use after coating.

Fence upgrade

Galvanized, heavy gauge material, heavy-duty 2" end posts, 1.5" intermediate posts, top rails, and caps. New bid \$1400 for 100 ft (unfortunately 200 ft is required) from fence company if we do it ourselves and supply concrete.

Motion made by Bob Proulx and second by Marc Tellevik to purchase material and club to provide labor. Motion carried.

ACRC needs to ask existing sponsors for monies and search for additional sponsors

AMA grant program for field improvements is not being applied for by other clubs, and should make our request easier.

Dues increase discussed, other club dues amounts bantered about. Clubs comparable to ACRC are at \$65 to \$75. It was agreed upon to increase ACRC dues in one jump, rather than multiple increments over several years and drop the initiation fees. Motion made by Tom LaRose to increase dues to \$75 effective February 1st, 2017 and remove initiation fees. Second by Jeff Slater. Motion carried.

Membership card posting on frequency board:

History: A club rule that states card posting is required makes it part of the AMA safety code. This means AMA insurance may not cover accidental injury or loss if membership card is not posted.

AMA membership is now 12 month from date of sign up, no longer January 1st to December 31st. Because of this, ACRC will issue 2 different membership cards. If AMA membership good for the entire year, you will receive an all white card. If your AMA expires during year, the card will have yellow stripe across the top. All ACRC cards will show expiration date.

Frequency board to be changed to show 2.4 GHz use at center where "pilots waiting" section is now.

New business:

MARCEE swap meet on January 28th at Immanuel Lutheran Church, St Paul. Sale starts at 9:00 AM. See website for details.

A portion of the Riverwind center to be torn down end of next year. ACRC may need an alternative site for winter meetings.

A proposal from Brian Dorff for a pattern contest to be held at ACRC field was submitted to the board. The contest would be for 2 days, June 17 & 18. This would be a AMA sanctioned pattern event, so all rules will apply, however there may be possible weight and size rule adjustments for the sportsman class. Brian will obtain the sanction, supply prizes/trophies, and collect fees. ACRC will sell food and refreshments. Motion made by Stan Zdon to accept the proposal and hold the event. Second by Jeff Slater. Motion carried.

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Show and Tell:



Jason Korst brought a Balsa USA 88 inch Smoothie. His first Balsa USA kit, the excellent laser cut parts made him smile. Powered by a 30cc DOE engine, controlled by HiTec radio system. The airplane has functioning flaps. Weight in the 12 to 14 pound range.

Raffle prizes:

- | | | |
|-----|-------------------|-------------------|
| 1st | Bruce Martin | Drone-View camera |
| 2nd | Duane Orson | E-Fly Power Match |
| 3rd | Duane Orson | ACRC hat |
| 4th | Tom LaRose | Tap and die set |
| 5th | Andy Knoll | Flying Tool sign |
| 6th | Andy Knoll | CA glue |
| 7th | Mark Lichtscheidl | CG machine |
| 8th | Stan Zdon | Plastic glue |
| 9th | Mike Zerby | Plastic glue |

ACRC Board Minutes:

Board members present: Virgil Okeson, Tim Karash, Stan Zdon, Marc Tellevik, Bob Proulx, Brett Ohnstad

Road improvements to field were suggested by a member. Costs would be prohibitive and sod truck use would degrade any improvements.

A change to club by-laws regarding number of board members was tabled.

Per ACRC rules and by-laws, the board must approve items such as dues increase. Motion by Stan Zdon to increase annual dues to \$75 and drop initiation fees. Second by Marc Tellevik. Motion carried.

Tim Karash

ACRC EVENTS

Our first official event of the 2017 season is in the history books and, I must say, turned out to be a huge success!! My “un-official” count was at least 30 people in attendance, with about 25 aircraft. The weather turned out to be great, with temps around 24 degrees, winds light and variable and abundant sunshine. The runway was nearly clear of snow and ice, and with the help of an intrepid ACRC member and his trusty snow scraper, the runway became useable for both wheeled and ski equipped aircraft.



Roy Carrigan at the Freeze Fly

There were many flights made with both IC and electric aircraft, and from some of the conversations I overheard, we may see a few more “electric converts” in the near future.

There were coffee and donuts for breakfast and some excellent sloppy Joe’s, soup and chili for lunch, so I don’t think anybody went away hungry. I want to give a big thanks to all who participated and especially to those who provided food for the event.

The ACRC board will be meeting later this winter to set the event schedule for the rest of the 2017

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season, but we already know that ACRC will be hosting a 2 day pattern flying competition in June. This event will be drawing pilots from as many as 5 states, and should prove to be the "premier event" in our summer schedule. There will be more about the event schedule in future meetings and newsletters.

Bob Proulx

ACRC INSTRUCTION

Hi and Happy New Year!

Where did the time go? We are already planning for 2017 ACRC training season. ACRC will be looking for additional flight instructors for the upcoming season. If you would like to become an instructor or are a past instructor and would like to help out, contact Tom La Rose (763-753-1952) or Bob Moser (612- 325-7942) for more details.

Instructors on board for 2017 season:

Bob Moser	Lead Flight Instructor
Neal Olsen	Ground School Instructor
Tom La Rose	Instructor Coordinator

New Pilot - New Plane:

Here are a couple of lists below that will help you with correct control surface setup plus your preflight checks.

Control Surface Movements:

Setting up your R/C plane correctly is crucial to its survival. Getting the control surface movements correct before you go flying is of paramount importance. A general summary of control surface movement in relation to stick movement on a Mode 2 transmitter which is the normal setup for USA.

Elevator stick back = up elevator - plane goes up (Pitch)

Elevator stick forward = down elevator - plane goes down (Pitch)

Rudder stick left = left rudder - plane goes to left (Yaw)

Rudder stick right = right rudder - plane goes to right (Yaw)

Aileron stick left = left aileron up, right one down - plane banks to left (Roll)

Aileron stick right = right one up, left aileron down, - plane banks to right (Roll)

Throttle stick forward up = raise motor RPM (Climb)

Throttle stick back down = lower motor RPM (Descend)

The Pre Flight Check:

All servos and control horns are secure.

Linkages to servo and control surfaces are secure.

Servo linkages are able to move freely and are not binding.

All servo connections to the receiver, battery pack and ESC are correct and secure.

The receiver battery (gas or glow) or motor-receiver battery pack (electric) is securely fixed and cannot move during flight.

Receiver and transmitter antennas are correctly positioned and not damaged.

The propeller nut is tight/spinner is secure.

The fuselage, wing and tail of plane are secured properly as per instructions with the correct number of rubber bands, wing nuts, screws etc.

All control surfaces move in the correct direction.

All control surface hinges are secure so you can't pull the control surface away from its respective flying surface.

The motor power works correctly, starts and stops when you want it to.

Do A Range Check

This last one, the range check, is very important.

The purpose of the range check is to make sure the radio signal from transmitter to receiver is strong, therefore allowing you to fly your R/C airplane at safe distances from you without losing control. If you lose signal between transmitter and receiver, a good share of the time that ends in a "Crashed Plane" but all is not lost! You could end up in the ACRC crash of the month club and even receive a trophy!

Ah, maybe not! Best to use the checklists.

Then, some simulator time, ground school and flight training with a Flight Instructor will insure you are a successful R/C Pilot.

An R/C Pilot With No Fear Probably Isn't Flying His Plane Fast Enough !

Tom La Rose

Lost and Found Plane Story

We all know that there is a requirement to mark RC airplanes and drones with your AMA or FAA registration number. I just had a personal experience to reinforce the practice of adding your name and phone number to the marking data.

A couple of weeks ago I was flying my Apprentice around dusk with a 12 mph SE wind. With the low angle of the sun and white overcast sky I lost visibility of the mostly white airplane to the north of the airfield. I did some searching for the airplane with no luck. Today I received a phone call from a maintenance person at the Cedar Creek Community School in East Bethel. He indicated that he had found the airplane two weeks earlier on the playground and had left it outside near a maintenance building in the hope that someone would come looking for it. As the weather got more winter-like he had decided to bring it inside and had finally noticed the marking tag with my name and phone number. He contacted me by phone and I went to the school and recovered my airplane.

The Apprentice was none the worse for the ordeal. As per the design of the receiver/control system, I found the flight surfaces level with some left rudder. The only damage I could find was a damaged battery due to fact that it had been completely discharged. When I got home I plugged in a good battery and the controls and motor checked out fine and it is ready to fly as soon as the weather permits.

The following map sections show the landing location and relationship of the school to the airfield. It seems very clever of the Apprentice to have found the one open flat area without traffic to gracefully land.

Duane Orson



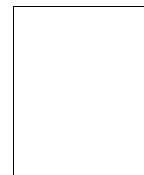
ACRC Forum - <http://anoka-rc.com/forum>

Ballard Street by Jerry Von Amerongen

“Remember, Nelson, good ideas often fail at first.”

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 LaRose

instruction@anoka-rc.com

MEMBERSHIP SECRETARY
Stan Zdon

membership@anoka-rc.com

FIELD SAFETY OFFICER
Brett Ohnstad

fieldsafety@anoka-rc.com

RECORDING SECRETARY
Tim Karash

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

Jeff Flander

Tim Karash

Tom LaRose

Virgil Okeson

Duane Orson

Bob Proulx

Stan Zdon

ACRC SPONSORS

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

CALENDAR OF UPCOMING EVENTS

Thursday – January 19

•ACRC Meeting-Riverwind

Thursday – February 16

•ACRC Meeting-Riverwind

Thursday – March 16

•ACRC Meeting-Riverwind

Thursday – April 20

•ACRC Meeting-Riverwind

Saturday – April 21

•ACRC Fun Fly #1

