



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MARCH 2017

THE MEETING WILL BE THURSDAY, MARCH 16, AT RIVERWIND!!

PRESIDENT'S CHATTER

AMA GRANT UPDATE:

The AMA Field Improvement Grant has been applied for and there were some questions to which I responded. I have not heard anymore about it. We have to wait for the outcome.

The new flight season is just around the corner, so start going through your hanger queens checking for hanger damage and get them ready for the season.

Start thinking of how you could help with some of the planned events, there will be a need for lots of help.

Looking forward to this year's flying, see you there.

Virgil Okeson

FROM THE VEEP

And so the schizophrenic weather of '16 - '17 continues. Cold, rain, and snow followed by temperatures in the 60's. In February? Yep, and 20 tornadoes hit the central US states this week, clearly two months ahead of normal. I'm going back to the rock method of weather forecasting. Place a large rock in your backyard: if the rock is wet, it's raining, can't see the rock, it's foggy, rock is gone, it's a tornado. Does this weather pattern mean we are in for a hot summer? Probably, but who knows. The upper atmosphere jet stream is no longer following a east/west flow. Large roller coaster like waves move warm and cold air to places where it shouldn't be. I've heard

international freight companies are contemplating a northern shipping route. Yep, float a boat north of Canada. Who'd a thunk it?

This month I've got a cool, speedy ARF plane kit. It's a Phoenix Outrageous. 61 inch span, 6 pounds, and can be built 45 to 55 nitro or equivalent EP. Have it your way. Also a Dubro prop balancer and some other goodies will be up for grabs at the March meeting.

Tim Karash

MEMBERSHIP NEWS

ACRC currently has 90 (72) members signed up for 2017. The number in parenthesis is the membership number at this time last year. As you can see, membership renewal is well ahead of last year. The dues increase probably encouraged this. There are 27 full dues members, listed below, that have not renewed their membership for 2017. If you know any of these members personally, please call them and remind them to renew for 2017. If they all renew, the membership numbers will equal last year's numbers. The 2017 budget is based on a projected membership of about 100 fully paid members. If we drop much below that number we will have to cut services somewhere.

The March meeting is when ACRC has the annual club swap meet. If you have something you want to part with bring it to the meeting and get BIG BUCKS for it.

The ACRC freeze-fly and the TCRC auction are finished now and the flying season is almost here. Monthly Fun Flies are scheduled for the Saturdays

Continued on Next Page

after the membership meetings. Get your airplanes ready and come out and have some fun. More information will be published as the year progresses.

ACRC will be working with King Kong Hobbies in Coon Rapids this year for the fuel order. The prices are about the same as last year, some a little higher but most the same. An order sheet for fuel from King Kong Hobbies is included with this month's newsletter. It will have to be mailed to King Kong Hobbies by **March 30** and you will have to pick up your fuel at their store. If you have any questions call Stan Zdon at (763) 784-3121 or call King Kong Hobbies at (763) 390-0490.

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

Non-Renewals for 2017

- | | |
|------------------|-----------------|
| Mathew Andrysiak | Andy Labine |
| Dennis Batty | Don Mcgillivray |
| Chad Bidwell | Jacob Mickley |
| Mark Bilyk | Joe Pagliolo |
| Kent Buell | Bob Proulx |
| Matthew Campson | Daryl Roberts |
| Adam Codner | Paul Rono |
| Joseph Coleman | Bruce Sheldon |
| Lee Cravens | Randy Sjobeck |
| Walter Dailey | Chris Skjolsvik |
| David Greene | Gary Smith |
| Ivan Jahnke | Jeffrey Smith |
| Shawn Knepper | Mike Spence |
| | Dan Thiede |

Stan Zdon

A Look Back

March 1989

President Lee Cravens lamented at the relatively poor showing of ACRC aircraft at the Apache Plaza Mall Show. "Considering that we are one of the larger clubs around, that's (13 airplanes) not many. It was a lot of fun though." Hmmm

The monthly raffle had lots of choices for the winners. A choice of three kits, SIG Ryan STA,

Goldberg Falcon 56, or GP Cherokee for first with a nice selection for second as well.

A full page was dedicated to an evaluation of the "State of the Art" Dave Brown Flight Simulator. My, oh my, have things changed. The Dave Brown unit used what could best be called Wire Frame graphics to simulate the aircraft and surroundings. While it made orientation difficult, it had 14 adjustable parameters and many flight control responses. Weather conditions could be adjusted for increased "fun". The purchase included a dual joystick transmitter box with trim slides and dual rate switches. Best of all, if you crashed, an estimate of repair costs popped up on the screen.

A flyer was shown for a Model Aircraft Show in Fergus Falls MN on April 1st. Seven classifications of competition were listed, plus R/C car races. There would be over \$1000 in prizes to be drawn for registered entrants only.

March 1999

The February Fun-Fly brought the demise of President Mark Felland's Super Fly. The tail was all that was salvaged from the aftermath. A brief memorial was held at the March meeting. Winter Fun-Fly results were published; Stan Zdon and Mark Strommen slugged it out in January, while February's event gave Stan consistent 2nd place results.

Membership was up to 105 despite the 20 non-renewals.

Show and tell had one of everything on display. Rob Martinson brought two planes: a World Engines Robin Hood 25 and a Diamond Unlimited Fun Flyer. It was one of first "wing on a stick" specialized Fun-Fly plane. Vern Eck converted a SIG Wonder to electric power. Bud Durant showed an "in the bones" Taylor Craft BC 12. Eric Malkerson brought samples of his new glass filled 2-piece landing gear for profile type aircraft.

Tim Karash



ACRC MINUTES

Board members present:

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

Members present 14 Plus board members

Treasurer:

January expenses were \$563.67 income \$932.00

Summer schedule Is posted in the February newsletter. See also old business for additions.

Safety: no issues at this time

Membership:

92 members renewed so far

Training:

Instructors at the ready for upcoming year, just waiting on the weather. 6 members for certain, possible 7th, have committed to instruct. 2 instructors will be doing most of the ground school.

Old Business:

No news on fuel order.

Club charter renewal has been sent to the AMA.

Sanctioning for 6 Events in 2017 has been submitted.

Club membership dues increase has not met any resistance.

Due to the conflict with upcoming Pattern contest, the June Fun Fly will be held on June 24th.

East Bethel Booster days will be held on July 14 & 15. Parade and events on Saturday the 15th.

Fence replacement may happen sooner than expected due to warm weather.

Runway seal coat to be performed as soon as weather permits.

New Business:

Access road repairs debated. The road is used heavily by sod transport trucks when harvesting occurs. Stan to talk to Bobby Hoffman. Several beavers were trapped last fall and dams opened, however recent warm weather has shown more critters continue to cause issues.

Show and Tell:

Tyler Richey brought scratch built Yak 54. He thinks. It has an OS 60 for power and a 65 inch wingspan. The yet untested airplane was built by a friend.

Mark Lichtscheidl brought a Great Planes Eagle 580 Embry-Riddle ARF. The airplane has 53-inch wingspan, and an OS 46 FX for power. Mark noted multiple minor assembly issues.

Raffle :

1st	Flight Simulator	Daren Bitzer
2nd	Screw assortment	Tom LaRose
3rd	Cleaning cloth	Mark Lichtscheidl

ACRC Board Meeting:

Board members present:

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

Road repairs were discussed. Possible purchase of a tow behind device to maintain road, however the sod trucks may continue to amplify issues. Stan to talk to Bobby Hoffman. Issue was tabled.

Board meeting may be held on a different date than membership meeting. The board will announce time, date, and location at membership meeting.

T-shirts for pattern contest are being researched as a possible fund raiser.

AMA grant information nearly ready to go. Virgil Okeson to submit by March 1st.

Tim Karash

ACRC EVENTS

Just a reminder to everyone that our first ACRC summer event is approaching fast. I believe all the winter auctions and swap meets are over at this point and it's time to set our sights on flying in warm sunny weather!! ACRC will once again be hosting the MARCEE electric flyers at our field on May 6. This will be a casual "fly-in" event with the usual hot dogs and hamburgers for lunch along with all the fixings and a few other potluck treats.

Continued on Next Page

In case any of the members are not aware, ACRC will also be hosting a 2-day Pattern Competition on June 17 and June 18. Planning for this event is already well under way and it sounds like we'll be having pilots from at least 3 states participating.

If any of the ACRC members are interested in competing, the entry fee will be waived for them. We encourage any ACRC members that would like to "sharpen their piloting skills" to plan on entering and start studying and practicing maneuvers as soon as possible. Any of you members that used to compete in Pattern, but have been out of action for at least 7 years or more will be allowed to compete in any of the classes, from Sportsman through Expert, regardless of where you left off 7 years ago.

All members should have received a copy of the summer event schedule at this point, so get those dates on your calendar and let's get ready for another great season of flying.

Bob Proulx

ACRC INSTRUCTION

2017 ACRC Training Season:

Weekly ACRC training starts on April 26 2017 weather permitting. Always check weather conditions or contact a instructor if not sure there will be training.

An instructors meeting will be April 19 at ACRC Field to go over Intro Pilot Program and ACRC Training. Please bring along club trainer planes that will be used for training.

Instructors on board for 2017 season

Instructor Coordinator:

Tom La Rose

Lead Flight Instructor:

Bob Moser

Flight Instructors:

Scott Olson

Roger Jeffrey

Jeff Flander

Bob Gallagher

Andy Thunstrom

Ground School Instructors:

Neil Olsen

Duane Orson

All flying model airplanes, just like real ones, have a Center of Gravity (CG) that affects the plane's balance and thus its flying characteristics. The CG, as a very general rule, is usually found between 25% and 50% of the wing chord (width of wing) back from the leading edge (front edge of the wing), with around 30% of the way back being a common location. In many cases this will be the approximate location of the main wing spar, should there be one. The exact location of your airplane's CG should be given in the instruction manual, and this should be the point that you balance the plane.

A simple and quick way to test your airplane's balance is to place the tips of each index or middle fingers under each wing, at the exact CG point as indicated by the manufacturer, and a couple of inches out from the fuselage sides. Gently lift the airplane up so it balances on your fingertips.

If the balance is correct the plane should be either level or with its nose pointing slightly downwards. If the tail is pointing downwards do not fly it yet! The airplane is tail heavy and this is the worst case of improper balance for a plane.

If your plane is tail heavy, you need to either try and reposition the motor battery pack further forward or, if the pack can't be moved, add weight to the nose of the plane. Modeling clay or fishing sinkers/small lead weights are ideal, but add only enough to make the plane balance correctly. Moving the battery pack is the better option though; by doing this you're not adding 'dead weight' to your plane. Getting the balance correct is critical if you want to keep your airplane in one piece.

As always, if you would like to become an instructor or are a past instructor and could help out, contact Tom La Rose (763-753-1952) or Bob Moser (612-325-7942) for more details.

When flying R/C speed is great but altitude is life insurance for your plane.

Tom La Rose

ACRC SAFETY

March is here and with the warmer weather of the past few weeks I feel that I should be planning more for the 4th of July rather than spring planting. All that I am sure of is that I am still way behind on getting my planes ready for the 2017 flying season. As I do get planes ready I know that I am going to be tempted to get out and try them out. The problem is that it is still March. Although we have had a few t-shirt and shorts days lately, they have been framed by a few winter weather days even though in any other year those cold days would be considered tame by comparison. We even had one guy flying in shorts at the Freeze Fly on January 1 this year with noon temperatures hovering (no pun intended) right around 32 degrees. This does not mean that we don't have the potential for frigid winter weather to rear its ugly head again in the next few weeks.

It is best to stay warm and make your flights as comfortable as possible. You don't want to be distracted from concentrating on flying your best when you are shivering from the cold. The best way to do this is to dress in multiple light layers. The innermost layer should be made of polypropylene or similar material that will wick moisture away from the body. The next layers should consist of wool or a weave that holds air and provides insulation. Lastly, the outer layer of your thermal cocoon should be made of wind and moisture resistant fabrics. The more layers the easier it is to shed a layer to adjust for temperature in order to keep you warm and not hot. You do not want to start to sweat in chilly conditions as that could lead to feeling colder later.

Next are the extremities, including the head, hands and feet. Wearing a hat can reduce a huge percentage of the body heat loss. Recent findings show that you do not lose any more body from your head than any other part of your body; it is the part of the body that is more likely to not be covered properly. A baseball hat will help in retaining some body heat it is better to wear a knit cap or a bomber that covers as much of the head

as possible including covering the ears and neck. Take precaution to not block your ability to hear your plane or other pilots who may be flying with you of course. Take extra care with fingers; mittens over light gloves will keep your fingers warmer and will allow you to take your hands out to operate the transmitter without exposing your digits directly to the elements. You will be standing outside for an extended amount of time so wear an extra pair of socks and heavy boots.

In order to stay warm you may want to drink hot liquids such as broth, cider or soup. You also may want to avoid drinks containing caffeine, such as coffee, tea, pop and even hot cocoa as the caffeine can make you more susceptible to the cold. Keep in mind that some medications may also make you more vulnerable to cold. Check with your pharmacist and if you do take one of these medications you need to take extra precautions when venturing outside.

If you do fly during the colder weather do not fly alone. Bringing along a friend in order to watch each other's physical reaction to cold when at the field in cold conditions. A person might not realize that they are having problems before it is too late. A flying buddy might be able to see the change and offer help when needed. If the situation arises that someone is acting slowly or starting to shiver, get them into a warm car or shelter. Call 911 if the situation does not improve or if you notice the onset of hypothermia or frostbite.

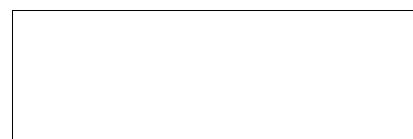
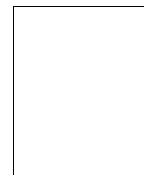
Don't forget that the best way to stay warm while flying over the winter months is to get plenty of time on your simulator. I am sure that there are at least one or two simulated winter flying fields if you feel a little guilty about not being out in the real stuff.

Brett Ohnstad



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

*Tim Karash
Tom LaRose
Brett Ohnstad
Virgil Okeson
Bob Proulx
Stan Zdon*

ACRC SPONSORS

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

CALENDAR OF UPCOMING EVENTS

Thursday – March 16

•ACRC Meeting-Riverwind

Thursday – April 20

•ACRC Meeting-Riverwind

Saturday – April 21

•ACRC Fun Fly #1

Thursday – May 18

•ACRC Meeting-Riverwind

Saturday – May 20

ACRC Fun Fly #2

Saturday – June 10

•ACRC Spring Fly-In

Thursday – June 15

•ACRC Meeting-Riverwind

Saturday – June 17-18

•ACRC Pattern Contest

Saturday – June 24

•ACRC Fun Fly #3