



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

OCTOBER 2018

THE MEETING WILL BE THURSDAY, OCTOBER 18, RIVERVIEW PARK!!

PRESIDENT'S CHATTER

Our official 2018 flying schedule is coming to an end. With that in mind it is time to start thinking of what event(s) you would like to add or eliminate during the 2019 season.

We have fun flies on the Saturday after monthly club meetings, weather permitting. The next fun fly is on October 20, come out and have some fun.

Winter is building time, so don't forget to bring you winter projects to club meetings for show and tell. Put skies or pontoons on for flying off snow.

Virgil Okeson

MEMBERSHIP NEWS

CHANGE OF MEETING LOCATION

Because Riverwind Community Center is being renovated the ACRC meetings will be held at a building at **Riverview Park** until further notice. To get to the park take Hanson Blvd south past Coon Rapids Blvd to 105th Avenue NW. There is a superette and a Pizza Flame on the corner. Turn right on 105th and the park is 6 blocks on your left. The address is 2420 - 105th Avenue NW. The coordinates for your GPS are:

45 09 38 N 93 19 43 W

Although the board elections were held during the summer, it won't be long before the next round of nominations will be here. This would be a good time to start thinking about who would be a good

board member. 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. It's usually 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 2018 will be on Saturday, October 20.

THE NEXT MEETING WILL BE AT RIVERVIEW PARK ON OCTOBER 18 AT 7:00 PM.

Stan Zdon

VEEP REPORT

Sunday September 30 - I just got home from the field. I have confirmed that the grass seed has in fact germinated and is doing well, thanks to the recent rains. I brought along three gallons of crack sealer for the asphalt and I got all the major cracks re-sealed. I plan to edge the runway and check the condition of asphalt for sealing next spring by Black Jack.

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I got a couple of great flights on the WACO RED before the rain came.

I got zero response to my attempt to revisit the WHO'S WHO column. It could be that everyone is really busy, may want their privacy, or just not interested. Anyone wishing to relinquish information can find my contact information on our website.

Jeff Slater

A Look Back

October 2000

18 Years Ago

President Mark Felland had suggestions for cold weather flying: WD-40 to get things started, and JB Weld for post flight. HMMM, voice of experience maybe?

Dan Stahn discovered all is not fun and games while installing a G38 gasser on a Spacewalker. It needed 13 ounces in the tail to balance, plus the all

up weight was 16 pounds. It was a bit much for 1100 square inches of area. A used Saito 120 was pressed into service, dropping the weight closer to 10 pounds. But wouldn't you know it, the crankshaft bearings failed shortly after the swap.

A very informative article by Roy Vaillancourt gave the how and why about hardness in music wire. It all has to do with the proper sequence of heating and cooling the wire.

October 1990

28 Years Ago

Eric Malkerson, Tim Mudek, and Jeff Slater conducted aircraft noise experimentation on a Fox .45 engine. A quarter inch thick plate of aluminum was machined to fit inside the standard muffler, then 20, 3/32 diameter holes were drilled in the disc. It was secured to the muffler housing with 2-56 screws. Using a tach and dB meter, the original noise level was 96 dB at 10,200 rpm. With the disc installed, the sound level dropped to 86 dB, with only a 100 rpm drop in speed. A significant noise reduction.

January 1991 looms in the not to distant future. At that time the odd channels will be phased in. Dual conversion circuitry will be the norm for receivers as pagers use frequencies between our even and odd channels.

Jeff Slater's Who's Who column was handed off to Bob Svare. The Spotlight swung to Al Johnson, our landowner. A brief bio was followed by another column about the background of the sod fields around us and what makes the grass grow.

Tim Karash

SECRETARY MUSINGS

For the October meeting raffle I've got another Lanier Stinger kit, but this time it's the Big Brother of last month's kit, a .60 size. Some assembly required, but it has several vac-u-formed components to speed up the build process. I've also got a roll of Monokote and several workbench items. No tricks this month, just lots of treats.

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A highly dangerous virus called “Weekly Overload Recreational Killer” (WORK) is currently going around. If you come in contact with this WORK virus, you should immediately go to the nearest “Biological Anxiety Relief” (BAR) center to take antidotes known as “Work Isolating Neutralizer Extract” (WINE), “Radioactive UnWork Medicine” (RUM), “Bothersome Employer Elimination Rebooter” (BEER), or “Vaccine Official Depression Killing Antigen” (VODKA). Please advise all of your friends and relatives of this serious issue.

Tim Karash

ACRC MINUTES

Board members present:

Virgil Okeson, Marc Tellevik, Stan Zdon, Jeff Slater, Brett Ohnstad, Tim Karash, Bruce Martin

15 members braved the downpour.

No visitors or guests

Membership Report:

110 members for 2018. 5 people have joined already for 2019

Treasurers Report:

Expenses: \$229.32

Income: \$39.00

Safety Report: No issues

Training Report:

22 started the program this year, 9 became club members. 4 of the 9 need to finalize their training next year.

Old Business:

The Electric Fly-In was a success, many pilots braved the crosswind.

Grass runway area, just to the East of the asphalt, is 30 ft wide. The area has been flattened, leveled, and reseeded. With recent rains, it should be great shape for next year.

Asphalt will need seal coating again next year. It has been 3 years since the last coating.

New Business:

Tom LaRose will be unable to continue as training coordinator, due to heart condition. Instructors may decide amongst themselves who will head up the training program.

Float Fly at Bush Lake 9/22

TCRC Swap Meet moved to Scott County Fair Grounds due to flooding at their field.

ACRC member Gary Breitenbach, has developed end stage cancer. (Note: Gary passed away on 9/29)

Raffle:

Stan Zdon Lanier Stinger 10 Kit with OS LA15 donation motor.

BOARD MINUTES

Board members present:

Virgil Okeson, Stan Zdon, Marc Tellevik, Jeff Slater, Brett Ohnstad, Tim Karash, Bruce Martin

The October Fly-Out is scheduled for 10/6. There has been some confusion over dates.

Picnic tables are in bad shape. Virgil suggested we replace one per year. Board to investigate types and prices.

Grass cutting:

Some club members have suggested that it be cut shorter. It is the consensus of the board that cutting shorter may cause damage to the grass. This issue was discussed at membership meeting earlier this year.

Volunteers are needed for events.

Expenses for 2019 were discussed: Runway repairs, Raffle prizes, Landowner gifts, etc

Tim Karash



TIPS FOR CLUBS

from the East Valley Aviators, Apache Junction, Arizona

How is a Good Preflight Check Performed?

by Bill Cummings

You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

1. Propeller/Spinner - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.
2. Throttle linkage - Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.
3. Engine mount bolts - Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!
4. Muffler - Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.
5. Firewall - Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.
6. Landing gear - Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.
7. Servos/Linkages - With the wing off (or through an access cover) check each servo to make sure the

attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc. You should also check wing-attachment points to make sure they are solid and tight.

8. Check the batteries with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.
9. Horizontal stabilizer - Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.
10. Vertical stabilizer - Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (fuel line) to make sure the linkage cannot come loose from the control horn.
11. Antenna - If your antenna is accessible, check it for nicks or breaks.
12. Wing - Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a "safety device" (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing. Now

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attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

13. Check controls - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

14. If this will be the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly - A tail-heavy airplane flies ONCE!

15. Range check, engine off -With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.

16. Range check, engine running -**MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE!** Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle.

I know some of you will look at this list and say, "If I do all that before each day of flying, I will not have time to fly!" In fact, if you make this checklist a part of your "routine" every time you put an airplane together, after a while you will find it will only take a few minutes to complete.



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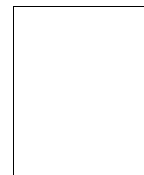
CALENDAR OF UPCOMING EVENTS

- Thursday – October 18
•ACRC Meeting-Riverview
- Saturday – October 20
•ACRC Fun Fly #5
- Thursday – November 15
•ACRC Meeting-Riverview
- Thursday – December 20
•ACRC Meeting-Riverview
- Tuesday – January 1
•ACRC Freeze Fly
- Thursday – January 17
•ACRC Meeting-Riverview
- Thursday – February 21
•ACRC Meeting-Riverview

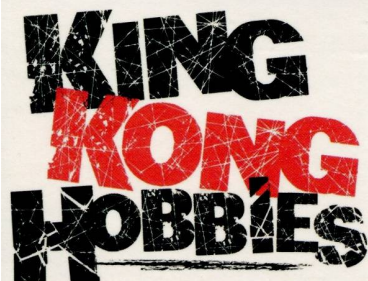


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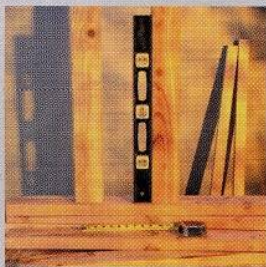
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