



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

SEPTEMBER 2020

**THE MEETING ON SEPTEMBER 17 IS AT THE FIELD! 6:00 PM**

## PRESIDENT'S CHATTER

Summer's END

The calendar says that summer is nearly over. For some it may mean the end of the flying season. I prefer to think some of the best flying time is on its way. Fewer gnats and mosquitoes and the idea of donning a jacket instead of burning the skin is appealing as well. The colder the air gets the more dense it is creating more lift. SOOOO, let's get those planes out and exercise those motors. We have a couple more chances to get together; our ELECTRIC FLY and our FALL FLY-OUT. Looking forward to seeing you all of course practicing social distancing. There will be no food served at either event.

Jeff Slater

## VICE PRESIDENT

The auction of the Sig Somethin' Extra kit and Supertiger .40 glow is going well. As of 8/28 the high bid is \$140.00. You can bid on this plane on line by emailing Marcus Tellevik at [auctions@anoka-rc.com](mailto:auctions@anoka-rc.com). Online bidding will continue until 11:59 PM on September 16. On September 17 the meeting will be held at the field @ 6:00 PM (please note new location and time). At this time the auction will resume live and the winner will take home their new plane.

As mentioned in the previous paragraph the September meeting will be held @6:00 PM AT THE FIELD. Due to the pandemic we will be discussing alternatives to holding the meetings

indoors at the next meeting, online virtual meetings is a viable option.

I will not be at the September meeting as I will be house hunting in Pueblo Co. While there I am hoping to re-visit Sky Corral RC club to see how their fabric runway is holding up. They had last year installed the Geotextile fabric over their deteriorated asphalt runway, the first time anyone has attempted doing this. This is a huge cost savings over replacing our current runway.

Tony Hahn

## MEMBERSHIP NEWS

Membership in ACRC is currently at 91 members. This is 5 less than last year at this time and 16 less than 2018. Spread the word that we are looking for new members. Each year ACRC gets some new fliers. One of the ways that you can help the club is to become an instructor. If you are interested in becoming an instructor you can contact Bob Barton at [instruction@anoka-rc.com](mailto:instruction@anoka-rc.com).

THE NEXT MEETING WILL BE AT **THE FIELD** ON SEPTEMBER 17 AT **6:00 PM**. Don't forget the fun-fly on Saturday September 19.

Stan Zdon



## A Look Back

### SEPTEMBER 2002

18 YEARS AGO

Tom Wesley lamented that recovering a used quarter scale Chipmunk would require 7 rolls of Monokote.

Matt Campson blew the tail (or part of it) off of his Ace Seamaster and ended up nose down in the water.

Membership is up to 147 (129 in 2001)

An all-electric Fly-In was held on 9/7 with 21 pilots registered. However Mother Nature huffed and puffed causing many to say "Nah."

Ed Moorman of Evansville WY gave 6 helpful landing tips.

### SEPTEMBER 1992

28 YEARS AGO

The Board decided to make the September meeting a "Non-Meeting" event. No business was to be discussed but in it's place, a Fly-In Barbecue will be held regardless of the weather conditions.

Don Stauffer complained of the high price of modeling supplies: "I remember when dope was 10 cents a bottle".

Yep, and gasoline was 19 cents a gallon too.

The Board also decided not to continue the annual raffle as a club fund raiser due to lack of participation from members.

Dan Wennberg gave an in-depth report of the 1st Annual ACRC Float-Fly at Don McGillivray's lake home.

Tim Brockman put his birthday present of a Webra .29 engine to the test in a Scat Cat airframe. He was able to place 3rd at a SPRC Quickee 29 race event.

A LOOK BACK WITHIN A LOOK BACK

### SEPTEMBER 1982

38 YEARS AGO

ACRC member Tom Arendt has become an AMA Leader Member. He is also the newsletter editor.

The FCC approval of 80 new channels is expected next month with a phase in period of 5 years.

Tom Fischer won the monthly raffle of a Balsa USA Phaeton Bipe.

Tim Karash

## ACRC MINUTES

8 Members present.

Visitors - None

**President:** Jeff Slater started the meeting at 7:10.

**Vice President:**

No raffle tonight.

He Veep has found more members to mow.

**Membership report:**

90 members are signed up so far for 2020.

**Events:**

The ACRC Electric Fly is scheduled for Sept 12.

Fall Fly-Out is scheduled for October 3.

**Safety report:**

No flying issues.

Follow COVID-19 guidelines.

**Treasurer's Report:**

Income: \$0.00

Expenses: \$188.50

**Old Business:** None.

**New Business:**

Bob Moser was the most recent winner of the Crasher Trophy.

**Show and Tell:**

Jeff Slater showed his Mini Blue Fo.

Stan Zdon



## 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 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. 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.



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## CONTRIBUTORS THIS MONTH

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## ACRC SPONSORS

King Kong Hobbies  
Woodworking Plus  
Blackjacks Asphalt

## CALENDAR OF UPCOMING EVENTS

Saturday – September 12

- ACRC Electric Fly

Thursday – September 17

- ACRC Meeting-**At Field**

Saturday – September 19

- ACRC Fun Fly #5

Thursday – October 15

- ACRC Meeting-Riverwind

Saturday – October 17

- ACRC Fun Fly #6

Thursday – November 19

- ACRC Meeting-Riverwind

Thursday – December 17

- ACRC Meeting-Riverwind

Friday – January 1

- ACRC Freeze Fly