



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# *SERVO CHATTER*

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ANOKA COUNTY RADIO CONTROL CLUB, INC.

**AUGUST 2021**

***THE MEETING ON AUGUST 19 WILL BE AT THE FIELD!!!***

## **PRESIDENT'S CHATTER**

Here we are, August already. At the July meeting we welcomed our new VP Ryan Kontak. He will be taking care of our raffle prizes so if you have any great ideas please contact him. Tim Karash has volunteered to be our recording secretary. Thanks to both of you for stepping up. Stan is looking for someone to take care of the newsletter. I am hoping we can get a volunteer soon.

We also discussed the necessity for a field maintenance day. Stan sent out a reminder to the membership in hopes of having a great turn out. I am sad to say it was pretty dismal.

I really want to acknowledge those that did come out to help and I might add we did a bang-up job. The flying site has taken on a new look. We started before 8:00 and were packing up by 11:00

Tim Karash brought with him a great brush cutter and worked steadily to improve the south approach and widened the grass area to the south and east. He then took out his weed whip and tidied up around the flying stations. He also took the time to remove the accumulated garbage in the shelter. (Remember we should be taking our own garbage home with us) Thanks Tim.

Gary Titus did a great job of hanging in there with us to mulch and create mowable areas after brush cutting. Thanks Gary.

Dave Tinetti helped with clearing debris to the ditches so Gary could mow. Thanks Dave

Jeff Flander worked tirelessly raking brush cuttings, cutting the tree in the east ditch and shoveling off the road berm on the road to the

north. Then he took my weed whip and edged most of the runway and taxiways. Thanks Jeff.

Joe Boettcher brought shovels, rakes, and a chainsaw to take care of that tree. He then proceeded to shovel cut the crab grass off the east side of the runway and helped with the berm removal on the road to the north. Thanks Joe.

Brian Goodspeed came early and stayed until the end and helped with the runway clean-up and getting rid of the debris. Thanks Brian.

I brought shovels, rakes, and my string trimmer and although it paled in comparison to Tim's brush cutter I managed to clear one side of the south approach and the north ditch along with cutting the north berm before we flattened it.

That was our entire turn out. I was hopeful with our current membership count there would have been more help. Again I think we did a job worth a pat on the back.

I hope to see you all flying and at our next meeting at the field.

## **JULY FUN-FLY**

Another top ten day for a fun-fly. We had 9 sign up to fly. Unfortunately Jeff Smith didn't make it through his test flight. So we were eight.

Event 1) Take off, land full stop, taxi 180 degrees around a cone then take off and land to full stop. Both landings had to be on the runway.

Event 2) Take off, stall turn, touch-n-go; repeat five times. Time stops on last touch.

Event 3) Take off, 15 second climb, dead stick one loop, and a 360 degree turn then spot land

*Continued on Next Page*

Everyone watched Tyler doing stall turns 20 feet or less off the ground and failing to complete a loop dead stick with his foamy triplane.

There were a few landing gear lost but no serious accidents so everyone had a good time.

Jeff Flander not only took first but also won the drawing for \$50.00

Marc Tellevik 2<sup>nd</sup>      Tyler Grzesiak 3<sup>rd</sup>

Joe Boettcher 4<sup>th</sup>      Jeff Slater 5<sup>th</sup>

Gary Smith, Keith Moldenhauer, and Dale Anderson tied for 6<sup>th</sup>

Jeff Slater

## A LOOK BACK

### AUGUST 2003

18 YEARS AGO

Construction of pavilion walls and a helicopter hover practice pad were discussed in detail.

The Fun Scale contest had 10 participants with Mike Dorff taking home the gold.

A Float Fly was held a Sam Huston's cabin on Coon Lake. Great turnout.

Non ACRC events were held at St Croix R/C club (pattern) and an IMAC contest will be held at St Paul R/C

Propeller vs. arm accident was reported at the St Paul field.

This is a reminder to us all to be safe around spinning propellers, and know where the closest medical facilities are located.

### AUGUST 1993

28 YEARS AGO

Upcoming events of Fun Scale Contest and Bob Svare's Small glow and Electric Fun-Fly are on the August calendar.

John Jensen gave a review of an ACE Puddle Master seaplane for both construction and flying.

Tim Brockman apologized for the late newsletter as he suffered a case of Brain Fade.

Tim Karash

## ACRC MINUTES

12 Members present

Guests: Lee Melander, Ed Kalow, Joe & Roberta Boettcher, Dave Tinetti

### Membership Report:

80 current members

### Treasurer's Report:

Income: \$376.00

Expenses: \$176.00

### Events:

See Old Business

### Training Update:

5 students currently in training. Some minor repairs on trainer planes are needed.

**Safety Officer Report:** 2 people passed out flying this year:

One was a diabetic emergency, the other was dehydration.

These are a reminder to stay hydrated in the hot weather.

### Old Business:

An all electric Fly-In is scheduled for September, in combination with MARCEE. Jeff Slater promises lots of prizes and food will be made available. A combat event is also scheduled.

Saturday Fun-Flies to continue the \$50 prize drawing for participants.

### New Business:

Blackjack Sealcoating received a good online review from an ACRC member. Blackjack has made several donations to the club.

It is strongly recommended that all members take the AMA's "TRUST" test.

Trucks have damaged the north taxiway. Jeff Slater is working with Bobby Hoffman to repair.

A field work day is scheduled for July 31 at 8:00.

### Show and Tell:

Tim Karash brought the beginnings of what is called a "Vanessa Balancing Rig". It suspends the plane in a rope harness and indicates the CG via plumb bob. A completed version will be demonstrated at a meeting.

Tim Karash

## MEMBERSHIP NEWS

### THE JULY MEETING IS AT THE FIELD.

**HOSPITAL REMINDER** - The closest hospital is Fairview in Wyoming, just north of Forest Lake. Go east on Hwy 22 to Hwy 61, which is just a ways beyond Hwy 35, and south on Hwy 61 to the hospital. The hospital is on the right side of 61 as you are going south. **FLY SAFELY!!!!!!!**

If you have to call 911 the GPS coordinates of the field are

Hwy 65 and 197th 45.3269 -93.2361

ACRC shelter 45.3287 -93.2309

**FIELD CLEAN UP REMINDER** - ACRC does not have a garbage service that comes to the field. The barrels at the field are used mainly for events. If you have pop cans or water bottles or other trash please take it home with you.

The only events still to occur this year, other than Fun-Flies, are the ACRC Electric Fly on September 11 and the Fall Fly-Out in October.

The next meeting will be at the field on August 19 at 7:00 PM. This is the last meeting at the field for 2021. **THE SEPTEMBER MEETING WILL BE AT RIVERWIND.** There will be a fun-fly on Saturday August 21.

Stan Zdon



## PILOT QUIZ

1. T or F An airplane is climbing at 200 feet per minute flying directly into the wind. With the same power and trim settings it would also be climbing at 200 feet per minute directly downwind.
2. T or F Assuming the same power and trim settings, an airplane has a higher angle of climb, as measured with the ground, flying into the wind compared to flying downwind.
3. T or F The wing on a nose heavy airplane has to generate more lift for level flight than if the plane was properly balanced, even if the weight of the plane is the same in both instances.
4. T or F Assuming level flight and the same bank angle, a plane flying at 120 mph will take twice as long to make a 360° turn as a plane flying at 60 mph.
5. T or F If a plane has a groundspeed of 50 mph into the wind and a groundspeed of 100 mph downwind with the same wind, its airspeed is 75 mph.
6. T or F Your Cub is flying at a true airspeed of 75 mph. If you fly 100 miles into a 25 mph wind and then return the 100 miles in the same wind, your average speed will be less than 75 mph.
7. T or F If you fly with a 90 degree crosswind your average groundspeed between two points will be less than if there is no wind.
8. T or F If you were flying above a smooth cloud layer and there were no gusts or turbulence, you would not be able tell the difference between an upwind turn and a downwind turn.
9. T or F The prop that gives the most static thrust, as measured with a scale, will usually not produce the highest airspeed.
10. T or F Once the wheels have left the ground, a steady crosswind will not lift a wing or flip a plane over.

ANSWERS - All True

# LIPO BATTERY INFO

*From a Hobby King Blog*

When it comes to storing your LiPo batteries, there are two aspects you need to be mindful of: the chemical aspect, and the physical aspect. Both are equally important and if either one is neglected or downplayed, your LiPos may get damaged and potentially put you in harm's way. In this blog, we will go through everything you need to know about storing LiPos that will not only keep you safe; but also prolong your battery's cycle life.

## Chemical Parameters

Unlike NiMH (Nickel–Metal Hydride) batteries, where you can indefinitely store them fully charged or fully discharged, LiPos require a very peculiar storage parameter. If you store a LiPo fully charged, this will exponentially increase the rate of a natural phenomenon known as “electrolyte decomposition”. Electrolyte decomposition will ultimately cause your LiPos to puff up, as well as rapidly increase the internal resistance (IR) of your battery. An excessively swollen LiPo poses the risk of an inner foil rupture which can lead to a fire or an explosion; while an increased IR will render your LiPo highly inefficient and cut into your run-times and overall cycle life. On the other hand, if you store your LiPos undercharged, the internal makeup - anode (negative terminal) and liquid electrolyte - can get irreversibly damaged and your LiPo may never charge again. For optimum results, you should always store your LiPos at 3.8V per cell. Using a modern LiPo charger such as the **Turnigy Reaktor D6 Pro**, balance charge or discharge your battery to the correct voltage – and make sure that each cell is as balanced as possible. As a rule of thumb, you should never leave your LiPos fully charged for more than 24 hours. If you know are not going to use your LiPos anytime soon, make it a habit to put them into storage mode.

## Physical Parameters

You may think, “*What the heck, it's just a silly battery, shove it in a drawer and it's good to go*” - nothing could be further from the truth. In fact, most LiPo problems stem from improper storage

and the physical aspect is regarded by some as even more crucial. First and foremost, you should always store your LiPos in a **Fire Retardant LiPo Bag**. Even when your LiPos are not in use, a chemical reaction is still taking place. External factors such as the amount of direct sunlight, temperature fluctuations, and the level of humidity can have adverse impacts on your LiPos. Hence, the simple habit of keeping them inside a LiPo Safe Bag will ensure that if anything does happen, you and the others around you are safe.

Next, you need to find a place to actually place your LiPos. Generally speaking, any shaded area that is at room temperature – 40 - 70°F (4 - 21° C) – is considered best practice. If you store your LiPos in a hot environment, this will ultimately cut into its cycle life. On the other hand, if you store it in an overly cold environment, you will need to slowly bring it back to room temperature for it to function at maximum capacity. And the emphasis here is “slowly” because a sudden increase in temperature will cause condensation in your battery - and lithium does not react well with water.

## Taking Your LiPos Out Of Storage

If you only stored your LiPos for a short period, then you can safely charge them up and run to the fields with no problems. However, if your LiPos have been in storage for more than six months, you should always check the Voltage (V) and Internal Resistance (IR) before charging. For regular LiPos, the voltage of each cell should not be below 3V while the IR should not exceed the original value by over 80-90%. If you want to learn more about if your LiPos are safe for use or not, read our blog **3 STEPS TO DETERMINE IF YOUR LIPOS ARE SAFE**.

## In Conclusion...

If you will not be using your LiPos for more than 24 hours, then put them into storage. Charge or discharge them to 3.8V per cell, securely place them into a LiPo Safe Bag, and find a shaded area that is at room temperature. Remember, if you treat your LiPos well, they will treat you even better. When properly maintained, **HobbyKing LiPos** can typically last you up to 2-3 years.



# SERVO CHATTER

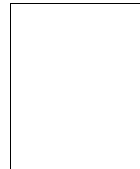
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## ACRC SPONSORS

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## CALENDAR OF UPCOMING EVENTS

Thursday – August 19

- ACRC Meeting-at the Field

Saturday – August 21

- ACRC Fun Fly #5

Saturday – September 11

- ACRC Electric Fly

Thursday – September 16

- ACRC Meeting-Riverwind

Saturday – September 18

- ACRC Fun Fly #6

