



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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ANOKA COUNTY RADIO CONTROL CLUB, INC.

JANUARY 2022

THE JANUARY 20 MEETING WILL BE AT THE CIVIC CENTER

PRESIDENT'S CHATTER

FREEZE-FLY 2022

I did anticipate a small turn out due to the chill in the air. I met Jim Svare for breakfast then proceeded to the field about 9:30. I got my flight on the Cap 232. The transmitter glove kept the fingers warm but the sharpness of the wind was biting the cheeks so 10 minutes was enough. Then I waited until about 10:15 when I decided everyone was smarter than me and stayed home by the fireplace.

I hope everyone is enjoying the new year.

Jeff Slater



MEMBERSHIP NEWS

SEASONS GREETINGS AND HAPPY NEW YEAR!!

THE NEXT MEETING WILL BE AT THE **COON RAPIDS CIVIC CENTER** ON January 20 AT 7:00 PM. The Coon Rapids Civic Center is about 2 miles east of Riverwind, about a mile beyond Hansen Blvd, on the north side of the road. It is a large building and we will be entering at the far south door. If you have a GPS the address is 11155 Robinson Dr, Coon Rapids, MN 55433

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 my new plane instead.

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.

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Anoka County R/C, St. Paul R/C and the other clubs in the area are working on their 2022 calendars. A complete listing of 2022 events and their dates will be published in future newsletters.

TCRC ANNUAL AUCTION - The TCRC auction will be on Saturday, February 5, at Cross Point Church on 98th and Bloomington. Registration starts at 7:00AM and the auction starts at 9:00AM. Go to the TCRC website for more information:

http://www.tcrconline.com/pages/auction_seller_registration.htm

The January meeting will be on the 20th at the Coon Rapids Civic Center. See maps attached to the email for directions.

Stan Zdon

FROM THE VEEP

Welcome to the new year! I hope everyone had a good holiday season and are now ready to get back to more normal activities, like building model airplanes. I imagine the president's column will include a recap of the Freeze Fly. I was unfortunately unable to attend, although I must say that whomever among you that made it out to the field that day might have a tenacious streak. Those windchills are not for the faint of heart. The freeze fly is usually one of my favorite events as I enjoy seeing the planes glide along the snow before they lift off. I have in mind to get one of my planes on skis someday, but that someday keeps getting pushed out. Perhaps one of these days I will stop making excuses and make time to pursue my building projects. If any of you feel like you're in the same boat I've found that making small goals to achieve at a given time will improve your chance of heading down to the shop to accomplish the tasks.

Tonight, I came home to find that my new electric motor had arrived for the Sweet n Low Stik that I am working on. My next task is to design a motor mount that will position the motor where the 2-stroke glow engine usually resided. I have a friend who 3D prints with carbon fiber infused nylon, which has worked well on another motor mount I designed. In fact, that mount survived a nose down

in the mud crash, even though the plane needed significant repairs. Back to the Stik, I am planning on making some design changes with the model. Hopefully nobody finds it blasphemous for me to say that I am not really a fan of the rounded vertical stabilizer and rudder on the Ugly Stiks. My intent is to make it more like the modern Ultra Stik tail feathers. I also found some inspiration online to make a cabin on top of the fuselage, rather than the two windshields shown in the plans. I'm hoping the effect results in an interesting civilian looking airplane while still knowing that underneath is a classic Stik.

Part of my conundrum is knowing how the craft will balance with all the additions and conversion to electric. Once I get the motor mounted, I plan to use a Vanessa Rig (like the one Tim introduced us to this past summer) to mock it up and see where I need to add/remove weight. For example, if it ends up tail heavy, I will rebuild the feathers using 1/4" square sticks rather than the solid sheet that is in the design. My point in sharing this is to say that if you have any inspiration to make changes to a model, don't be afraid to go after it and do the extra work to make sure you end up with a flyable plane. This includes those who fly ARF's, which stand as a ready canvas for your ingenuity.

As usual I look forward to seeing you at the club meeting. I don't have quite as many airplane models to give away in the raffle as when I started, but I'll come up with something worth throwing a few tickets at. We did receive another donation for the raffle: Dwayne offered a Great Planes Tori, which is a 2-meter electric sailplane. I think we will plan to put together a limited ticket raffle this spring for the brand-new-in-box model. Something to look forward to.

Ryan Kontak



A LOOK BACK

JANUARY 2004

18 YEARS AGO

ACRC is taking a proactive approach to aircraft noise reduction. All aircraft with internal combustion engines (ICE) are required to have mufflers when flown at our field. Changes to propellers and motor mounts are helpful in noise abatement.

Several contributors talked of the January Freeze-Fly, but no one mentioned the number of numb participants.

Brian Dorff explained the differences between the levels of pattern classes, and encouraged all to give it a try.

JANUARY 1994

28 YEARS AGO

New president Dennis Fenton thanked the many members who made the transition of the ACRC field from a grass runway, to paved facility. Moving of the pavilion, ground preparations, and roll out of the sod took an incredible amount of time and forethought.

Bud Durant put together a chart of propeller diameter vs. RPM at which the tip speed becomes an issue at 560 ft/sec. A 2nd chart shows the RPM at which the tips go supersonic at 1100 ft/sec.

Al Johnson came home from the hospital and is doing well at this time.

Bob Svare brought a Dave Brown brand of flight simulator for Show and tell. If memory serves me right, it was a "Wire Frame" image. How far we have come...

Tim Karash



ACRC MINUTES

Members present: 6 plus board

Board members present:

Jeff Slater, Stan Zdon, Ryan Kontak, Marc Tellevik, Bob, Barton, Bret Ohnstad, Tim Karash

Membership Report:

25 Renewed members to date.

Treasurer's Report:

Income: \$180.00

Expenses: \$2076.00

Safety Officer Report:

No issues due to reduced activities.

Training program:

Joe Van Norman to lead the program.

3 Instructors are in place so far. More will be added.

Events:

ACRC Annual Freeze-Fly on January 1st

TCRC 45th Annual Auction will be held on February 5th

CrossPoint Church, 9801 France Ave S. Bloomington

Old Business:

Old picnic tables and old run up stands have been removed. Some lumber was salvaged. 3 picnic tables and 4 run-up stands remain.

Jeff Slater will build an additional assembly stand for pit area.

New Business:

Tim Karash proposed a "Cheap As Possible" contest. The winner would be the person with the lowest cost investment and who meets the following rules. Initial rules suggested were:

Standardized power & servo package that is readily available

Receipts for all purchases & mileages must be retained.

More details to follow in the next newsletter.

Show and Tell:

Virgil Okeson brought a Herr Engineering Corsair that he has converted to radio control. Virgil

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reinforced the wing spars and added a plywood firewall to hold the E-Flite 250 motor. Virgil also spent considerable time engineering a working rudder, but may be locked in place and the servo removed.

Ryan Kontak tried laminating skis Following Jeff Slater’s demonstration last month. His first attempts were not so good. Ryan will try again.

Ryan is also rebuilding grampa’s plane: A Sweet and Low design that was an offshoot of the Stick series. He has removed covering to repair minor issues and is preparing it for final assembly.

Jeff Slater brought foam sheets with drawing of the combat foam planes on them. He has found that a box cutter set to the proper depth works very quickly to cut hinging for the wiggly bits. Jeff also showed tools he has made for bend and fold foam board construction.

Raffle:

- | | |
|--------------------------|----------------|
| Big Sky gift certificate | Virgil Okeson |
| Hot R/C voltage alarm | Duane Orson |
| Torx Allen wrench set | Jeff Slater |
| SIG Rascal ARF | Kevin Haugaard |
| 6 Inch rule | Jim Van Norman |
| Ammo can | Bob Barton |
| Pocket screwdriver | Mystery Winner |

Tim Karash

CHEAP AZZ CONTEST

I have grown weary from the stories of how cheaply a somewhat “flyable” airplane has been built. Everything from salvaged pizza boxes, broken household appliance motors, and enough tape to increase 3M’s share value, have been stuck together and thrown in the air. Some successful, others not so much.

What I’m proposing is to put your money, or rather, lack of money where your mouth is. The person who meets the rules and completes the flight requirements, with the lowest cost investment, will be declared the winner.

Initial rules suggested were:

Standardized power & servo package that is readily available online. A flat amount will be assessed to each participant for this purchase, so everyone has an equal starting point. If however, you spend more than the flat amount to obtain a higher capacity battery or motor, the difference will be added on to your total investment.

Receipts for all purchases & mileages must be retained. Google maps will be used to calculate mileage to and from at 55 cents per mile. 3D printed parts require the receipt for the spool of filament. The same applies to tape used: the entire roll cost is added.

“Bundle” deals to obtain free shipping will not be allowed, such as adding a package of hardware to the cost for the purchase of 3 BelchFire battery packs (not used for this plane) qualifies you for free shipping from an online supplier.

No “Raiding” of personal parts stash to build. All components used must have a current year dated receipt. If you saved a receipt from 1957 for a clevis, that doesn’t count. At this point, the only exception I am considering would be hardware such as machine or wood screws.

If receipt for a component is not available, full retail value plus shipping, will be assessed to the participant’s total cost from a supplier such as Dubro or Sullivan. No discount houses.

At least one successful flight must be performed with an intended landing. Crashes don’t count.

In an effort to prevent ultra fragile aircraft, a monetary reduction (TBD) to the pilot’s total investment will be given for each successful maneuver performed. However, consecutive identical maneuvers will be counted as only as one.

Example: three consecutive rolls count as one maneuver. A roll, followed by a loop, followed by a roll, would be 3 maneuvers. This is to encourage an overall maneuverable and structurally sound aircraft, rather than a “One Trick Pony”

Is this overly complicated? Probably, but that makes interesting interpretations of the rules.

Tim Karash

SERVO CHATTER

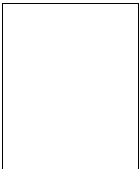
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ACRC SPONSORS

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Woodworking Plus
Blackjacks Asphalt
Rivard Companies

CALENDAR OF UPCOMING EVENTS

Thursday – January 20

- ACRC Meeting-Civic Center

Thursday – February 17

- ACRC Meeting-Civic Center

Thursday – March 17

- ACRC Meeting-Civic Center

Thursday – April 21

- ACRC Meeting-Civic Center

Thursday – May 19

- ACRC Meeting-Civic Center

