



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

OCTOBER 2013

THE MEETING WILL BE THURSDAY, OCTOBER 17, AT RIVERWIND!!

PRESIDENT'S CHATTER

Wow, what a great turn out for the fly out. Some of us were having some doubts but man, what a great turn out. It was nice to see some wives with you mad fliers. I would like to send a special thanks to all of you that helped out, THANK YOU VERY MUCH! What gets me it was a bad day for flying and we can't get any one to show up on a good day, weird. Also a great big thanks to Troy Grise and wife, for getting the pig lined up. The board has opted for a gift of thanks to our one and only Mrs. Amy (Speedy) Thiede. Without this hard working woman's help we all would be screwed. That was the last event for the year. Now it is nomination time for the board. If you would like to help be involved in running this outfit by all means put your hat in the ring. Just because it is nominations doesn't mean you have to be afraid to show up. If you have someone in mind, nominate them instead. Being on the board is not hard. Just more or less communication and some help with events or other members at the field. Feel good about your club and lend a hand. We have one fun fly left then the hmm, the Freeze Fly. That is it for this month. Thanks to all members for a great year.

Andy Thunstrom

MEMBERSHIP NEWS

At the membership meeting in October ACRC will be taking nominations for board members for 2014/2015. Four positions will have to be filled. The two-year terms of Phil Vaughn, John Sager,

Andy Thunstrom, and Joe Parent (Stan Zdon) are ending. Start thinking of who would be a good board member and come to the October meeting and nominate them. If you check with them first to see if they will accept the nomination it will make the process proceed more smoothly. 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) The election is in November and the new board takes over in December.

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. There are 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).

The turnout at the Fall Fly Out was great, even with the rainy weather. There were 60 to 70 people present, both members and visitors. I was able to get five flights on my J-3 Cub and went home with the same number of pieces that I arrived with. All in all, a good day.

Weather permitting; the last fun-fly for 2013 will be on Saturday, October 19.

THE NEXT MEETING WILL BE AT RIVERWIND ON OCTOBER 17 AT 7:00 PM.

Stan Zdon

ACRC Forum - <http://anoka-rc.com/forum>

ACRC TRAINING

Wednesday evening training will continue through October 23rd weather and daylight permitting. After the 23rd, training can be obtained on an appointment basis with an instructor. I personally do not fly during the winter months and don't think it's a productive time of year for training. The best bet would be to hit the simulator. The last couple of Wednesday evenings have been a little less busy. I think the shorter days and the fact that many have soloed are the culprit.

The club airplanes have provided many hours of training this season. Many new pilots flew them while they finished their own airplanes, had mechanical trouble or a mishap which required repair. ACRC has two electric Super Cubs and one Tower Hobbies .40 size Nitro Trainer. The Tower Nitro Trainer has burned 4 gallons of fuel this year!! Next year we are adding a 2nd Tower Hobbies Trainer to the flight line. The new airplane is replacing our old beat up Goldberg Tiger 2 airplane. The engine and radio gear from the Tiger will be going into the new trainer.

TRAINING TIPS

This month I will cover forward slips which one of two types of slips. The forward slip is a skill that is used as an effective way to lose excess altitude in a hurry. Whether you simply find yourself too high on an approach, or maybe your dead stick and you know you will overfly the runway, a forward slip might be your best solution. Simply stated, a forward slip is a maneuver allowing the aircraft to lose the most altitude in the shortest amount of time without gaining excessive airspeed. Before flaps were typically found on aircraft, forward slips were treated as a flap substitute, and they were a much more commonly used tool during normal approaches. When you're ready to start down, reduce power to idle. Then roll aileron toward the upwind side to maintain the desired ground track as you apply and hold full opposite (downwind) rudder. Higher airspeed during a forward slip increases rudder effectiveness so maintaining a higher airspeed will also require greater aileron deflection. The result will be

increased total drag. This all translates to a higher rate of descent and therefore a more effective forward slip maneuver. Remember, the greater the bank angle you can sustain during a forward slip, the more drag you are creating, which increases forward slip effectiveness. I suggest you start with less than full rudder deflection and less descent angle until you get the hang of it. Be sure to smoothly neutralize the controls when exiting the slip and don't get too slow. All of my airplanes handle a little different while doing slips.

RECENT SOLOS

Congratulations the following new pilots from the ACRC instructors.

Bob Barton
Vishal Birkebak
Chris Skjolsvik

Scott Oleson

ACRC EVENTS

Hey guys, I picked up the task of event coordinator from Chris Elliot earlier this summer as he took a position with a company that required him to travel for extended periods. This being said, I would like to thank you all for giving me the opportunity!

Last month's fun fly was exactly that... FUN!! I like that we are creating some new events combined with some old favorites. There has been some true competitiveness amongst us and it's been great! I encourage everyone to come to these events because we welcome you no matter what your skills are or what you're flying. So come join us, you'll be happy you did!

This year's fly out, although having a soggy start, actually went very well. We had a turn out of a few more than 60 and many pilots who braved the occasional drizzle. I want to extend a very large thank you to all those who stepped up to providing great beans, cole slaw, potato salad, wild rice and so many fantastic deserts; and hats off to Troy for working all night to make our hog turn out so well! I look forward to next year and finding ways to make it even better for all! Again thank you!

Continued on Next Page

Few quick notes: We have one more Fun Fly on the schedule for October 19 so be prepared for that! We have a field clean up day as well although we have not schedule it yet, and then of course there is the Freeze Fly!

Chris Cone

ACRC SAFETY

Addressing Safety Concerns:

It is not every day that we come across safety concerns. When you are surrounded by a group of experienced pilots, practicing safety among the group should be second nature. Newer pilots should be flying under a watchful eye and are expecting to be given tips along the way that everyone and everything safe and make the RC experience that much more enjoyable.

Once in a while however you might have a pilot in your club that may be practicing dangerous habits. Maybe it is due to the pilot who is overconfident in their abilities or just forgets that there are other pilots around, maybe it is due to some one that has forgotten safe habits or may have gotten lazy in their behavior. Maybe it is just someone who was never given correct guidance. How do you approach this person and help to offer correction without causing conflict?

My day job is that of a correction officer, I deal with difficult people all day long and I find myself well practiced at correcting bad behaviors. A common misconception about performing that particular duty is that the typical corrections officer can just bark out orders and the inmate will have to do exactly as they are told. Granted, having a uniform and badge does help persuade compliance, using this forceful manner can lead to increased conflict and tension and will generally not have the desired outcome. Opposite that, not being forceful enough will also tend to be ineffectual. I have found that there is a balance between the two extremes and that there are several techniques that will work better at guiding someone's behaviors to gain a safer environment.

Identify the safety issue. Most clubs have a set of safety guidelines that are based on recommendations by the AMA. If you can identify the safety violation from the safety rules or by-laws of the club it makes correcting the behavior much more easy to address and correct. Not having a written set of rules should not prevent someone from addressing a safety concern, not every scenario can be predicted or account for in advance. It is doubtful that any club has a rule about running with scissors, but should it occur, you can bet that someone somewhere has had to address this issue be it in the club rules or not. Referencing the safety rules may also help you to determine if a rule is in fact being broken or if the club rules or by-laws need to be updated.

Identify the person. What you know about the person is going to determine how you approach them with your concern. Even if you know the person, you must keep in mind that you are about to confront someone to tell them they are wrong. No one likes being told that they are wrong. Doing so can make someone feel small or stupid and can elicit an emotional reaction. How you approach them can have a huge impact on your success or failure.

Advise with permission. Rather than yelling at the person from across the field (with a few exceptions) it is better to start by stating something as simple as "I noticed something that could eventually be bad, you got a moment?" It shows that you are giving that person respect and not taking action to belittle someone in front of their peers.

Get to the point. Be polite and concise with your advice but keep in mind that there is no need to drag out your point. You have received their permission to advise, so do it. You might find out that they already know what they did wrong and that your simple reminder is all that is needed. Hemming and hawing over the subject may be viewed as uncertainty on your part. Brevity in your advice will also make it seem more like advice and less like giving a lecture.

Continued on Next Page

Set them up for success. If you can get someone to figure out why their actions might be unsafe it lets them take ownership for their own behavior and will help to prevent recidivism without the complete embarrassment of having to be told.

Nothings working? This is the time to walk away. Remember that it is not a battle to be won but rather it is a chance to promote safety. The person that you just tried to influence may not initially feel that way but your actions alone may cause them to change a bad behavior or action. If they still continue to practice an unsafe operation, you can always leave to come back to fly another day. Make sure that you contact your clubs safety officer or at least your clubs board to let them know what happened either way. You might not be the only person who has had problems with a certain individual. This also lets the club as a group take action and it is not an individual action. This is a sign of a positive and safe club.

It is almost never easy to confront a peer about something they may be doing wrong. As difficult and uncomfortable as it may be to do, the safety that you promote should out weigh the temporary moment of discomfort. If however you would like a little practice, I'll see what I can do about getting you to work with me at the jail for a couple days.

Brett Ohnstad

ACRC MINUTES

President: Andy asked the membership for help at the Fall Fly-Out. Troy will be our pit master for the pig this year the club will do a signup sheet for sides and deserts. A signup sheet will be on the forums. We will need plates, sides, desserts etc and we are planning for 100.

Safety: Brett talked some more about safety for electric planes. Please review his newsletter for last month. He talked about how to restrain electric airplanes and what arming means. He will propose new rules in the future that we could add to the club rules. This would be brought up for a vote before they would go into effect.

There was a long debate about airplane runups. As

a general rule please be courteous to other flyers, particularly if you are pitting behind the flight stations.

Membership: Stan Reported Membership is at 116

Vice President: Talked about the raffle prizes, nice job John.

Training: The club is down to one club trainer that has over three gallons of fuel run through it. We are in need of another trainer, which was approved by the board. Training is winding down for the year. Scott reported that some of the new trainers available now are not compatible with standard radios. He finished by saying "Lots of good training happening. 16 trainees and 8 have soloed." Bob Barton is the latest person to solo.

Old Business:

Recap of the noisy plane issue that happened at 3DRC. As a result, 3DRC had has a temporary shutdown. Just be aware of your plane's noise.



Show and tell:

Dave Willemsen: Showed a Quad copter, made from yardsticks and foam, all of the parts are from HK. The quad weighs in at 1170 grams. Dave had it well lit with lots of lights. It utilizes a KK2 board for control which is self-leveling. Moving the stick forward moves the quad forward, right stick moves the quad right, etc. Total investment was about 85 dollars.

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Nominations for new board members are next month. Two year terms end this year for Andy Thunstrom, Phil Vaughn, John Sager, and Stan Zdon. Elections will be held in November.

Raffle Results:

Steaks	Bob Nagel
Pork chops	Bob Nagel
HS-5645	Scott Oleson
HS-5645	Andy Noll
Microfasters	Marc Davis
BNF Mini Vapor	Andy Thunstrom
#11 X-acto	Tim Karash
#11 X-acto	Virgil Okeson
Hot Shots 2 glow starter	Bob Gallagher
Great Planes Bar Sander	Tom LaRose
Zip ties	Gary Titus
\$25 Tower gift certificate	Scott Oleson
\$25 Tower gift certificate	Marc Davis

Marc Davis

Airplanes for Flying in Windy Weather

by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level,

therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a SIG Seniorita with the SIG Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing

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loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Kougar (.40)/Kobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

Middle Point RC Flyers, Murfreesboro, Tennessee

SEPTEMBER FUN FLY RESULTS

The 1st event was a 15 second climb of at least 45 degrees followed by 3 loops, three rolls and 3 circles, time stops when the plane touches the runway. Fastest time by Paul Rono was a blistering 41 seconds including the 15 second climb time.

The 2nd event was 5 spot touch and goes, 25 points awarded for landing in a square on the runway. Flyer must break both ends of the runway; fastest time breaks a tie in points. Dan Thiede took first hitting 4 out of 5 attempts. We won't say that we gave Dan two attempts as he

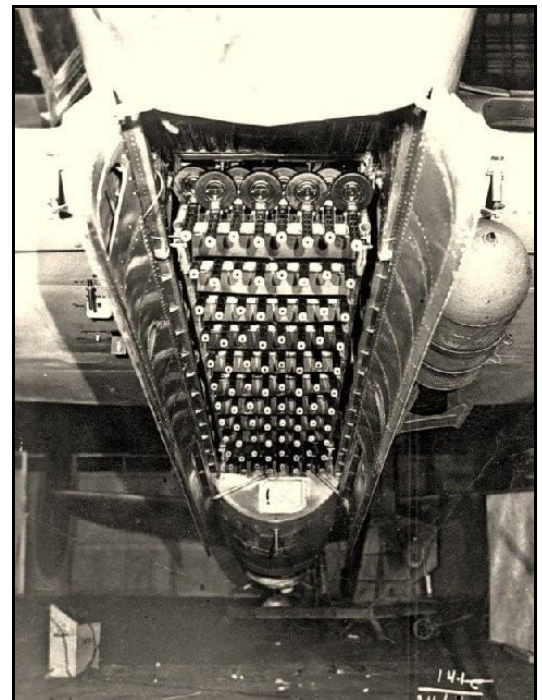
didn't realize the event was also timed and decided to do a trim fight during the event.

For the 3rd event the flyer took off, performed a loop-roll combination, then reversed flight directions and performed a second loop-roll, then reversed flight direction again and performed a last loop-roll followed by landing. Fasted time was the speed demon himself Paul Rono with a record breaking time of 23 seconds. Ouch!

Marc Davis

Name	1st	2nd	3rd	Ttl	Plc	Pnts
Dan Thiede	3	1	3	7	1	25
Paul Rono	1	7	1	9	2	24
Jeff Flander	2	3	5	10	3	23
Marc Davis	2	9	2	13	4	22
Andy Thunstrom	10	4	2	16	5	21
Kris Westerbur	8	6	4	18	6	20
Mark Tellevik	6	5	9	20	7	19
Dale Anderson	9	2	10	21	8	18
Chris Cone	5	10	6	21	8	18
Stan Zdon	7	8	7	22	9	17
Phil Vaughn	4	10	8	22	9	17

Name	April	May	June	July	Aug	Sep	Total	Place
Dan Thiede	25	25	23	25	24	25	147	1
Jeff Flander	19	24	25	23	25	23	139	2
Marc Davis	25	20	23	22	23	22	135	3
Stan Zdon	20	23	21	21	19	17	121	4
Mark Tellevik	22	18	22	20	20	19	121	4
Chris Cone	18	22	22	19	20	18	119	5
Bob Moser	23	25	24	24	18	0	114	6
Dale Anderson	22	18	19	18	16	18	111	7
Andy Thunstrom	24	21	18	0	22	21	106	8
Paul Rono	21	0	20	0	0	24	65	9
Kris Westerbur	21	0	0	0	21	20	62	10
Chris Elliot	17	0	17	21	0	0	55	11
Christian Cone	0	19	23	0	0	0	42	12
John Sager	0	0	0	20	17	0	37	13
Kevin Barko	0	0	0	24	0	0	24	14
Dan Codner	0	0	0	19	0	0	19	15
Bob Nagle	0	0	0	17	0	0	17	16
Bud Durant	16	0	0	0	0	0	16	17



Tupelov TU-2SH with 88 sub-machine guns firing forward.
Editor's Note - Enlarge the page to see them better

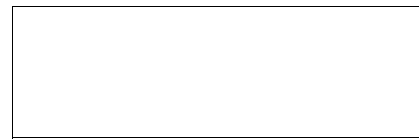
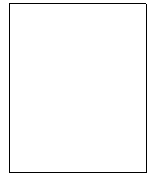
2013 ACRC FLY-OUT PICTURES

PHOTOS BY BILL GAUSMAN



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Abraham Technical
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Cambridge State Bank
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*Deadline for the
next newsletter is:
November 1, 2013*

CALENDAR OF UPCOMING EVENTS

Thursday – October 17

- ACRC Meeting

Saturday – October 19

- ACRC Fun Fly

Thursday – November 21

- ACRC Meeting

Thursday – December 19

- ACRC Meeting

