



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

OCTOBER 2014

***THE MEETING WILL BE THURSDAY, OCTOBER 16, AT RIVERWIND!!***

## PRESIDENT'S CHATTER

We made it through the season with a wonderful fly out. What a great time! There was a pretty good crowd, with lots of flying. Thanks to all that helped to put on a great event. It is always a great time with great food.

From the emails everyone has been receiving you can see it has been a crazy late season. A couple projects were done to improve the comfort level at the field. The edges of the runway have been filled and feathered out to save those props and landing gear. Runway repair was done to help out our most prized possession; the runway. So come spring we should be looking pretty good and we spent some of the money that people were wondering about. Enjoy.

We also have nominations this month and elections next month. If you are looking to help out in the direction the club is going by all means come the meeting and we can get you nominated for a position on the board. Don't be afraid, we don't bite. All board meetings are done after the regular meetings, so there are no other meetings to attend other than the regular meeting.

That's it for the month - Happy Building.

Andy Thunstrom

## FROM THE VEEP

It is time to start thinking about storing our airplanes. One thing to look after is the motor. It's recommended that all fuel be run out and then

the motor should be lubed with after run oil. Oils that could be used are Marvels Mystery oil, tranny fluid or Hobbico after run oil. When this is complete cap the exhaust, fuel intake and air intake and place the motor in a zip lock bag. There is no need to disassemble your motor unless there is a problem.

Don't forget to care for your receiver batteries. That said we come to LiPo battery storage. The worst thing you can do is store a LiPo either fully charged (4.2 volt per cell) or discharged (2.7 volt per cell). All batteries discharge while sitting on the shelf. When a LiPo self discharges while in storage the polymer destabilizes. A fully charged LiPo battery will discharge at a rate of 2% per month. This results in a degraded battery. It won't deliver current smoothly over its discharge when used. A LiPo battery is shipped from the manufacturer with a charge state of between 3.8 and 3.9 volts per cell. A battery in this state will self discharge at about 1% per month. The manufacturer wants the battery to be in a very usable state when you purchase it. Who knows how long that battery sat on the shelf, or in shipment before you got it? 3.8 volts to 3.9 volts per cell is the most stable storage state possible. How long is long-term storage? Good question; it could be 4-5 even 6 months, it could also be a week or shorter. So it is a good idea to store your LiPos at 3.8 to 3.9 volts per cell, even during the flying season. You can discharge your batteries by running them in the airplane to ESC cutoff, if so equipped, and then charge them to minimum of, let us say, 3.85 volt per cell. If your charger is equipped with a storage setting then use that. If it

*Continued on Next Page*

has a discharge setting than set it to discharge to the 3.85-volt setting. Remember most chargers that have a discharge setting can only do about .5 amps so it will take some time to discharge a fully charged battery. Remember to use a safe container for charging, discharging and storage.

That's it for now.

Virgil Okeson

## ACRC TRAINING

I have a little good news and a little bad news to report this month. I'll start with the bad news first so we can end on a positive note. N401TH was damaged at the Fly Out. The airplane is the clubs newest .40 sized trainer I put together last winter. We had a pretty healthy line of people for the discovery flights and I was working the fourth 25-minute flight with some youngsters. During this flight I was giving each person 6 minutes of flight time. I had just rotated kids and took my eyes off the plane for a couple of seconds to reset my timer for 6 minutes. When I looked back up the airplane was heading straight down. I chopped the throttle and tried to recover but needed 3 more feet. The airplane crashed into the tall grass in the drainage ditch at about a 25-degree angle. The nose gear was bent badly, the windshield area was broken loose from the wing pushing through it and the leading edge of the right wing was busted up pretty bad. Overall the damage was much less than I expected. The worst part was when I returned from retrieving the airplane all of the kids and parents were gone. I told the little girl flying the airplane and her parents that the accident was completely my fault and not to worry about a thing, but I think the girl was a bit shaken up. The incident was completely my fault and shouldn't have happened. I apologize to the club and will learn from this mistake. The next time I have discovery flight pilots the airplane will be 3 mistakes high and I will be in command of the airplane when resetting timers etc. I have ordered a new wing kit from Tower Hobbies. For \$40.00 I feel this is the best solution as I cannot be sure there is not more damage to the right wing without removing all of the covering. The damage to the

fuselage is minor, after repairing that and building a new wing you won't even be able to tell that the airplane was damaged. The only other bad news is that the season is almost over.

Now for some good news! The Fly Out this year was AWESOME!! The weather was great, the food was great, and there were a lot of smiling faces. The Discovery Flights continue to be a hit with spectators, at least until I scare them away!! Thanks to Bob Moser, Matt Campson, Tom LaRose and Phil Vaughn for assisting with the Discovery Flights.

ACRC was asked to do a demo for some of the residents at the Cherrywood Advanced Living Center in Andover. One of the residents named Jerry has a passion for airplanes and was excited to hear we were coming to do a demo. We flew Micros, Quad Copters, one of the clubs Nitro Trainers, Electrics, Blue Foamy and Andy's WWI biplane. Sorry Andy I forgot what it's called! The weather was perfect and it was rewarding to something new for the residents. They seemed to enjoy the airplanes. Thanks to Kyle Ruesch, Tom LaRose, and Andy Thunstrom for helping with the event. *See picture on page 5.*

### TRAINING TIPS:

Do not take your eyes off the airplane to reset a timer 1 mistake high with a novice in command of the airplane.

### SOLOS:

None this month.

Scott Oleson  
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## REAGAN QUOTES

"The most terrifying words in the English language are: I'm from the government and I'm here to help." -Ronald Reagan

"Of the four wars in my lifetime, none came about because the U.S. was too strong." - Ronald Reagan

## MEMBERSHIP NEWS

At the membership meeting in October ACRC will be taking nominations for board members for 2015/2016. Four positions will have to be filled. The two-year terms of Chris Cone, Marc Davis, Brett Ohnstad and Scott Oleson 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 with great weather. There were 50 to 60 people present, both members and visitors. I was able to get four flights on my ¼ scale Spacewalker 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 2014 will be on Saturday, October 18.

**THE NEXT MEETING WILL BE AT RIVERWIND ON OCTOBER 16 AT 7:00 PM.**

Stan Zdon



## ACRC SAFETY

It's getting to be that time year when we start packing up our planes and start storing them away safely for the winter. I know I am looking forward to that first blanketing of snow that we are about to get here soon. Because that is the day that I'll run to the front door and yelled to my wife "Honey you remember what you promised me. I can come inside today". Maybe she'll even let me start working on my planes indoors where it is warm.

It is still a little early to start talking about the winter season and the safety that comes with that. There may be a little bit of a chill in the air but I think there's still room for one or two more days of flying left in this season. Just remember it is getting colder and you need to dress appropriately and let people know where you're going. As anyone who knows, the weather here in Minnesota can change pretty quickly in a very short amount of time

I have been out to the field since some of the new repair work is been done on the sod. The field should be ready by the time that you read this article but let's wait until the okay has been given before we take airborne for those last couple flights of the season. Hopefully it will be easier to transition from the grass to the tar when moving about the field.

Also if there any topics that anyone would like to have addressed by this safety officer please let me know. I am up for a good challenge to do more safety research for your reading enjoyment.

When Codi says the airfield is closed, he means the airfield is closed!

Brett Ohnstad



## September Fun Fly Results

1<sup>st</sup> event was a twist on an event that was flown several times this year. Takeoff, three figure 8s then land. The twist, well there was a touch and go between each figure 8. Fastest time wins. Jeff Flander won with a time of 49.78 seconds.

### September Fun Fly Results

Name	1st Evnt	2nd Evnt	3rd Evnt	Ttl	Plce	Pnts
Paul Rono	2	2	2	6	1	25
Jeff Flander	1	1	4	6	1	25
Andy Thunstrom	3	5	1	9	2	24
Marc Davis	5	3	3	11	3	23
Stan Zdon	4	3	5	12	4	22
Mark Tellevik	6	3	7	16	5	21
Dale Anderson	7	4	6	17	6	20

2<sup>nd</sup> event was another twist on a more traditional event. This event was a 15 second climb followed by cutting power back to an idle. The flyers did as many loops as they can on the way down with a bonus loop given for landing on the runway. Jeff won this event as well with 8 loops.

3<sup>rd</sup> event was 3 loops, 3 rolls with 3 wingovers fastest time wheels to wheels. Andy Thunstrom was the winner at 41.38 seconds.

The big surprise was Paul Rono tying for first place.

*Fun Fly results compiled by Marc Davis*

### Current Standings - 2014:

Name	Apr	May	Jun	Jul	Aug	Sep	Ttl	Plce
Paul Rono	25	22	24	25	24	25	145	1
Stan Zdon	24	15	23	24	19	22	127	2
Mark Tellevik	21	17	19	23	21	21	122	3
Jeff Flander	23	20	25	0	24	25	117	4
Andy Thunstrom	22	21	0	19	21	24	107	5
Dale Anderson	18	16	17	0	20	20	91	6
Chris Cone	18	24	22	20	0	0	84	7
Phil Vaughn	0	18	20	22	22	0	82	8
Scott Oleson	24	0	0	20	23	0	67	9
Andy Noll	24	23	19	0	0	0	66	10
Kris Westerbur	20	25	21	0	0	0	66	10
Dan Thiede	0	0	24	0	25	0	49	11
Marc Davis	0	0	0	21	0	23	44	12
Roger Jeffery	19	19	0	0	0	0	38	13
Virgil Okeson	0	0	18	0	17	0	35	14
Christian Cone	0	0	0	22	0	0	22	15
Jeff Smith	0	0	0	0	21	0	21	16
Gary Smith	0	0	0	0	18	0	18	17

## BATTERY CHARGING

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts - just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember - low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.





# ACRC CRASH OF THE MONTH TROPHY

No crash pictures were received during September

## ACRC MINUTES

September 18, 2014

Members: 21 present

1 Visitor, Mike Foster, former member

**President:** Opened the meeting

**Membership:** 3 new members; up to 131 for the year!

**Treasury:** Report was read with the balances made available for viewing by those in attendance.

**Vice President:** Presented raffle prizes.

**Safety:** Nothing new, no problems.

**Training:** 4 people showed up, nights are getting shorter. Training will go with until the weather gets too cool. This year isn't as busy.

**Events:** September 27 is the Fall Fly-Out. We need everyone to pitch in and help. We will eat about 12:30 or 1 PM. We will have some nice prizes for the event. There is a 1/4 scale Cub and a 50cc Quadra gas engine, we will also have a 50/50 drawing.

The Fun Fly will be this Saturday providing the weather holds (it did).

**Old Business:** None

**New Business**

Andy Thunstrom:

Field will be filled, feathered and seeded after the Fall Fly Out. The grass landing area has gotten rough so we will be having black dirt brought in and it will be reseeded. We will send out email notices as to when the field will be closed.

The club is looking for railroad ties to replace some of the rotten ones. If you know how to get

some of these please contact the club.

Virgil was asking if we should show different parts of the hobby at the Fall Fly Out and everyone agreed that would be a good idea.

Bob Svare showed us the runway improvement project from 2003 when he donated a new blacktop runway. He stated that he thinks we should reseal the runway this year as there are some cracks that need to be widened and sealed and then a new layer of seal coat added.

**Show and Tell**

None

**Raffle:**

**Prize**

Cutting board

Balsa stripper

Dead center punch

Sealing iron

Heat gun

Donated Flight box

Donated box assorted screws

Donated box assorted screws

Donated box assorted screws

Donated box assorted screws

Donated club jacket and hat

Heat Glove

Mini Helicopter

**Winner**

Stan Zdon

Mark Lester

Kyle Ruesch

Virgil Okeson

Gary Smith

Jerry Nelson

Darren Bitzer

Stan Zdon

Tim Karash

Ken Dinkel

Neil Olson

Phil Vaughn

Tom Janos

Marc Davis

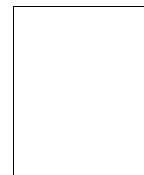


Cherrywood Advanced Living Center



# SERVO CHATTER

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## SERVO CHATTER

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### CONTRIBUTORS

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*Virgil Okeson*

*Scott Oleson*

*Andy Thunstrom*

*Stan Zdon*

### ACRC SPONSORS

King Kong Hobbies  
Abraham Technical  
Aerospace Welding  
Cambridge State Bank  
T & G Hardwood

*Deadline for the  
next newsletter is:  
November 1, 2014*

## CALENDAR OF UPCOMING EVENTS

Thursday – October 16

- ACRC Meeting

Saturday – October 18

- ACRC Fun Fly #7

Thursday – November 20

- ACRC Meeting

Thursday – December 18

- ACRC Meeting

