



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MARCH 2016

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

PRESIDENT'S CHATTER

The weather is starting to turn into flying weather. With that in mind, would you consider volunteering to be the leader of one of this season's events? The event calendar is out. Become the leader of an event, gather your posse and put it on. Decide what the event should be, put advertising together, let the board know if you need financial support or what assistance you need and let's have fun.

This month's meeting is on the 17th at Riverwind in Coon Rapids. Improving the safety of pilots on the flight line is being discussed. Yes the "F" word is being seriously talked about. The windsock pole has been damaged and needs to be repaired or replaced. See you at the meeting.

Virgil Okeson

FROM THE VEEP

Yay! The epoxy flows again! My workshop gets very cold during the winter months, making it hard to accomplish anything. Now that the end of winter is in sight, like a light at the end of a tunnel (or is that the headlight of a locomotive?), it's time to plan for the upcoming flying season.

Charge and test those batteries, patch the covering, (might want to wait a month or two to tighten it though), secure the hardware. Yeah, yeah, yeah. Heard all that before. But what about the things that should be checked that aren't mentioned in the newsletters or magazines? What I'm talking about is you!

When was the last time you had your eyes checked? Hmmmm? Is your glasses prescription up to date? Are your sunglasses providing UVA and UVb protection? The best flying aircraft in the world is worthless if you can't see what it's doing.

How about the rest of you? Is your "fuel pump" functioning properly? Had the doc take a peek up the "old tailpipe" lately? I agree, it's probably not the most fun portion of maturity, but it's also not just your car that needs a 50,000-mile check up.

And speaking of covering, it's time to purchase and USE some really good sun block. SPF 50 or better. Got some left over from last year? Pitch it. The effectiveness decreases with time. Don't think you need to use it? In 2012, the latest year for these statistics, more than 9200 U.S. citizens died of skin cancer. D-E-A-DEAD! Do the math, that's more than one person every hour, every day, for a year, taking the big dirt nap for something that could have been prevented.

Got fuel? Experts say we should all be consuming a minimum of 64 ounces of water per day. That's half a gallon, if you were wondering. Add in high temps and or exertion and your body will use up a quart of water per hour! I hate to keep using automotive metaphors, but if your radiator is empty, you are not going very far.

Plan ahead and play it smart so we can play another day.

Tim Karash



ACRC MINUTES

Board members present:

Virgil Okeson, Stan Zdon, Bob Proulx, Brett Ohnstad, Tim Karash, Tom LaRose

14 members present, plus returning member Scott Oleson

Treasurers report as of 2/10/16:

The income was greater than the expenses and we have money.

50 members have renewed so far. On par with previous years.

ACRC has 6 flight-training instructors in place, 1 specialized in Quad training.

AMA Certified Instructor application is ready to be sent to AMA headquarters.

Student contact with instructors is to be done by Email only unless authorized by the instructor.

Initial queries should be sent to Tom LaRose or Bob Moser.

2016 schedule of events was published in the February 2016 newsletter. The board approved additional food items that Amy recommended.

OLD BUSINESS

Lawn tractor search continues. New vs. used discussed.

AMA insurance does not cover property losses.

NEW BUSINESS

Pilot protection at individual flight stations was discussed. Shape, size, material, and placement debated. Prototypes will be constructed.

The ongoing saga of FAA proposals continues. General consensus is to “sit tight and let the dust settle”.

RAFFLE

- | | | |
|-----------------|-----------------|-----------------------|
| 1 st | Bruce Martin | Puma foam bipe kit |
| 2 nd | Don McGillivray | Dremel Twist lock set |
| 3 rd | Scott Oleson | Clamp set |
| 4 th | Brett Ohnstad | Screw driver set |
| 5 th | Stan Zdon | Foam safe CA |
| 6 th | Bob Barton | Servo mounting screws |
| 7 th | Neil Olson | Metal yardstick |

BOARD MINUTES

Virgil Okeson, Stan Zdon, Bob Proulx, Brett Ohnstad, Tim Karash, & Tom LaRose present.

Amy’s food recommendations were approved.

Pilot flight station safety fence prototypes to be built by Tom LaRose and Brett Ohnstad.

Wind sock pole blown over by strong winds last fall. Estimates of sturdy replacements to be researched.

Tim Karash

ACRC EVENTS

I have nothing much to report on for the month of March. I believe that all the auctions and swap meets have been held and now it’s time for the mad scramble to finish that project you’ve been dragging your feet on all winter. And what about getting those last minute repairs made to the planes that suffered some sort of “indignity” last season?

Equipment checks, battery cycling, radio reprogramming. All these items are on my “Spring is fast approaching” checklist, and by the looks of the weather forecast, we all better get moving!!

See you at the meeting.

Bob Proulx

TUNDRA by Chad Carpenter



ACRC TRAINING

With the weather getting milder we will be taking the club trainers to the field to test equipment and fly a few check flights. Wednesday night is training night; 4:00 to dusk. Check the web site under training for the start date

Here is a helpful checklist for on the workbench or with your field box. It seems like I can always find something I missed or wanted to double check.

Safe Flying Tips and Hints

1. Roll test steering in a driveway or basement. If it doesn't roll straight at home, it won't roll straight on a runway. Set control to the low-rate.
2. Put Monokote (or otherwise) small marks at the C.G. (Center of gravity) on the wing to indicate balance location. Makes it easy to check at field.
3. Balancing laterally (side to side) will help aircraft track better in maneuvers. Hold at spinner and tail. Add wing tip weight as necessary.
4. Check receiver battery every 2-3 flights. Make a chart of how long you have flown vs. voltage drop.
5. Always turn on transmitter 1st, receiver 2nd. Always turn off receiver 1st, transmitter 2nd.
6. Range check your system before 1st flight of the season.
7. When using the buddy box system, make sure both boxes are set identically. Never turn buddy box power "on"!
8. Remove transmitter neck straps when starting engines.
9. If you don't have a starter, at lease use a "chicken stick". Do not hit it against the propeller. To start your engine, flip prop with the stick next to it. (Touching)
10. Never jamb a running starter onto the spinner. Back up the propeller, and place the starter cone against spinner before turning on.
11. When you start your engine, look at your watch and keep track of time. After flight, check fuel level to judge maximum available flight time.

12. Do not reach over propeller to adjust needle valve. Do it from the rear. Do not position yourself (or others) to the side of a rotating blade. It could fail on run-up or kick up debris.

Tom La Rose

MEMBERSHIP NEWS

ACRC currently has 72 (75) members signed up for 2016. The number in parenthesis is the membership number at this time last year. As you can see, membership renewal is about the same as last year. There are 39 full dues members, listed below, that have not renewed their membership for 2016. If you know any of these members personally, please call them and remind them to renew for 2016. If they all renew, the membership numbers will equal last year's numbers. The 2016 budget is based on a projected membership of about 100 fully paid members. If we drop much below that number we will have to cut services somewhere.

The March meeting is when ACRC has the annual club swap meet. If you have something you want to part with bring it to the meeting and get BIG BUCKS for it.

The ACRC freeze-fly and the TCRC auction are finished now and the flying season is almost here. Monthly Fun Flies are scheduled for the Saturdays after the membership meetings. Get those airplanes ready and come out and have some fun. More information will be published as the year progresses.

ACRC will be working with King Kong Hobbies in Coon Rapids this year for the fuel order. The prices are the same as last year. An order sheet for fuel from King Kong Hobbies is included with this month's newsletter. It will have to be mailed to King Kong Hobbies by **April 10** and you will have to pick up your fuel at their store. If you have any questions call Stan Zdon at (763) 784-3121 or call King Kong Hobbies at (763) 390-0490.

The next meeting will be at Riverwind on March 17 at 7:00 PM.

Stan Zdon

Non-Renewals for 2016

Dennis Batty	Thomas Janos
Mark Bilyk	Shawn Knepper
Darren Bitzer	William Kuhlmeier
Jordan Bredeson	Andy Labine
Steve Bredeson	Anthony Larson
Matthew Campson	Roger Lee
Roy Carrigan	Maxwell Layang
Anthony Carter	Michael G. Mastros
Chris Carter	Michael J. Mastros
Paul Castrodale	Ed Mursko
Ed Chargo	Gerald Nelson
Chris Cone	Andrew Noll
Christian Cone	Daryl Roberts
Marc Davis	Jesse Roberts
Bruce Dibb	Jeffrey Smith
Michael Dorff	Paul Staffki
Jeff Flander	Chris Swentkofske
Robert Gallagher	Dan Thiede
David Greene	Kris Westerbur
Jake Groetsch	

ACRC SAFETY

According to AMA Programs Director Jay Mealy, much has been written about safety. As it relates to our model aircraft activities, safety is a word that is used in almost every paragraph of text written or conversation exchanged. It is a “must use” word in our area of interest if for no other reason than “it sounds good.” But what does safety really mean when it comes to keeping a flying field?

The Webster’s New World Dictionary, Second College Edition defines safety as “the quality or condition of being safe; freedom from danger, injury, or damage; security.” Good definition, sounds right, and pretty much describes the condition that we would expect to find at a safe flying field, but is that the only definition of safety? Hasn’t Mr. Webster pretty much nailed it? Doesn’t that say it all?

No! Let’s say that the next time you go to your flying field there are five other people present, and if you were to ask each of them what their

definition of safety was, you would get five different answers. So now Mr. Webster has five other definitions to compete with, plus yours, which makes six. What I’m getting at is that there are probably as many definitions of safety as there are people.

“Hey,” you say, “maybe we can’t define safety but we all know what it is. You have to be safe so you can enjoy your hobby without getting hurt. You must be safe so others are not fearful or not enjoying their flying activities because of your behavior or visa versa.” I guess what we are really bringing to light is that safety is nebulous. It is a tough concept to get your arms around, and even tougher to appreciate, comprehend, and most importantly, to put into action.

For the time being let’s assume everyone has a good grasp of what safety is all about and return to our original question. What does safety really mean when it comes to keeping a flying site? Clubs are faced with two categories of problems: external and internal. External problems are those involving neighbors, community, or any entity outside the club environment that may pose a problem that the club has no direct control of. On the other hand, internal problems are those such as “How do we get more members to the meetings?” “What is the best way to keep the gophers off our runway?”

In my experience, safety has to be the number one topic of conversation between a club member and

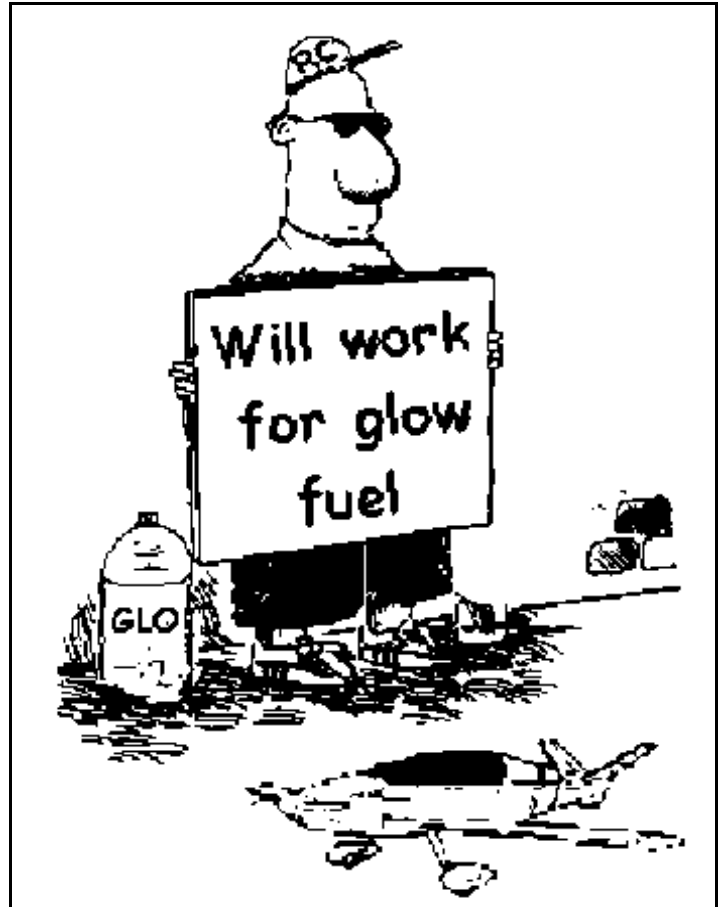
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me when a call is made to AMA Headquarters to discuss an internal problem. “We have a person (or persons) who just don’t seem to be able to follow the field rules and safety code, and we aren’t sure what to do.” Examples of this would be a member of the club who just never quite got the hang of making right turns, and because of this he (or she) is always flying behind the flightline over the pits; or the “show-boater” who ignores the field rules to selfishly fulfill some personal need for attention. We all could add to this list and we have all experienced this type of behavior.

The clubs that recognize this behavior as inappropriate and call for assistance are the clubs that survive. We can provide recommendations on how to correct such problems and provide examples of what other clubs have done in similar situations. The clubs that allow this type of behavior to continue unchecked and never attempt to rectify the situation or contact us for assistance are possibly setting a course for extinction.

The majority of modelers operate in a safe manner and are uncomfortable with the unsafe actions of other modelers. If the club as a whole is not doing anything to end these unsafe actions, then the members will begin to compensate for their discomfort in their own ways. It begins subtly. The number of active fliers at the field on any given day starts to decrease. Fewer members show up at club meetings. There is less participation in club functions such as workdays, picnics, and fun-flies. Members may start participating at other club sites or just decide to back off flying their



models for a while. Whatever the cure may be, they are going to pursue it because they are not having good, safe fun at their own flying site.

The negative results of unsafe flying practices can take many forms, with the end results being the same: loss of a club, loss of a flying site, or, heaven forbid, something much worse. For these reasons, it is imperative for clubs and all members to take a strong position when it comes to safety at the club field. Don’t allow people to do dumb things in the air, on the flightline, in the pits, or anywhere else.

Clubs that always operate safely have more fun and make more friends, both within the club and within their community, and virtually guarantee their longevity and success. Unsafe flight operations are like a rust spot on your car. If you don’t take steps to eliminate the rust, it will eventually consume your entire car or at least make it unusable. The same thing can happen to a club and its flying site.

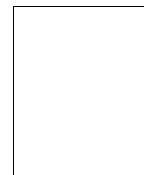


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ACRC SPONSORS

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

*Deadline for the
next newsletter is:
April 1, 2016*

CALENDAR OF UPCOMING EVENTS

Thursday – March 17

- ACRC Meeting-Riverwind

Thursday – April 21

- ACRC Meeting-Riverwind

Saturday – April 23

- ACRC Fun Fly #1

Saturday – May 7

- MARCEE Electric Fly In

Thursday – May 19

- ACRC Meeting-At Field

Saturday – May 21

- ACRC Fun Fly #2

