



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

**FEBRUARY 2017**

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

## PRESIDENT'S CHATTER

I have nothing this month but a couple of pictures from the Freeze Fly. Enjoy!!



## FROM THE VEEP

I just got back from the TCRC auction. I had a good time, but I don't think having two hearing impaired fellows manning the registration table was helpful. A big variety of stuff was there for sale (I was told over 500 items); some things went cheap, others must have had some sort of magic spell over the buyers to pay that much. I came home with just two items. An OS engine in good shape and priced right, but I got stung on a misrepresented airplane. Fortunately, I didn't spend much on it and I think I can make it fly with a pile of TLC. I may even move into the dark side to power it. OOOOO scary stuff!

Just in case Santa didn't bring what you wished for and you need a little stick time, I've got a Great Planes RealFlight RF-X flight simulator with Interlink-X controller for this month's raffle. It's the latest and greatest model with 50 new aircraft models, drones, FPV racing, and international flying sites to name just a few features. Plus, I'll throw in a couple more items. Come on out, brave the weather, and support your club.

Tim Karash

## MEMBERSHIP NEWS

**IT'S GETTING CLOSER TO SUMMER.  
LET'S GET THOSE PLANES BUILT !!!!!!!!!!!**

About 80% of last year's members have rejoined for 2017. This is a lot more than last year at this time when it was about 55%. It's amazing what a dues increase will do for membership. If any of

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your friends have not rejoined, please encourage them to do so ASAP. The 2017 budget is based on a projected membership of 100 fully paid members. If we drop much below that number we will have to cut services somewhere.

The Board met on January 19 and set up the schedule of events for the 2017 flying season. Along with the monthly meetings and the Fun Flies from April to October there will be eight events during the summer. They are listed in the event coordinator's column.

The next meeting will be at Riverwind on February 16 at 7:00 PM.

Stan Zdon

## A BIG THANK YOU

We go to our flying field and somehow mysteriously the grounds look good and the grass is always mowed and trimmed. There's a good reason for this phenomenon. Within ACRC we have some members that through their generosity and a substantial amount of effort see to it that our mower is cared for and that the grass is forever in good shape. So here's a big fat THANK YOU in behalf of our club to Gary Titus, Gary Breitenbach, Charlie Elg, Tom Larose, and Neil Olson. Your hard work is deeply appreciated!

Jeff Flander

## A Look Back

We are still in need of older (pre 1989) newsletters. If you have some, or know the whereabouts of the club collection, please let me know.

February 1989

Da Prez sez it's time to get your prepaid fuel order in by the March meeting. Hub Hobby in Little Canada is the place to retrieve your fuel. The Apache Mall show is to be held on March 4th & 5th. All interested in participation are to sign up at the February meeting. A nice thank you was written to ACRC for the opportunity to speak about Entry Level Quickie 500. Unfortunately, the

speaker's name was omitted from the newsletter. A meeting of interested pilots was to be held at Brooklyn Center Civic Center, and newbies were encouraged to bring questions as well as their aircraft. Standard Class Quickie 500 rules were going to be defined by the racers for the first time.

February 1999

Stan Zdon says it's time to get your prepaid fuel order in to him by March 1st. National Hobby in Fridley is the place to retrieve your fuel. The January Fun-Fly was a big success per president Mark Felland, mainly because temperatures were 30 degrees warmer than the Freeze-Fly, plus a large variety of aircraft were flown. Training Coordinator Brian Dorff took a look at the successful 1998 training season with the reinstatement of Wednesday night training, eight new pilots graduated with several more still in the works. Brian's term as coordinator will be cut short as he has been accepted to UND in the fall. Many thanks to all who pitched in. Willie Allshouse, Vern Eck, Pat Harker, Tom Newton, and Les Eck brought a variety of aircraft for Show and Tell. Last but not least, a real cool copy of meeting minutes was submitted by Tim Karash. Ahem.

Tim Karash

## ACRC MINUTES

Board members present: Virgil Okeson, Stan Zdon, Marc Tellevik, Brett Ohnstad, Tim Karash, and Tom LaRose

15 Members present

### **Treasurer:**

Expenses: \$135

Income: \$1595

### **Safety:**

No safety problems at this time

### **Events:**

See New Business for 2017 event details.

### **Training:**

We have one potential trainee for the new year. Bob Moser ready to head things up for next year with the AMA Introductory Pilot Program.

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**Membership:**

66 Renewed members so far, which is halfway to last year's total.

**Old Business:**

Membership card posting on frequency board discussed again reminding everyone that since it is a club rule, it becomes part of the AMA Safety code. No card, No coverage. Simple as that.

AMA grant program invoices and/or estimates for field upgrades must be submitted to AMA by March 31, 2017.

Fence upgrade: material alone cost is \$1680 for 200 feet. Our club would provide the labor. The fence company (Don't Fence Me In) has offered to give a \$900 discount towards a complete installation of the fence. This is in exchange for one year of advertising in our newsletter. This discount reduces our cost to \$1900. Installation to be completed in early spring. Motion made by Stan Zdon to accept the bid and second by Jeff Slater. Motion carried

Runway seal coat to be done prior to June pattern contest. Jeff Slater to coordinate with seal coat company.

**New Business:**

See ACRC Events in the next column.

Motion made to get events sanctioned and/or listed in Model Aviation by Jeff Slater. Second by Darren Bitzer. Motion carried.

Treasurer Marc Tellevik reviewed all ACRC 2016 income and expenses. His recommendations for the 2017 budget amounts should be similar to 2016

Alan Johnson memorial sign is getting weathered. Will need repair/replacement.

**Show and tell:**

Jeff Slater brought a Craz-E-Wing (raffle prize). The setup requires lots of up elevator reflex per instructions for level flight. The yet unflown aircraft should be very fast as Jeff installed a larger electric motor than recommended. Super easy assembly, took only 45 minutes.

**Raffle Prizes:**

1st	HeliMax 500 Drone	Mike Dorff
2nd	Steel Ammo box	Bob Nagle
3rd	Magnetic tool set	Marc Lichtscheidl

**Board Minutes:**

Board present:

Virgil Okeson, Marc Tellevik, Stan Zdon, Brett Ohnstad, Tim Karash, Tom LaRose

AMA grant application discussed. Some questions on forms need clarification. Board to review and combine efforts for final submission.

A request has been made to hold board meeting on a separate date from membership meeting. Tabled to next membership meeting.

Stan Zdon will submit the requisite forms for 2017 events to the AMA for sanctioning.

Old ACRC web pages are causing confusion for people searching for club information. Acrc.com is a business domain. Our original address is shown as "ACRC HOME PAGE" mnminter.net

This was done through Bob and Jim Svare's personal web site. Marc Tellevik suggested a redirect be added to the domain, however we may lose access to the photos and newsletters stored on the site.

Tim Karash



## ACRC EVENTS

Besides the monthly meetings the following events are scheduled for the 2017 flying season.

MARCEE Fun Fly	May 6
ACRC Fun Fly	May 20
Spring Fly In	June 10
Pattern Contest	June 17 & 18
Warbird Fly In	July 8
East Bethel Booster Days	July 15
ACRC Fun Fly	July 22
ACRC Fun Fly	Aug 19
Big Bird Fly In	Aug 26
Electric Fly In	Sept 9
ACRC Fun Fly	Sept 23
Fall Fly Out	Oct 7
ACRC Fun Fly	Oct 21

Bob Proulx

## ACRC INSTRUCTION

2017 ACRC training is coming together. We will be working on hand outs for the new pilots and covering intro pilot program with our new instructors and updating website Information.

We added a new Flight Instructor position last season, which was Ground School Instructor who would go over such things as AMA, FCC and ACRC rules plus general information on flying RC planes and maintenance. This will take a huge load off our flight instructors, making their time with a student as long as possible in the air not on the ground. This will be used again this year with the addition of a second Ground School Instructor.

As always, if you would like to become an instructor or are a past instructor and could help out, contact Tom La Rose (763-753-1952) or Bob Moser (612-325-7942) for more details.

### Instructors on board for the 2017 season:

Lead Flight Instructor:

Bob Moser

Flight Instructors:

Scott Oleson Roger Jeffrey Jeff Flander

Ground School Instructors:

Neal Olsen Duane Orson

Instructor Coordinator:

Tom La Rose

Sometimes referred to as (Air Boss or Gopher)

### Have a goal or plan in mind for every flight!

This can be learning a new maneuver(s), improving a maneuver(s) you already know, or learning how the model behaves in certain conditions (such as on high or low rates). This is not necessarily to improve your skills (although it is never a bad idea!), but more importantly so you do not surprise yourself by impulsively attempting a maneuver and suddenly finding that you've run out of time, altitude or airspeed. Every maneuver should be deliberate, not impulsive. For example, if you're going to do a loop, check your altitude, mind the wind direction (anticipating rudder corrections that will be required to maintain heading), remember to throttle back at the top, and make certain you are on the desired rates (high/low rates). A flight plan greatly reduces the chances of crashing your model just because of poor planning and impulsive moves. Remember to think ahead!

Speed is great, but altitude is life insurance for you and your plane.

Tom La Rose

### FINDING THE CENTER OF GRAVITY

This is one of the most overlooked parts of setting up airplanes. In the old days, if the airplane was nose heavy that was the proper CG. That was the old-school way and that's what I was told by pilots who trained me and whom I looked up to. Most of these pilots were in the IMAC and IMAA scene. I was also trained to balance my airplanes on my fingers and to use weight to balance my airplanes. I was also told to balance the airplane to the CG on the plans or whatever the instruction book has in print...sound familiar?

What I have learned over the years is that these "words of wisdom" might not always be correct and it is possible to improve on them.

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Let's break this down. Balancing your model to the plans is a great place to start, but only a start! The model may balance differently from the plans depending on the various equipment you add as well as what is needed for your flying style. So the next time you want to balance your airplane, I hope that this will help get the job done!

Once your airplane is balanced to the plans, fly it around the field and adjust the trims. Next, fly the airplane into the wind on a 45-degree up line and perform a half roll. When the airplane is inverted, let the stick go on the elevator. If the nose pitches up... its tail heavy. If the nose goes down... the airplane is nose heavy. If the airplane stays straight... the CG is dead on.

When you balance your airplanes, you should try to use some type of CG machine. If you have used the finger method, I can promise you can do a "better job for the airplane" and chances are you could be balanced incorrectly.

There are different ways of balancing the different type of aircraft models:

If it's a high wing or trainer... balance the airplane upright on the bottom of the wing.

If the airplane is a mid wing or lower mounted wing, balance the airplane upside down.

Use the battery to help with the CG by moving the battery forward or aft before adding extra weights.

Balance your airplane left and right as well as fore and aft. This is done by hanging the airplane on the thrust line at the points forward and aft on the fuselage to obtain the wings to be level.

Again, adjust equipment placement before adding weight.

The goal: balanced airplanes. They fly safer. You will be able to fly the airplane in any direction, whether upright or inverted. Landings are easier, and less damage from any landing is always a good thing! The model's settings should not have to be done with major trim and you should not have to put any pressure on the stick to keep it level. All your trims on the radio should be centered. If you are flying around and your trims are not centered something is not set up correctly. This leads to flight problems and unsafe aircraft.

## PILOT QUIZ

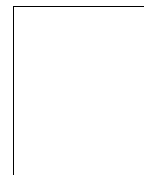
1. T or F An airplane is climbing at 200 feet per minute flying directly into the wind. With the same power and trim settings it would also be climbing at 200 feet per minute directly downwind.
2. T or F Assuming the same power and trim settings, an airplane has a higher angle of climb, as measured with 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 to 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



# SERVO CHATTER

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## ACRC BOARD MEMBERS

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Tim Karash  
Tom LaRose  
Virgil Okeson  
Bob Proulx  
Stan Zdon*

## ACRC SPONSORS

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

## CALENDAR OF UPCOMING EVENTS

Thursday – February 16

•ACRC Meeting-Riverwind

Thursday – March 16

•ACRC Meeting-Riverwind

Thursday – April 20

•ACRC Meeting-Riverwind

Saturday – April 21

•ACRC Fun Fly #1

Thursday – May 18

•ACRC Meeting-Riverwind

Saturday – May 20

ACRC Fun Fly #2

Saturday – June 10

•ACRC Spring Fly-In

Thursday – June 15

•ACRC Meeting-Riverwind

Saturday – June 17-18

•ACRC Pattern Contest