



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

SEPTEMBER 2017

***THE MEETING WILL BE THURSDAY, SEPTEMBER 21, AT RIVERWIND!!***

## PRESIDENT'S CHATTER

On behalf of the Anoka County Radio Control Club, Inc (charter # 1255) I want to thank the AMA for the financial support it provided to aid us in completing the planned upgrades to our field. We repaired cracks and seal-coated the runway and approach aprons. We also replaced our inadequate safety fence with a chain link fence that is four feet high and full length of the runway with the center setback to allow for the center approach apron to be used from the side. We have received many compliments from visitors and other clubs who have used it this year.

Virgil Okeson

## FROM THE VEEP

The sunlit hours are getting shorter, leaves are starting to turn color, and the kids are back in school. All this can only mean one thing: No, not winter, Building Season is upon us. That's right sports fans, time to shovel off the work bench and make room for another project. Maybe finish up something you started long ago, or repair that damaged one. Time to get it done.

Speaking of getting it done, my Extra 330 project is still progressing. I've gotten most of the painting completed, so now I can spend the cold months ahead working on the fiddly bits that consume so much time. Someone said the first 10 percent of construction takes 90 percent of the

time, and the other 90 percent of construction takes 90 percent of the time.

This Month I've got a EP Ryan STA ARF for the raffle. If it were glow powered I'd say a strong 32 or normal 40 would power it nicely. However it's electric only, so I suppose it will take 14 Gigawatts through an inverted bi-polar motor with midrange optical defibrillation. Righto.

Tim Karash

## CLUB REPRESENTATION

It was midweek and midday. I was intending a quick stop at the field to finish some concrete work on the security post for our lawn mower.

I got to the field to find two of our frequent flyers there that shall remain nameless since I did not ask their permission to publish. I will say their initials may be R and A and they usually fly 35 size and larger gas planes and tow a large trailer. There was also a young lady and a 4 or 5 year old boy sitting in a car waiting patiently for someone to fly. Both pilots put on a great show with terrific aerobatics much to the delight of this young man that didn't stop hooting and hollering until they landed! Both pilots immediately approached the spectators and invited them to come see up close their planes with explanations of how they work.

I had finished my concrete work by then and was about to go tell both pilots that that was exactly the way we get new members and young people interested in our hobby and club. I don't think I ever got that far because the conversation changed to a Q and A for my benefit and an offer to fly one

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of their planes! Never turn down a chance to fly! First time ever flying a wireless buddy box. I had a great time flying thanks to the generosity of these two club members.

Technology has changed but I can tell you from experience that great club members representing our club are still here just as 30 years ago! Thanks guys for a very enjoyable afternoon.

Jeff Slater

## MEMBERSHIP NEWS

Membership in ACRC is currently at 105 members. This is only 1 less than last year at this time. Each year ACRC gets some new fliers. One of the ways that you can help the club is to become an instructor. If you are interested in becoming an instructor you can contact Tom LaRose at [instruction@anoka-rc.com](mailto:instruction@anoka-rc.com).

THE NEXT MEETING WILL BE AT RIVERWIND ON SEPTEMBER 21 AT 7:00 PM. Don't forget the funfly on Saturday September 23.

Stan Zdon

## A Look Back

### September 1989

28 Years ago

Newsletter editor Tim Brockman is changing jobs and the face of Servo Chatter will change, as he will no longer have access to "the nifty computer equipment". I'm sure what was nifty then, would be a dinosaur now.

The treasurer's report showed a growing bank account heading into the activity-less winter months.

Jack Overbaugh described the maiden flight of a three channel Taube. Turns out (pun intended) the wing was warped and made really nice left turns, but only flew straight forward with full right rudder. Jack was able to land the plane and hoped to repair the wing.

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

### September 1999

18 Years ago

Busy days at the field since the last newsletter. 14 entrants in the abbreviated monthly Fun-Fly were disappointed when rain cut the activities short. Who wants to fill runway cracks, anyway?

Don McGillivray reported 30 entrants in the all-electric Fly-In

Stan Zdon reminded everyone not to chase the geese with our airplanes. Seems some cheesed off hunters called the DNR. If memory serves me correctly, that phone call backfired on the hunters.

Membership was up to 101 with 16 new members so far that year.

The August meeting must have gone into extra inning with no less than 10 Show and Tell presentations.

A primer on laser cutting of kit components, written by Dave Haben, gave good basic information and background to the latest technology.

Tim Karash

## ACRC EVENTS

The rescheduled Big Bird fly-in actually had pretty good attendance, but since there were no Big Birds in attendance, no pilots were registered. It was more of an Open Invitation fly-in than anything. The weather cooperated but unfortunately, if I remember correctly, at least 3 aircraft crashed during the event.

As for the Electric fly-in, it was a beautiful sunny day with cool temps in the morning and once again, fairly high winds. It was not looking good for attendance, but then several ACRC and MARCEE member showed up and we were able to register 10 pilots for the official event. It stayed pretty breezy throughout the day but there were several aircraft on display and a few flights were made. Thanks to all those who helped out at both events and as always, thanks to Amy for preparing the food. The final event of the season will be the

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Fall Fly-out on Oct. 7, so let's hope for good weather and good attendance to wrap up the season.

Bob Proulx

# ACRC MINUTES

**AUGUST 17, 2017**

13 Members present.

Board members present: Virgil Okeson, Marc Tellevik, Bob Proulx, Jeff Slater, Brett Ohnstad, Tom LaRose

Guest Brian Goodatspeak from Denmark

**Events:**

- 8/26 Big Bird Fly In
- 9/9 All Electric Fly In
- 10/7 Fall Fly Out

**Treasurer:**

Expenses \$324.59  
Income \$328.00

**Membership:**

Now at 103

Sadly, ACRC member Don McGillivray passed away on July 17th

**Training:**

7 students in training

**Old Business:**

Signs stating "AMA membership required at this field" have not been posted. The board will check with AMA for liability issues.

A Motion was made by Jeff Slater to table signage issues. Second by Tom LaRose. Motion carried.

Mower security at field:

Slight change of Plans for structure. Jeff Slater will donate pipe and concrete.

**New Business:**

The AMA Intro Pilot Program may have monetary benefits to our club. Best guess of \$400 in expenses so far this year. Three students have joined this year; last year produced 12 members.

Tom LaRose proposed a \$30.00 dollar fee to train under the AMA Intro Pilot program. Club membership dues for that year would be adjusted to reflect training fees. Board to discuss.

**Show and Tell:**

David Green brought a Dumas, 36 inch span, stick and tissue, Pietenpol Air Camper. Originally designed for a Norvel 049, Dave converted it to an E-flight 340 with 3-cell battery. Scratch built spoked wheels with pins and brass nipples. Coverite and a portion of a Red Bull can kept the weight to 15 oz

**Raffle prizes:**

- 1st Dremel Mototool Tom LaRose
- 2nd Multi clamp set Bob Barton
- 3rd Magnetic parts tray Virgil Okeson

**BOARD MINUTES:**

Board members present: Virgil Okeson, Tim Karash, Marc Tellevik, Bob Proulx, Brett Ohnstad, Tom LaRose

Club "Airshow" sign still needs to be moved.

Garbage cans used at events are getting filled on non-event days, despite repeated reminders to members regarding taking home their personal trash. Board agreed to remove cans

Training requests define training times. Not all training needs to be done on Wednesday evenings.

Flight patterns per field rules/courtesy lists must be observed, especially when training flights are taking place.

Rule #11 verbiage may need a slight revision due to change of run up stands placement.

There have been reports of non-members using our facility. ACRC Membership is authorized to query and politely request a nonmember to leave.

Tim Karash



## ACRC TRAINING

The flying season is going by fast; have seen a lot of old faces and new faces at the field. With the weather cooling be sure to get out and enjoy flying in some great weather with the first day of fall only two weeks away.

We have 8 people still in training, with at least 2 more ready to solo within the next few weeks. Our count has increased to at least 7 new ACRC members out of the AMA Intro pilot training program, which puts us just shy of 50% of the pilots that started training. Thanks to all the instructors involved for their time and success with RC pilot training.

### Landing that warbird:

Properly landing a warbird is one of the most rewarding moments in all of RC flying. Warbirds have a timeless, majestic quality that spans generations and most RC pilots will tell you that there's just something special about a warbird. When you successfully "grease" a 2-point or 3-point landing, it sticks with you for the rest of the day. On the other hand, no matter how great the flight was, if you goof up the landing - or worse, damage the plane - upon touchdown, the whole flight feels ruined.

Here are some techniques and tips to help keep your warbird landings a happy event worth celebrating.

### Plan Your Approach

Just like with any plane, you want to establish a pattern. Takeoff leg, crosswind leg, downwind leg, base leg and final. This rectangular flight pattern is common throughout all of aviation and helps you visualize when to perform certain tasks in the air. Since this article is about landing specifically, we will focus on the portions of the pattern relative to that action.

When you are ready to land, you want to drop your gear (assuming your warbird has retracts as most do these days) somewhere around the entry into the downwind leg. This is also a good time to drop your first level of flaps (assuming your warbird has flaps and you have more than one

setting of flap degree programmed). Manage your throttle and elevator accordingly.

As you prepare to enter the base leg, drop your flaps to their full setting assuming there's not an overabundance of headwind. The flaps increase drag and lift. This allows you to slow the plane down as well as not gain too much speed if you are establishing a steep approach.

### Final Approach - Manage The Throttle

The key with warbirds is keeping some speed all the way to the ground. Dead sticking on final approach is asking for trouble, as warbirds don't generally have gentle stall characteristics. If you hit stall speed well above the ground, the wing and the warbird will simply stop flying and come crashing to earth like a wet brick. To avoid this, you want to keep between 20%-25% power on. Throttle is also used to control altitude. If your warbird is properly trimmed with flaps, you can manage the approach with throttle and very little use of elevator.

If you find yourself using the elevator aggressively or quite a bit on final approach, you are likely not using the throttle to your advantage. One of the key misunderstandings of power is that it is simply to increase speed. The truth is, the throttle is also meant to adjust altitude. The elevator is there to adjust pitch with authority, such as flaring right before the touchdown.

### Fly It To The Ground

Okay, you have established a good glide slope and speed on your final approach path. You have flaps according to your environment (less flaps are needed in higher head winds) and your gear is down. This is the point that you simply fly her to the ground. How do you do that? Keep the nose relatively parallel to the ground. Manage your throttle and elevator to achieve a speed that is flying comfortably just above stall speed. If the plane begins to feel "mushy" on the sticks, increase your power a bit. You don't want the nose too low or too high above the horizon line.



Once you get close to the ground effect (half the total wingspan's length between the ground and the warbird) begin to lower your power. Once you are under a foot or so from the ground begin to decrease your power even more and ever so gently raise the nose with elevator to establish a good flare. You don't want to literally fly the warbird into the ground, but you do want to be committing the act of active flying all the way until touchdown and then throughout the rollout.

### Grass or Paved?

Both surfaces provide their own challenges. Some folks don't have the luxury of a long, paved runway surface to fly their model aircraft. Often grass is the only choice. The general rule of thumb when considering if you can fly your warbird on grass is if more than 1/3 of a wheel's height is covered in grass, the model likely will not takeoff due to too much resistance. If the grass is mowed regularly and short enough, grass takeoffs and landings aren't generally a problem. Rollouts are shortened due to the general resistance grass allows.

Paved surfaces allow no resistance so rollouts are extended. Ground looping is more prevalent with paved runways so don't take it necessarily as an assault on your piloting skills.

### Summary

So to summarize, establish your pattern, drop your gear and flaps according to your environment and location in the pattern, line the warbird up on final approach and manage the throttle to adjust altitude and a safe speed just above the stall speed. Fly the warbird all the way to the ground, easing off on the throttle as you slowly raise the nose for the flare inches (not feet) above the ground.

Like with anything, a good warbird landing requires practice. Once you have established the fundamentals, the muscle memory will follow and before you know it, you're thinking less and reacting based on sound principles that should satisfy for years and years to come.

Tom LaRose

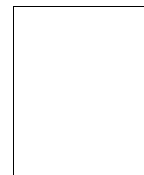
## Murphy's Laws Revisited

1. Law Of Mechanical Repair: after your hands become coated with grease your nose will begin to itch or you will have to go to the bathroom.
2. Law Of Tools: any tool, when dropped, will roll to the least accessible corner.
3. Law Of Probability: the probability of being watched is directly proportional to the stupidity of your act.
4. Law Of The Telephone: when you dial a wrong number, you never get a busy signal.
5. Law Of The Alibi: if you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
6. Law Of Lanes: if you change lanes in traffic, the one you were in will start to move faster than the one you are in now.
7. Law Of Likeability: as soon as you find a product that you like, they will stop making it.
8. Law Of Close Encounters: the probability of meeting someone you know increases when you are with someone you don't want to be seen with.
9. Law Of The Result: when you try to prove to someone that something won't work, it will.
10. Law Of Biomechanics: the severity of the itch is inversely proportional to the reach.
11. Law Of Carpets: The chance of an open-faced jam sandwich landing face down on a floor covering is directly correlated to the newness, color, and cost of the carpet.
12. Law Of Logical Argument: anything is possible if you don't know what you are talking about.



# SERVO CHATTER

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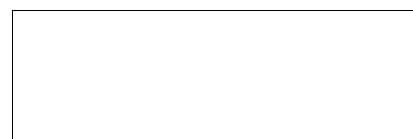
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## ACRC SPONSORS



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## CALENDAR OF UPCOMING EVENTS

Thursday – September 21

•ACRC Meeting-Riverwind

Saturday – September 23

•ACRC Fun Fly #6

Saturday – October 7

•ACRC ACRC Fall Fly-Out

Thursday – October 19

ACRC Meeting-Riverwind

Saturday – October 21

•ACRC Fun Fly #4

Thursday – November 16

•ACRC Meeting-Riverwind

Thursday – December 21

•ACRC Meeting-Riverwind

