



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# *SERVO CHATTER*

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

**JULY 2019**

***THE MEETING ON THURSDAY, JULY 18, IS AT THE FIELD!!!!!!!***

## **PRESIDENT'S CHATTER**

It is board member election time again; it's not too late to throw your hat into the ring. Ballots have not been printed yet. You too can be a FBM.

I would like to see board members serve for their two-year term and then be replaced by another club member; we keep the board fresh, new ideas, share the responsibility to keep the club viable. Keep that cycle going and no one gets burned out; it would be once a month for two years (24 meetings) and you get to know what other club members are thinking. So 80 members, every 2 years, it would be like 20 years before you would have to serve again, not so bad. But everyone has to participate as much as they like to fly. So I challenge you to step up and see if we can make this happen, get involved. There's more to being a club member than having a place to fly your airplane. Please consider being a board member for a term.

I have heard that a non-member who has been looking for a club at which to learn to fly has said in his opinion ACRC is the best looking, well maintained field he has visited and has an attractive training program. A big "Thank You" to everyone who has made this outsider insight possible.

The big thing facing our club is the need to replace our runway in the not to distant future. We need to come up with a method for raising the funds to do so. We need people with ideas. Raffle tickets is one idea. We can apply to the AMA for assistance,

but it would be only a percentage. Paid advertising signs on fence and in the newsletter is another idea.

Virgil Okeson

## **VEEP REPORT**

Hello all,

Summer is here and the flying has been terrific! I'm hoping you are all getting out also. We talked at the meeting that advertising is one of the key elements in the attempt to increase the attendance for our events.

Thanks to Jim Svare we have a very colorful flyer to announce our last two events for the 2019 season. I will distribute them to hobby stores and I am asking Stan to publish them in the newsletter and will contact those responsible for our website and face book page to get the proper information posted.

Hoping to see many of you and all your friends at these events.

Jeff Slater

## **MEMBERSHIP NEWS**

The July meeting is at the field starting at 7:00PM. If you get there early you can get in some flying before the meeting. The board also tries to make the meetings short so that you can fly afterwards. Remember that you should be using your current membership card to mark your channel and guests should be using their AMA card to verify their AMA membership. If you need a new

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membership card let me know. I can send you a new card – no charge.

Because of a By-Laws change nominations for the ACRC Board now take place at the May and June meetings with the election at the July meeting. The four members whose terms end this year are Tim Karash, Virgil Okeson, Jeff Slater and Stan Zdon. They have agreed to stay on the board for another term and Joe Van Norman was nominated at the June meeting. Since we have 5 nominees for the 4 positions there will be an election at this month's meeting.

## RULE REMINDER

11. ALL AIRCRAFT MUST BE STARTED FACING THE RUNWAY. High RPM run-ups will not be made in the pits. The pits are defined as the west half of the area between the spectator area and the fence. The aircraft should be moved to the area between the pits and the fence for high RPM run-ups and needle valve adjustments. Run-ups are prohibited directly behind pilots. POWERED MODELS MUST BE RESTRAINED IN SOME WAY, EITHER BY A HELPER OR MECHANICALLY. Updated (3/20/14)

THE NEXT MEETING WILL BE AT THE FIELD ON JULY 18 AT 7:00 PM.

There will be a Fun-Fly on Saturday July 20.

Stan Zdon

## A Look Back

### JULY 2001

18 Years Ago

Dan Stahn found a source for color schemes at the Ministry of Small Aircraft Production for WWII German, British, and American aircraft. Unfortunately, the site is no longer active.

Fun-Fly results, upcoming Float-Fly, and Fun-Scale contest events were announced.

Field box starter battery maintenance and charger types were explained in an unauthored article.

### JULY 1991

28 Years Ago

Newsletter editor, Tim Brockman, was at his lake cabin with his trusty Eagle on floats. After performing 2 consecutive high speed touch and go maneuvers, Tim decided to show off a bit with a third. 3 was not his lucky number.

Jeff Slater attempted drowning his Round-Tuit in a field ditch during the June Fun-Fly

June 22 & 23 had 24 contestants attended the pattern contest on Saturday, 17 contestants attended the Fun-Scale contest on Sunday, and 50 club members helped make both events successful. Things that make you say, Hmmm.

Jeff Slater's Who's Who column put the spotlight on Bill Helfrich.

Tim Karash

## ACRC MINUTES

Board Members present:

Virgil Okeson, Marc Tellevik, Stan Zdon, Jeff Slater, Brett Ohnstad, Tim Karash, Bruce Martin, Bob Barton

**Members Present:** 13 Guests none

**Treasurer's Report:**

Income: \$186.00

Expenses: \$2517.71

**Membership Report:**

90 members so far this year.

**Safety Report:**

No reported issues

It is good to see many pilots are using sun block and large brimmed hats. Skin cancer (melanoma) takes a life every hour of everyday in the USA.

**Training Update:**

No additional solo flights since last report. The club has a new member needing a check flight.

**Events Update:**

Pattern contest went well, despite strong crosswinds on Saturday. A repeat to be done again in 2020.

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**Old Business:**

Board members whose terms are up this year; Stan Zdon, Virgil Okeson, Jeff Slater, and Tim Karash. All have volunteered themselves for nomination, plus Joe Van Norman was nominated. Stan Zdon made a motion to close nominations. Second by Jeff Slater. The motion was tabled until the next meeting pending any additional nominations.

**New Business:**

Dave Willemsen suggested meeting day change to Saturday mornings. Pros and cons were discussed. The con's outweighed the pros. No changes will be made.

Our runway has been seal coated this spring, however the asphalt will not last forever. We will need to raise funds for runway repaving which now costs about \$1.75 per sq ft to remove and replace the mat. The AMA has programs for such projects, but are limited to a percentage of the total bill.

**Show and Tell:**



**Dave Willemsen** brought a Sea Wind by Fly Zone. 56 inch wing span. 5.5 - 6 lb all up weight. It has electric amphibious retractable landing gear, plus a water rudder that goes down when wheels go up. Other features are flaps, marker lights, and landing lights. Dave added gyro stabilizer.

**Jeff Slater** brought a Hanger 9 Sundowner 50 ARF, which is no longer in production. It has a 46 Size E-Flite motor with a 2200 3S pack for the motor and a separate one for flight control. Weighing in at 7 lbs and a very thin airfoil, will make for speedy flights.



**Stan Zdon** brought last years project: a Balsa USA EAA bipe. Powered by an OS 95 4 stroke (post Surpass) and covered by his favorite, Solartex. He painted the cowl and struts with Home Depot mixed latex, and added Flo-Trol to get the finish he was after. Ready to fly at 9 pounds.



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**Ed Belmore** was awarded the “Crash of the Month” trophy for the loss of his Fly Zone Beaver. It took multiple attempts, but Ed finally did it in.

**Raffle:**

- 1st Jeff Slater Shop block tool holder
- 2nd Tom ?????? 50 cal ammo box
- 3rd Dave Willemsen Heat shrink tubing
- 4th Joe Van Norman Mini Screwdriver set
- 5th Ed Belmore Screwdriver set
- 6th Marc Tellevik Mini servo screws
- 7th Joe Van Norman Super glue

Tim Karash

## FLYING FIELD GPS

- 43.558132, -95.826266 Rushmore, MN flying field
- 43.947174, -95.209309 Windom, MN flying field
- 44.414751, -95.846432 Marshall, MN flying field
- 44.361796, -94.865978 Wingnuts, flying field
- 44.352704, -96.728325 Brookings, SD flying field
- 43.091122, -96.780416 Beresford, SD flying field
- 44.313447, -95.450440 Marshall/Wingnuts Lake flying
- 44.022485, -93.344491 Owatonna (SMMAC) flying field
- 44.025990, -93.287065 Owatonna R/C Modelers fld
- 44.144528, -94.154306 Key City Bald Eagles
- 34.680976, -81.995539 Triple Tree Aerodrome Joe Nall
- 43.574045, -96.872891 SF Sod Busters Flying Field
- 43.460828, -96.752437 Dakota Flyer (new field)
- 43.781788, -96.551842 Paul Winterton , SD

## BEATER CUB FOR SALE

From an estate sale, I have a Goldberg 40 size Cub. It’s no show winner, needs some TLC, and covering patching that I don’t have time to do. It has the full size 76 inch wing, and is powered by a Saito FA-80. Runs good, spins a Master Airscrew 13X8 to 8900 RPM, but I think the bearings are rough. Includes a basic Futaba 4 channel radio with dead batteries, so I have no idea if it works. No cowl. Extra props. Patch it up and fly it as is or strip it down and rebuild it your way. \$100

Tim Karash 651 497 0554  
Secretary@anoka-RC.com

## NAVAL RECORD

In 1963 the Navy set a record that still stands today. They landed and took off from an aircraft carrier, the USS Forrestal CVA 59, a KC130-F Aircraft. They made 29 touch and go landings, 21 unassisted full stop landings and 21 unassisted takeoffs at a gross weight of 85,000 to 121,000 lbs. The only modifications made to the airplane were a smaller nose landing gear, an improved antilock braking system and removal of the under wing fueling pod. Painted on the side was “LOOK MA NO HOOK” and it set a record for the heaviest takeoff and or landing on a carrier that still stands today. All done with no tail hook and no catapult.

Contributed by Neil Olson



Evan Krause 17 hrs · 🌐

Thank you ACRC Anoka County RC Club for putting on the Minnesota State Championships this weekend!

Thank you for one of the nicest personalized ammo/battery box. One of the nicest gifts I've ever received.

See you next year to defend my Masters State Championship title!

It's gotta be the tray!

# LIGHTNING SAFETY

Each year, roughly 400 children and adults in the United States are struck by lightning while working outside, at sports events, on the beach, mountain climbing, mowing the lawn, or during other outdoor activities. About 67 people are killed and several hundred more are left to cope with permanent disabilities. Many of these tragedies can be avoided. Finishing the game, getting a tan, or completing a work shift isn't worth death or crippling injury.

## The threat of lightning

All thunderstorms produce lightning and are dangerous. Lightning kills more people each year than tornadoes.

Lightning often strikes as far as 10 miles away from any rainfall. Many deaths from lightning occur ahead of the storm because people try and wait to the last minute before seeking shelter.

You are in danger from lightning if you can hear thunder. If you can hear thunder, lightning is close enough that it could strike your location at any moment.

Lightning injuries can lead to permanent disabilities or death. On average, 10% of strike victims die; 70% of survivors suffer serious long-term effects.

Look for dark cloud bases and increasing wind. Every flash of lightning is dangerous, even the first. Head to safety before that first flash. If you hear thunder, head to safety!

Lightning can travel sideways for up to 10 miles. Even when the sky looks blue and clear, be cautious. If you hear thunder, take cover. At least 10% of lightning occurs without visible clouds overhead in the sky.

## The single most dangerous place

Outdoors is the most dangerous place to be during a lightning storm. When lightning is seen or thunder is heard, or when dark clouds are observed, quickly move indoors or into a hard-topped vehicle and remain there until well after the lightning storm ends. Listen to forecasts and warnings through NOAA Weather Radio or your local TV and radio stations. If lightning is forecast, plan an alternate activity or know where you can take cover quickly. The U.S. lightning season is summer but lightning can strike year round! The Fourth of July is historically one of the most deadly times of the year for lightning. In summer, more people are outside, on the beach, golf course, mountains or ball fields. Outdoor jobs such as construction and agriculture, and outdoor chores such as lawn mowing or house painting are at their peak, putting those involved in danger.

## Safety rules

1. Postpone activities promptly. Don't wait for rain. Many people take shelter from the rain, but most people struck by lightning are not in the rain! Go quickly inside a completely enclosed building, not a carport, open garage or covered patio. If no enclosed building is convenient, get inside a hard-topped, all-metal vehicle. A cave is a good option outside but move as far as possible from the cave entrance.
2. Be the lowest point. Lightning hits the tallest object. In the mountains if you are above tree line, you ARE the highest object around. Quickly get below tree line and get into a grove of small trees. Don't be the second tallest object during a lightning storm! Crouch down if you are in an exposed area.
3. Keep an eye on the sky. Look for darkening skies, flashes of lightning, or increasing wind, which may be signs of an approaching thunderstorm.
4. Listen for the sound of thunder. If you can hear thunder, go to a safe shelter immediately.
5. If you see or hear a thunderstorm coming or your hair stands on end, immediately suspend your game or practice and instruct everyone to go inside a sturdy building or car. Sturdy buildings are the safest place to be. Avoid sheds, picnic shelters, baseball dugouts, and bleachers. If no sturdy building is nearby, a hard-top vehicle with windows closed will offer some protection. The steel frame of the vehicle provides some protection if you are not touching metal.
6. Listen to NOAA Weather Radio. Coaches and other leaders should listen for a tone-alert feature during practice sessions and games.
7. If you can't get to a shelter, stay away from trees. If there is no shelter, crouch in the open, keeping twice as far away from a tree as it is tall.
8. Avoid leaning against vehicles. Get off bicycles and motorcycles.
9. Get out of the water. It's a great conductor of electricity. Stay off the beach and out of small boats or canoes. If caught in a boat, crouch down in the center of the boat away from metal hardware. Swimming, wading, snorkeling, and scuba diving are NOT safe. Lightning can strike the water and travel some distance beneath and away from its point of contact. Don't stand in puddles of water, even if wearing rubber boots.
10. Avoid metal! Drop metal backpacks, stay away from clotheslines, fences, exposed sheds, and electrically conductive elevated objects. Don't hold on to metal items such as golf clubs, fishing rods, tennis rackets, or tools. Large metal objects can conduct lightning. Small metal objects can cause burns.



## BAZOOKA CHARLIE

Major Charles Carpenter was a recon pilot during WW II flying in France in the military version of the Piper Cub called the Grasshopper. His primary job was to locate the enemy positions and radio their locations. He would help direct artillery and bombing and would linger around the area and report enemy movements etc. The Germans at the time would not fire on these aircraft so as to not disclose their location. He was very good at his job but became frustrated at having so many targets available and not able to do anything about it. He complained to his Commanding Officer about this problem and they allowed him to install 2 bazooka rocket launchers, one on each side under the wing on the wing strut. They were mounted at 30 degrees and were wired so he could

fire them from inside the cockpit. He practiced coming in low and slow and firing the rockets. He became so good at hitting the target that they let him use these on patrol. He quickly became successful and raised his firepower to 6 bazookas, 3 on each side. His best day included launching his rounds and going back landing to reload and attacking again. He did this 3 times and was credited with 4 tank kills and an armored carrier. He quickly became known as Bazooka Charlie and he painted Rosie the Rocketeer on the side of his Grasshopper. His career total was credit for 14 German tanks and a handful of armored carriers plus an unknown number of soldiers on the ground. He was fired at many times but was never hit or injured. He survived the war and received the Silver Star, an Air Medal with oak leaf cluster and a Bronze Star.

Submitted by Neil Olson



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**ACRC SPONSORS**  
 King Kong Hobbies  
 Woodworking Plus  
 Blackjacks Asphalt

**CALENDAR OF UPCOMING EVENTS**

Thursday – July 18  
 •ACRC Meeting-At field

Saturday – July 20  
 •ACRC Fun Fly #4

Thursday – August 15  
 •ACRC Meeting-At field

Saturday – August 17  
 •ACRC Fun Fly #5

Saturday – September 14  
 •ACRC Electric Fly

Thursday – September 19  
 •ACRC Meeting-At field

Saturday – September 21  
 •ACRC Fun Fly #6

Saturday – October 5  
 •ACRC Fly-Out