



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

## AUGUST 2019

**THE MEETING ON THURSDAY, AUGUST 15, IS AT THE FIELD!!!!!!!**

### PRESIDENT'S CHATTER

#### SUMMER EVENTS

So many to try to attend. It is hard to choose. I did make it to the Grassfield electric fly, the 3M fly-in sponsored by the MARCEE club and the premiere electric event, WATTS over OWATONA. All were great events and I re-kitted only one airplane so far this year. I got to do some night flying with my Flex Cap 232.

I hope our next two events are well attended. We have decided to do a fall swap meet in conjunction with our fall fly-out. I'm hoping the flyer is ready by the time you're reading this. I will again replace the flyer for the electric fly and fall fly-out since someone keeps taking it from the bulletin board at Hub

Jeff Slater

#### THANKS FOR THE MEMORIES

I have retired as your ACRC club president. Kudos to those people who helped with club events, weekly field maintenance and upgrades to the flying field. I want to thank EVERYONE who has participated in the operation of the ACRC Club. It is because of your participation that it has been my pleasure to serve as your president. With that I encourage everyone to become more active in club events and needs, and I will see you at the field. Thank you.

Your Ex President

Virgil Okeson

### MEMBERSHIP NEWS

AUGUST 2019

At the July meeting ACRC selected Board members for the next two years. Tony Hahn, Jeff Slater and Stan Zdon were elected. Virgil Okeson did not run for another term and Jeff Slater took over as president with Tony Hahn now serving as vice-president. Due to health reasons Tim Karash also decided not to run again for the board so we are once again short a board member. If you would like to volunteer for the empty board position please let a board member know. Remember, you too can be a FBM.

**HOSPITAL REMINDER** - The closest hospital is Fairview in Wyoming, just north of Forest Lake. Go east on Hwy 22 to Hwy 61, which is just a ways beyond Hwy 35, and south on Hwy 61 to the hospital. The hospital is on the right side of 61 as you are going south. **FLY SAFELY!!!!!!!**

If you have to call 911 the GPS coordinates of the field are

Hwy 65 and 197th      45.3269 -93.2361

ACRC shelter            45.3287 -93.2309

**FIELD CLEAN UP REMINDER** - ACRC does not have a garbage service that comes to the field. The barrels at the field are used mainly for events. If you have pop cans or water bottles or other trash please take it home with you.

The only events still to occur this year, other than Fun-Flies, are the ACRC Electric Fly on September 14 and the Fall Fly-Out on October 5.

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The Fall Fly-Out will also include a swap meet this year.

The next meeting will be at the field on August 15 at 7:00 PM. This is the last meeting at the field for 2019. **THE SEPTEMBER MEETING WILL BE AT RIVERWIND.** There will be a fun-fly on Saturday August 17.

Stan Zdon

## **A Look Back**

### **August 1991**

28 Years Ago

This month 's newsletter was all-a-buzz over Jeff Slater's Fun-Fly extravaganza. It seems that Jeff created a simulated aircraft carrier deck that was rolled out for carrier style take off and landing events. If you rolled overboard off the end or side of the canvas, you lost all points.

Dan O'Link wrote of his trials and tribulations to replace the bearings in an OS 61 four stroke. Incorrect parts and rounded out Allen screws made a simple job difficult.

### **August 2001**

18 Years Ago

President Dan Stahn started a monthly "play by play" build up of a Top Flight Gold Edition P-51. Rather than doing the common place D version, Dan is attempting the Army A-36 Apache dive-bomber.

Kudos to Bud Durant for CD of the Fun-Scale contest and to Sam Huston for hosting the Float-Fly on Coon Lake.

A 2 page in-depth discussion of Ni-Cad battery failure issues written by Red Scholefield. Internal components were explained as well as simple storage charging.

Tim Karash

## **ACRC MINUTES**

Board members present:

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

17 Members present.

No visitors

### **Membership report:**

Near 95 members now.

### **Events:**

Notifications are not getting to all members. Newsletters to hobby shops are disappearing. Stan to look into the matter.

A swap meet will be added to the Fall-Fly Out.

### **Safety report:**

A severe startup accident occurred at the Grassfield club. Al Schwartz suffered hand and arm injuries. Although a restraining rope was on the tail, the plane had moved rearward during refueling, allowing the rope to become slack. When the engine started, the plane lurched forward. Al instinctively put his hand out to stop the plane and directly into the prop arc.

### **Treasurer's Report:**

Income: \$510.00

Expenses: \$584.35

### **Old Business:**

More grass seeding will be done to grass runway area later this year.

ACRC will not be participating in East Bethel days this year.

The asphalt runway will need total replacement within 5 years. This will be a very costly project, we will need to raise monies for this kind of a project. Three asphalt companies have given differing opinions as to overlay old or remove and totally replace. More bids will be needed

### **New Business:**

The city of East Bethel has website for free local ads.

Board election: - Motions were made and discussion took place regarding board membership.

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Tony Hahn volunteered to serve on the board. Virgil Okeson and Tim Karash are leaving.

### Raffle:

1st	Dave Willemsen	50 cal ammo box
2nd	Virgil Okeson	Shop block tool holder
3rd	Bruce Martin	Roll of red Monokote

### Tool Grab

1st	Stan Zdon	X-Acto knives
2nd	Lucky LaRose	Tee handle driver
3rd	Jeff Slater	Gorilla glue / activator
4th	Marc Tellevik	Utility knife

Tim Karash

## ACRC SAFETY

As a Club member and a member of the AMA, we all have a pretty good grasp on flight safety and our responsibilities in putting aircraft in the air in order to preserve the integrity and promote the growth of our hobby.

I am also sure that all of us have overheard someone talking about getting a new quadcopter (AKA “Drones” to everyone else) and hearing them talk about what they want or expect to be able to do with the new “toy”

A few years back, an acquaintance of mine bought a camera drone. It really was more a precursor to the very capable DJI drones or similar units now available but at the time it was a direct competitor to DJI at the same, over-the-top price point. He told me that he had planned on programming the unit to fly a 3 to 4-mile course around Minneapolis centered on the IDS building in order to get a panorama of the city center. He said that he would then sell the video and others like it to offset the price of the drone.

I think he had greatly overestimated the capability of his new “toy” and at the same time underestimated the potential he had for causing damage.

I thought it would be best if he had some direction, both in flying skills and in safe flying skills, and I offered to assist him in both areas.

Most units offered today are fairly easy to fly, at least in beginner mode. A lot of the skills needed for flying have been integrated into the model itself making hovering, following, and other basic movement relatively easy.

Even with this assisted flying making the learning curve much flatter, the responsibility of flight still lies in the hands of the pilot in control of the remote. This is the person that will be held accountable if anything goes wrong

To minimize the potential for anything to go wrong takes practice. Simulation software can provide that practice in a safe, controlled, non-threatening environment. Crashing electrons in a simulator is far superior and much cheaper than smashing the real thing.

Once you have that mastered, find a safe wide-open space to practice. Something with no trees, buildings or anything else to crash into would be perfect. The club’s flying field when empty is great but not necessarily open to the public. Baseball fields or public parks are good but even that can be a little small for a fast-moving object like a drone and could also annoy neighbors. Wherever someone goes, however, they need to concentrate on flying and not on taking pictures, at least for now. Once a pilot becomes proficient at controlling the aircraft, particularly in gusty or windy conditions, then the pilot can move on to photography.

I offered this same advice I offered to my friend and I would like to say that he followed it and became an expert aerial photographer and has started a commercial business. I would like to say that.

What happened instead is that this person only followed a couple pieces of my advice. He was extremely confident in the technology as advertised in the drone that he purchased that he thought that he did not have a genuine need follow the directions given to him.

His first practice flight was conducted from the roof of his 6-story apartment. Once over the edge of the building, the motors shut down and the unit

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plunged to the ground almost hitting some people on the sidewalk below.

I was told that the drone was sent back for repairs as it was still under warranty. He bragged about how great the drone was as well as how great the company that sold it was. As this was his first foray into the RC world, I stressed again the importance of getting lessons on not only how to fly, but how to fly safely. Again, he stated arrogantly that he didn't need lessons.

Does everyone need to have lessons? Maybe not. Some of the smaller, "park flyer" drones are more toy-like and not capable of causing damage. In the case of my friend was that he was making plans that could be considered dangerous and irresponsible. Flying autonomously, out of sight, over people and buildings, in controlled airspace and over vehicle traffic to name a few. I really wanted to talk to him about everything that was wrong with his plan before he hurt someone or caused any serious damage. But he was not going to be told anything!

A few months after he had dropped the drone to the pavement, I asked him if he had got the drone back and if he was still planning on his big stunt of flying around the IDS building

He told me that he had just got the drone back and had been practicing to get a little better at flying. A few days later I heard from a mutual friend that he had attempted to take some shots while flying around a pontoon in order to practice his skills. Because he had not perfected landing, he used the "return to home" feature on the drone, which worked perfectly and sent the drone to land on the place where the pontoon had been but not to where the pontoon had drifted.

The last I heard, he had gotten the drone back from the repair shop for the second time and now it was up for sale at a significant discount. I guess natural selection does work

Brett Ohnstad

## F4U CORSAIR INFO

The F4U or Corsair was one of the unusual airplanes from WW II. It had the bent wings we all know, the rudder forward on the fuselage and the cockpit moved to the rear of the wing instead of over the wing which most of the airplanes had at the time. Most of these design features were an accident of the design process. The bent wing is thought to be because the airplane needed room for the propeller. Well this is true but it is not the primary reason. The airplane started in the design stage as a carrier based unit and had to have folding wings. The landing gear had to be short to take the abuse of hard carrier landings. The designers found that they could not do this without bending the wings which required a very robust folding mechanism and make the landing gear work. The Corsair used the Pratt and Whitney 2800 radial engine, as did many of the US fighters. Because of the multi-angled wing, the Corsair designers had a difficult time designing dive brakes that would work well. So the engineers also designed that the main landing gear would deploy when the dive brakes were deployed. The retractable tail wheel would not extend in dive mode. The pilot sits back on the fuselage almost behind the wing for the ability of fuel storage. The engine used was very fuel hungry and they had to design large fuel capacity. They ended up with 2 62 gal wing tanks and a central self-sealing tank positioned right where the pilot was to sit so he had to move. The wing tanks were not self sealing and were used to right away so they were as empty as possible when entering combat. They would also purge the wing tanks with carbon dioxide as an inert gas. The moving of the pilot caused another problem because the pilots could not see the carrier well because of their location in the fuselage. So the airplane was restricted to land based duty only. The British figured a way to carrier land the airplane. They would fly a curved pattern to the carrier deck so they could always see the carrier and the landing officer .. If you watch any video of the landings you will notice the curved or arched flight path. Now you know something about the Corsair.

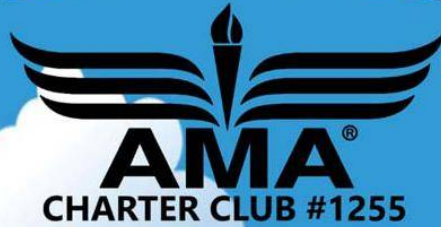
Neil Olson



ANOKA COUNTY



# 2019 Events



**14  
SEP**

## ELECTRIC FLY

All electrics 8:00AM till 2:00PM then open flying.

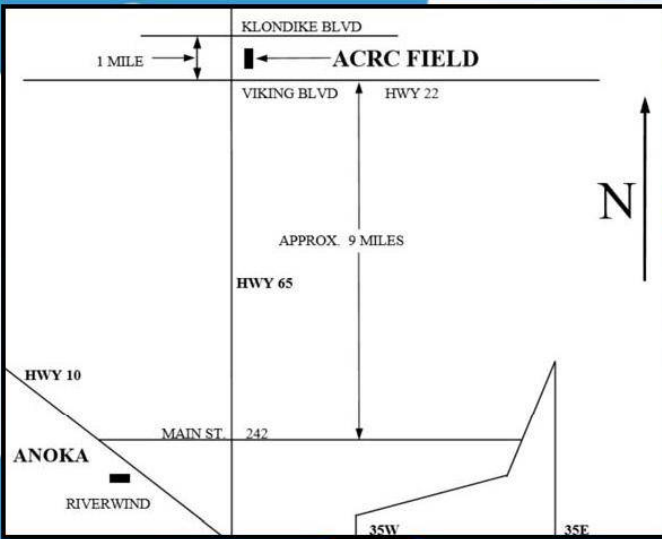
## FALL FLY-OUT

Open flying all day just for FUN!

**5  
OCT**

## ALL FLYERS & SPECTATORS WELCOME

AMA required for flying. \$5.00 Landing fee includes lunch. Come try our recently resealed runway.



ACRC- East Bethel, MN [WWW.ANOKA-RC.COM](http://WWW.ANOKA-RC.COM)

*ACRC would like to invite you to the 1<sup>st</sup> annual*

# Fly In and Swap Meet

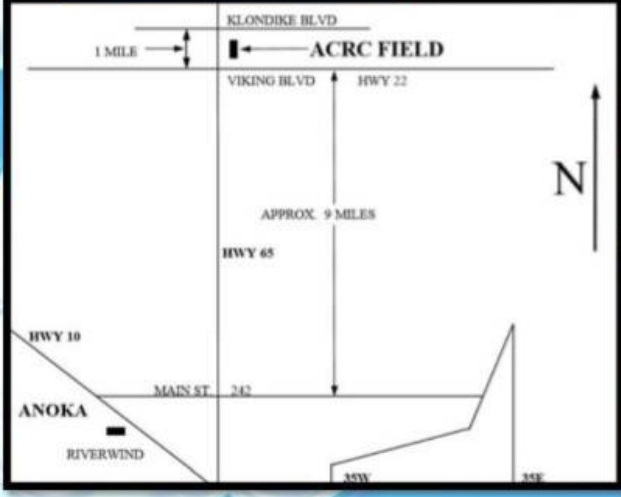


**Saturday  
Oct 5<sup>th</sup> 2019**



**Have airplanes or RC equipment for sale or trade?  
Bring your own table or tailgate to set up your display  
Want to look for a great bargain? Whether new or  
experienced, there should be something here for you.**

**NO FEES and Non-Member Guests are Welcome  
Setup at 9 AM - Lunch provided (\$5.00 Sug Donation)  
Open Flying for AMA members. Discovery flights available**

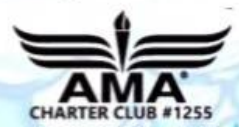


**Anoka County Radio Control  
Flying field is located 1/4 mile north of Viking  
Blvd on Hwy 65 in the North Metro area**

**We have a 250 foot long paved runway and  
wide-open flying spaces.**

**ACRC and our members are dedicated to educating  
new pilots in safe and fun flying and are open and  
welcoming to all pilots new and experienced alike.**

**ACRC-East Bethel  
MN [www.anoka-rc.com](http://www.anoka-rc.com)**



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### THIS MONTH

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*Brett Ohnstad*

*Virgil Okeson*

*Jeff Slater*

*Stan Zdon*

## ACRC SPONSORS

King Kong Hobbies

Woodworking Plus

Blackjacks Asphalt

## CALENDAR OF UPCOMING EVENTS

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

Thursday – October 17

•ACRC Meeting-At field

Saturday – October 19

•ACRC Fun Fly #7