



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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OCTOBER 2019

THE MEETING ON THURSDAY, OCTOBER 17, IS AT RIVERWIND!!!

ACRC FUNDRAISER

Just in case you have been in a cave or under a rock for the last few months, ACRC is in need of raising monies to replace our asphalt runway in the not-to-distant future. I've found a fundraiser through the Minnesota Fresh Water Society Weather Guide calendars. Our club makes a significant amount of money from each sale.

The new year is fast approaching, making this year's calendar obsolete, plus these calendars make excellent holiday gifts. Several club members have reported good results.

Did I mention that its time for you to seek "revenge" on all of those charming friends and neighbors who have hit you up for Girl Scout cookies, wrapping paper, light bulbs, and magazine subscriptions....

I will be at the next club meeting with boxes of calendars available. Whether you can sell one, or a hundred and one, it will help us achieve our goal.

Tim Karash

VICE PRESIDENT

We will be holding a drawing for an Avios Grand Tundra! The Grand Tundra is a 67" wingspan PNP. (All needed to complete is a receiver and 4 or 6s battery)

We will be selling 25 chances @ \$20 ea. No need to be present to win.

Drawing will be held at the ACRC monthly meeting after all tickets are sold. This is not a part of our regular monthly raffle.

If this drawing is as successful as we think it will be we will have a separate plane raffle from time to time. Come to the meetings and expand your fleet!

Tony Hahn



MEMBERSHIP NEWS

Although the board elections were held during the summer, it won't be long before the next round of nominations will be here. This would be a good time to start thinking about who would be a good board member. You might even consider nominating yourself. ACRC needs members who are willing to help run the club. You cannot just wait for the next guy to do the work while you just fly. Ask not what ACRC can do for you, but rather what can you do for ACRC. Even you can be a FBM. (F----- Board Member)

Weather permitting; the last fun-fly for 2019 will be on Saturday, October 19.

THE NEXT MEETING WILL BE AT RIVERWIND ON OCTOBER 17 AT 7:00 PM.

Stan Zdon

A Look Back

October 1991

28 Years Ago

Jeff Slater put together a list of ACRC members who had competed at Minnesota R/C events. In 9 different competitions, none of which were Fun-Flies, ACRC members placed 4th or higher 26 times. Nice!

Stan Zdon put to rest the idea that light bulbs emit light, but are in fact, Dark Suckers.

Jeff Slater brought a 25 size EZ Cub out for a maiden flight. He had shoehorned a Saito 50 into the nose. Needless to say, Jeff went home with a 2 piece aircraft.

Jeff also sluffed off his Who's Who column onto his daughter, Denim. She promptly wrote the column about herself.

October 2001

18 Years Ago

President Dan Stahn described 3 new ARF planes that came into the hobby shop where he's working. A Pizazz and Aresti Fun Fliers, plus a pattern ship from Global called Freestyle.

Dan also continued his P-51 build up, lamenting the "different" style of wing panel joining. To be continued.

Dan explained how to make hatch panels from plans or from an already built wing.

Swap meet notices, cold weather flying tips, and battery charging tips filled out the issue.

Tim Karash

ACRC MINUTES

11 Members present.

No visitors

Vice President:

Road from Hwy 65 is in bad shape. The road was graded but it was a poor job. The road is wet and muddy.

Membership report:

98 members now.

Events:

A swap meet will be added to the Fall-Fly Out on October 5.

Safety report:

Some flyers of large birds have been taxiing back into the pits. They have been advised that engines have to be shut down at the fence.

The large tree hanging over the road has been removed.

Treasurer's Report:

Income: \$115.00

Expenses: \$409.00

Training:

Rain has interfered with training; last Wednesday 3 instructors, no students.

Old Business:

More discussion on runway improvements and sealing. Runway fabric was also discussed.

New Business:

Removing sections of the railroad ties for walkways was discussed. Stan Zdon made a motion, seconded by Tony Hahn, to remove 3-foot sections of various ties for the walkways.

Students in the introductory pilot program should provide their own plane after the initial training program is completed. – No decision made.

A discussion took place concerning the club loaning out a simulator to new students. – No decision made.

Weather Guide calendars for the fundraiser were distributed.

Raffle:

1st	Mark Tellevik	????
2nd	Ed Belmore	Tweezers
3rd	Ed Belmore	Roll of Monokote
4th	Doug Lewandoski	Heat shrink tubing
5th	Duane Orson	Foam mounting tape
6th	Bob Barton	Micro screwdriver
7th	Ryan Kontak	Prop balancer
8th	Tim Karash	Super glue & activator

Brett Ohnstad

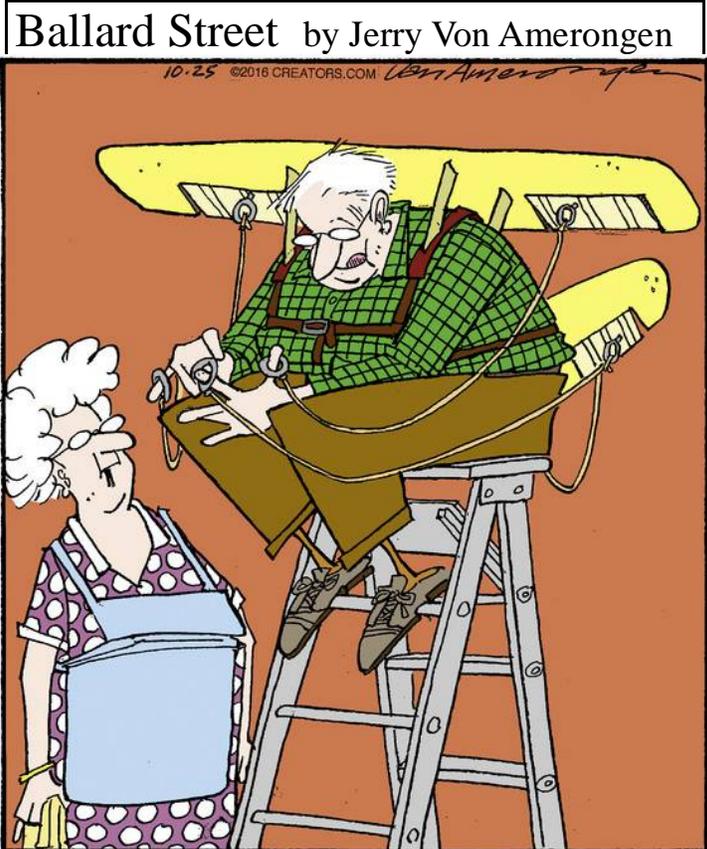
HELICOPTER INFO

Stabilized versus Headlock Mode

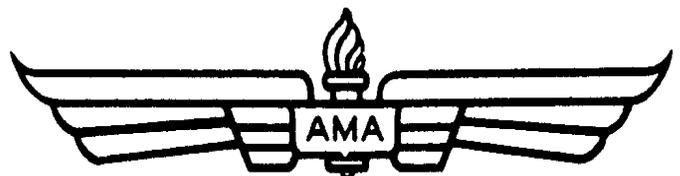
I was at our flying field a few days ago and there was a gentleman, very good pilot, who was having trouble with his new Spektrum AS3X. I don't know much about Spektrum so I was very interested in the AS3X. In one of his flight modes he had way too much stabilization set and when I suggested that he told me that he didn't have stabilization but he only had heading hold or headlock on. He told me that the flight controller didn't have stabilization but it was really headlock mode. He even went as far as to tell me that I should look up the meanings of stabilize and headhold and I should read up on the difference. I've heard other people say same thing and I begin to wonder if I've been thinking about stabilization wrong for the last five years. I thought about this for a long time and realized he really didn't have a concept of the difference in the two. I came up with two examples to help us visualize the difference between the two. In the first example let's assume your plane is on the runway and you take off and aimed your plane, helicopter, or drone at the farmhouse that is north and slightly east of our runway. Your vehicle is set to stabilize mode and you fly directly at the house. Now let's assume that you have a 15 mile crosswind from the southeast, the plane will, with no input from you, fly straight and level towards the house, but when it gets to the house it'll fly past the house down wind because of the drift. Now assume the same conditions, this time you set headlock on. Again the plane will fly flat and level towards the house but this time the gyro and accelerometer will keep the nose pointed at the house and ring the front doorbell. I took the second example from OUR HELICOPTER FORUM site from the Internet. Let's say your helicopter or drone is sitting on one of the picnic tables nose pointed south and you arm it with headlock on, carry it the runway and sets of down with the nose pointed east and without touching the yaw stick starts to take off. Once the skids are light the craft will immediately yaw around to point itself south. Now the same setup with Headlock off which

usually puts the craft in to stabilize mode. Take off with nose pointed East the craft will remain pointed east and be relatively stable. The set up guide for the AS3X recommends mode 1 be set with zero gain, mode 2 set up with some gain, which makes it into a stabilized vehicle, and mode 3 set up with a gain and headhold if you want. In this set up headhold is only active when the sticks are near center. I think some people don't understand headhold vs. stabilization because the AS3X is marketed as stabilized receiver but stabilization isn't mentioned in the setup manual at all. Spektrum calls it set gain and sometimes as gain set.

Dave Willemsen



"If there's some kind of trouble, Stephen, remember it's our only step ladder."



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ACRC Website - <http://www.anoka-rc.com>

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ACRC SPONSORS
 King Kong Hobbies
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CALENDAR OF UPCOMING EVENTS

Saturday – October 5
 • ACRC Fly-Out

Thursday – October 17
 • ACRC Meeting-Riverwind

Saturday – October 19
 • ACRC Fun Fly #7

Thursday – November 21
 • ACRC Meeting-Riverwind

Thursday – December 19
 • ACRC Meeting-Riverwind

Wednesday – January 1
 • ACRC Freeze Fly