



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

NOVEMBER 2021

THE NOVEMBER 18 MEETING WILL BE AT THE CIVIC CENTER

PRESIDENT'S CHATTER

INDOOR MEETINGS

I like our new venue for our winter meetings. Now we need to bring those interesting projects to show off. Do a review on that new ARF or foamy or bring in that building project in progress or some tips on your methods of building. We all like to learn from others.

Jeff Slater

OCTOBER FUN-FLY

What a grand day for an October fun-fly. We had four flyers and a few spectators. Jeff Flander wowed us with a great smoke filled flight after the event. We started with 5 touch-n-goes with a 360 degree turn and a loop between each. The second event was a runway long figure 8 then land and ending with a second figure 8. These two events were timed. The last event was 5 passes to pop 3 balloons. Jeff Flander and I tied with one hit each, which lead to a fly off. Jeff pressured me with another hit so I promptly wiped the landing gear off my plane trying too hard. All great fun.

Results were Jeff Flander first, Jeff Slater second, Dale Anderson third, and Marc Tellevik came in a very entertaining fourth. The fifty dollars for the October fun-fly was won by Jeff Flander.

Kevin Haygaard (one of the guests at our last meeting) came to watch with his son and grandson. I planned on letting him fly one flight with my airplane but the mishap on the last event foiled that plan.

I am now looking forward to next year's fun-flies. Remember there is the FREEZE-FLY January 1.

Here is the link to the video of the 2021 MARCEE Event held at ACRC on September 11th.

<https://youtu.be/iLpmpzmmBHI>

Jeff Slater

MEMBERSHIP NEWS

ACRC rules require the use of either the ACRC card or an AMA card for guests. This is the only way that AMA insurance can be verified. According to the AMA, club rules become part of the AMA Safety Code for the club, and the Safety Code has to be followed for the AMA insurance to be in effect. Let's get those cards on the frequency board!!!

Newsletter editors are always looking for interesting items to put in the newsletter. These can be articles that you have written or articles that you find on line. Pictures and hints are also welcome. Just email me the link and I can copy the information. My email address is szdon@yahoo.com.

There is an application included in this newsletter and there will also be one in the December newsletter. If you lose both of these you will have to pick one up at the meeting or send me a self-addressed stamped envelope. Members who read the newsletter on line can print the application and rules from the ACRC website. Remember, **ALL** current members have to fill out a 2022 application and have their year 2022 AMA

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verified before they can be issued a 2022 membership card. Dues for 2022 are \$75.00 and if you rejoin after January 31 there is a \$5.00 late fee. Please rejoin as soon as possible after you get your November Servo Chatter and your AMA card for 2022. It is easier to set the budget if the majority of the dues are in by mid-January. A place has been added to the application for a donation to the runway fund. Please donate if you feel so inclined.

REMEMBER - I need verification of your **2022** AMA. Sending a copy of your 2021 card will only delay the processing of your application. Please also include a stamped self-addressed envelope. It's not that the club cannot afford the stamps, but it makes it easier for me. I do membership for both ACRC and SPMRC. Thanks.

THE NEXT MEETING WILL BE AT THE **COON RAPIDS CIVIC CENTER** ON NOVEMBER 18 AT 7:00 PM. The Coon Rapids Civic Center is about 2 miles east of Riverwind, about a mile beyond Hansen Blvd, on the north side of the road. It is a large building and we will be entering at the far south door. If you have a GPS the address is 11155 Robinson Dr, Coon Rapids, MN 55433

Stan Zdon

FROM THE VEEP

If you remember from my article in last month's newsletter, I was eager to encourage everyone to do some building this season. I am dismayed to report that once again my airplane project is in the same state as it was a month ago. In my defense I will claim that there was a new culprit that kept me away from my building table this time. They have little ears, long whiskers and they love the birdseed that I put out in my feeder: mice! Yes, what started out as evidence of one little mouse finding my home to be warmer than the cooling outdoors quickly turned into mayhem as they turned my basement shop into a multifamily apartment complex. My space was violated, and I was far from eager to spend time in my shop with the intruders.

Instead of building new tailfeathers for my Sweet n Low Stik, I was counting the tails as they stuck out of the traps I set up for the offending regime. I've patched some holes in the outer walls of my house, but I still seem to catch one mouse a day. I fear the battle may never end and somehow that feels like a poetic welcome to the toils of home ownership. I know my story is not unique. I've heard of unbalanced wings that turned out to have nest built inside the hollow structure. To their credit, the mice in my house have seemed to leave my airplanes alone, as far as I can tell. My wife, bless her, has also helped me keep things in perspective, reminding me that the furry beasts are not intentionally aiming to destroy my stuff or my sanity. They are simply trying to survive the impending Minnesota winter as we all are.

Now I am not touting a position of "live and let live". I fully intend to reclaim my shop and put an end to this tyranny, but in the process, it may help to maintain some compassion for the little buggers. Hopefully I can find the remaining entrances and seal them up to encourage the mice to stay outside. Then, after some thorough cleaning, I can get back to my hobby. I know that we all react differently to the challenges life brings us, but it all leads to experience that enables us to be ready for what comes next.

Even though the beginning of my building season has had a rough start, I hope that some of you have made progress on your projects. I want to encourage you, if you are able, to bring your creations to our upcoming club meetings as show-and-tell so that we can see what you have been working on and maybe gain some inspiration. I have yet to decide which kit I will bring as top prize in our November raffle, but I assure you that I will check to contents of the box for gnaw marks and chocolate sprinkles. I hope to see you there, and remember, we're all in this together.

Ryan Kontak



A LOOK BACK

NOVEMBER 2003

18 YEARS AGO

This month begins with Good News & Bad News. The Bad News is Northwest R/C has lost their field.

The Good News is the ACRC runway has been repaved and 3 taxiways were added. Yay!

13 Participants in the October Fun-Fly.

A reminder from Greg Classen as the weather gets colder; it may be difficult to insert your plane restraint into the ground. If you can't, get an assistant to hold your plane.

Gary Thompson from the Paloma's R/C Flyers wrote out seven tips for the inevitable "Dead Stick" landing.

Practice, trade altitude for airspeed, and head towards yourself when the power fails were just a few of his suggestions. Proper airplane set up and the use of a timer are helpful in preventing the dead stick.

NOVEMBER 1993

28 YEARS AGO

Ray Johnson wrote an addendum to John Jensen's Ax-Man Surplus motor article from the previous month. It seems Ray's results were much more impressive than John's. On a 2 minute timed climb, Ray's Gentle Lady nearly "specked out" on the Ax-Man specials. You never know...

Alberto Nencioni wrote ACRC a nice letter from Milano Italy describing his R/C activities. He found our club name and address in Model Airplane news. Interesting to hear from someone halfway around the world.

Tim Brockman earned his private pilot's license. Congrats!

Tim Karash

ACRC MINUTES

Members present: 8 plus board

Board Members: Stan Zdon, Tim Karash, Ryan Kontak, Jeff Slater, Marc Tellevic

Guests: Kevin Haugaard and Rodney Lund

Membership Report:

Total for 2021 was 85 members. 16 Renewals listed for 2022

Treasurer's Report:

Income: \$0

Expenses: \$176.02

Safety Report:

Not present

Events:

Fly out successful with only 5 participants likely due to the poor weather conditions. Jeff Slater proposed an October Fun-Fly, which is generally not on the event schedule. 2nd by Tim Karash. Motion carried.

Training Report:

Ended for the season. Training will restart in May 2022.

Old Business:

Recruiting new members has been and will always be a concern for the longevity of the club. Any suggestions are welcomed. Tim Karash will work on a recruitment poster.

Lawn mower maintenance scheduled for early November.

Runway fund is near 25% in bank. Asphalt overlay cost has come down slightly.

Need better long-term agreement from Bobby Hoffman prior to repaving investment.

Pilots are reminded to avoid mowing activities of Hoffman employees.

Training sign to be replaced. The large club sign by the highway is in need of repair.

New Business:

AMA Trust Test needs to be done by all members. Pilot registration with the FAA is required of all who fly.

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Wednesday coffee 9:00 AM to noon has been moved to the Andover Community Center. It is near the YMCA on Hanson Blvd. Enter through door #1.

Calendar fundraiser sales are on again. This is an excellent fundraiser for the club. All sales help, even if it's just one.

Show and Tell:

None

Raffle:

6" Caliper	Marc Tellevik
Prop balancer	Ryan Kontak
F14 Foam kit	Neil Olson
Certificate - Sky Hobby	Jeff Slater
Certificate - Sky Hobby	Tim Karash
Certificate - Sky Hobby	Lucky LaRose

Tim Karash

ACRC SAFETY

As we are coming to the end of the flying season, you might be thinking about putting away your batteries for storage until the temperatures begin to warm up next spring. Even though I know that everyone practices safe battery handling and storage for the rest of the year and this should not be anything new, a yearly refresher couldn't hurt.

1. Do not charge or discharge, fly with, or even store any damaged or otherwise puffy LiPo batteries. These batteries could begin to ignite with an intense flame that, once started, will not stop and could start other nearby objects to also ignite. Airplanes tend to be harsh environments; the LiPos used in our airplane suffer from plenty of abuse. If you have concerns about a battery that may have taken one to many hits, dispose that battery in a safe and proper manner. Likewise, I do not recommend buying used LiPos for the same reason, as you do not know how much damage that battery may have already withstood or how close it is to rupturing

2. Use a LiPo battery balancing charger/discharger to maintain your batteries. It is recommended that the cells in a LiPo battery be

maintained so that there is no more than 5 mV to 10 mV difference between each cell in a multi-cell battery. A battery that is out of balance can become unstable and dangerous. If a battery has a bad cell and cannot be returned to this balanced state, it should be discarded.

3. When charging, discharging, transporting or storing your battery, do so in a LiPo safety bag, ammo box or some other fireproof container. When charging or discharging a battery do not have the battery near other flammable items such as the engine of a car or on an unprotected workbench and do not leave it unattended. The best practical surface to use is either ceramic or concrete. A small metal workshop cart with a few floor tiles on the bed could make for a handy charging station that keeps that batteries (and you) off the garage floor and can be wheeled out of the garage and onto the driveway in an emergency

4. Batteries are more likely to have problems when they are fully charged or overcharged, which can happen when a cell is no longer working properly. But keep in mind that there is no clear way to determine when it will happen. And absolutely do not charge a battery with it in still in the airplane. The material that the airplane is made of can spread the fire faster and make it more difficult to contain.

5. LiPo fires are considered chemical fires and require a Class D fire extinguisher to be able to contain the fire. Buckets of sand can also be used to assist in containing a LiPo fire.

6. Batteries should be stored at normal room temperatures. Do not store batteries in excessively hot or cold places or expose the batteries to rapid temperature variations. Although it might be tempting to do so because cold tend to prolong a batteries lifespan, you do not want to store a battery in a refrigerator which could result in condensation occurring inside of the battery once it is moved into warmer temperatures.

7. Heat is the enemy of batteries. Do not charge a battery that is still warm from use and do not use a battery that is still warm from being charged.

8. Cold can be bad for the batteries too. You may notice a decrease in performance with batteries on a cold day, but batteries may fail completely if used at temperatures under 14F (-10C)

9. LiPo batteries should not be charged over 4.2V per cell and they should not be trickle charged. The batteries should also never be discharged below 3.2V to maintain a healthy battery, and voltages dipping below 3.0V can potentially cause permanent damage to the battery.

10. LiPo batteries should never stored for more than 3 days with a full charge or below 3.2V. After this period of time it is best to draw down the voltage to the storage charge of 3.6V to 3.8V per cell

Given that you follow basic battery safety protocols and proper charging and storage measures, you should be able to get 300 or more charge cycles on your LiPo batteries. Of course your mileage may vary.

Brett Ohnstad

CALENDAR UPDATE

The holidays are fast approaching which means it's great time to hit up everyone you know for a very useful calendar. Every sale puts cash in the ACRC runway account, so put the arm on those who beat you up over wrapping paper or candy bars. They make great non-gender related gifts.

I'll be at the November meeting to give out calendars on the honor system, meaning you don't have to pay in advance. If you need some sooner, drop me a note.

Tim Karash



NAME THE PLANE

A SHORT STORY

IT'S OVER?

by Sherwood Heggen

It is that time of year again. The air is turning colder. The sun is setting too early. The leaves on the trees make a chilling, hissing noise as the wind blows against them and successfully yanks them from their branches. The grass is still green but growing is no longer its ambition. Rather, it is drawing its neck into its shoulders like the humans walking upon it trying to ward off the cold. In other words, the flying season is mostly over.

It is hoped to get in a few more flights and especially test fly the new addition to your flock. The super-duper wonder ARF was ordered last spring, but with Covid and all, delays were inevitable. The virgin model is loaded in the back of the SUV alongside a tried and true, well-worn, dependable go to airplane. The tried and true model is brought along for something to fly just in case the maiden doesn't go well.

Arriving at the field, you see no cars, which isn't surprising, since it is late October and the temperature is barely 50 degrees. Small patches of snow lie in shaded areas from an early snow storm but the runway is baked clean by the sun. Luckily, while setting up your models for flight, your back is to the warming sun and the wind is moderate out of the northwest. It feels good to not have to wear gloves to keep your hands warm as you will have to do during the upcoming winter. Light elation trickles into your mind as your new model is prepped, started and carried to the flight line. The sky is a light blue with a hint of clouds in the northwest. It is waiting to be a perfect background for that new yellow and white model with the black trim. The anticipation and concern of a maiden flight grows as you taxi downwind. A smooth turn around brings the nose of the model into the wind. It is important to cherish this moment since it might be the last flight of the season. You take it all in for where you are. The pleasure of a beautiful day and high expectations of a positive maiden flight of the new model

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surrounds your spirit. But now, you hesitate. Did you do everything to make this a flight ready airplane. Is it balanced correctly? Did you tighten all of the servo arm screws? Did you tighten the wing hold-down bolts? Are the control throws too much or too little? So many nagging, negative thoughts go through your mind. Finally, you affirm that all is ready and your thumb pushes the throttle stick forward. The model moves forward but veers slightly to the left. Muscle memory kicks in right rudder, and as it speeds up, a bit of up elevator is introduced. The model rises from the runway. Elevator is relaxed and the model starts to descend. Quickly you're on the elevator up trim - more - now a bit more. It is much better but the model is drifting to the left. Is it due to rudder or aileron that is out of trim? Typically, its aileron so a couple of beeps of right trim brings the flight path into shape. Now it's time to fly the racetrack pattern to get used to how the model feels. Then, rolls, loops, stall turns, and some slow flight gives you the feel of what your model will be when it is truly all trimmed out. You're confident the landing will be uneventful since the up trim required indicates being a bit nose heavy. The approach is set up and you feel the wind is beginning to pick up out of the northwest, even starting to gust at times. You keep the speed up to accommodate the varying wind speed and head for the runway. Just short of the runway, you chop the throttle, flare a bit and the model is safely on the runway. Now the wind is really starting to blow with a cold front coming in. The wind is strong enough to keep your model from turning about to taxi back. A walk to the end of the runway is necessary to retrieve the model after its successful maiden flight. You notice the sky is clouding over and the sun's friendly warmth has forsaken you. The wind shows no sign of letting up and the joy of being at the field is no longer there. You pack up everything and climb into the warm shelter of your SUV.

A melancholy feeling comes over you as you head for home. Your spirit picks up as you recall how the maiden flight of the new model was successful. Even the landing was a nice one. It will be ready to go next spring. Then you hear the announcer on

the radio talking about getting your Christmas shopping done early and you just know the flying season is over. The melancholy feeling returns.

But wait. A new season has now begun. It is building season! Pleasant thoughts of being in the warmth of your model building sanctuary, surrounded by all of your modeling stuff, comes to mind. Maybe winter won't be so bad after all. There is much to build before the next flying season.

YOU'RE ADDICTED TO RC, WHEN

From the Sacramento Valley Soaring Society

1. You read nothing but transmitter and model manuals in the bathroom.
2. You have converted a mobile home to have room for all your airplanes with just space enough to sleep.
3. Your RC insurance costs more than your car's insurance.
4. You have something RC within a radius of 5 feet from you at all times.
5. You've heard, "Hey that looks just like the airplane I tossed in the bin after crashing last week," more than once at your flight field.
6. A full-scale airplane passes overhead and you move your thumbs to match its movements.
7. If you plan to go outside for any reason and it's windy, you go back inside again and find out when it's due to be calm next.
8. If you worked feverishly in all your free time, it would take three years to clear up your backlog of kits.
9. You host a fun-fly when it's so cold that one of the events is starting your engine.
10. You accept a crash as an opportunity to start a great new kit.
11. If you spend more money at the local hobby shop in one hour than you make in a month.
12. You use your old van just to transport airplanes.
13. The smooth tarmac bike trail at your local park has funny airport markings sprayed on it.
14. You have a "special room" for your airplanes.

SERVO CHATTER

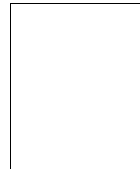
902 - 88TH LANE NW
COON RAPIDS, MN 55433

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Coon Rapids, MN 55433
www.kingkonghobbies.com sales@kingkonghobbies.com

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19801 Highway 65 NE • East Bethel, MN 55011
Mike Rivard
Chief Imagineer
mike@gronomics.com
Office: (763) 753-7888
Fax: (763) 753-1314
Cell: (612) 919-5680

ACRC BOARD MEMBERS

PRESIDENT

Jeff Slater

president@anoka-rc.com

TREASURER

Marc Tellevik

treasurer@anoka-rc.com

VICE PRESIDENT

Ryan Kontak

vicepresident@anoka-rc.com

INSTRUCTION COORDINATOR

Bob Barton

instruction@anoka-rc.com

MEMBERSHIP SECRETARY

Stan Zdon

membership@anoka-rc.com

FIELD SAFETY OFFICER

Brett Ohnstad

fieldsafety@anoka-rc.com

RECORDING SECRETARY

Tim Karash

secretary@anoka-rc.com

EVENT COORDINATOR

Bruce Martin

events@anoka-rc.com

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

SERVO CHATTER EDITOR

Stan Zdon

newsletter@anoka-rc.com

CONTRIBUTORS THIS MONTH

Sherwood Heggen

Tim Karash

Ryan Kontak

Brett Ohnstad

Jeff Slater

Stan Zdon

ACRC SPONSORS

King Kong Hobbies
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CALENDAR OF UPCOMING EVENTS

Thursday – November 18

- ACRC Meeting-Civic Center

Thursday – December 16

- ACRC Meeting-Civic Center

Saturday – January 1

- ACRC Freeze Fly

Thursday – January 20

- ACRC Meeting-Civic Center

Thursday – February 17

- ACRC Meeting-Civic Center

