



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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ANOKA COUNTY RADIO CONTROL CLUB, INC.

SEPTEMBER 2026

THE SEPTEMBER 17TH MEETING IS INDOORS AT RCB!!

PRESIDENT'S CHATTER

BETTER LATE THAN NEVER

Here we go. It is September already. ACRC is supposed to nominate four new board members every year in June for elections in July. For whatever reasons that did not happen this year. Positions change at the first of the year so we still have time. We will do nominations at the September meeting and vote at the October meeting giving the new board a couple of months to get ready for the new year.

Last year we welcomed three new board members VP- John DeVries, Membership secretary - Earl Hendricks, and Safety Officer - Cameron DeVries and re-elected Recording Secretary - Tim Karash

This year board positions up for election are: President - Jeff Slater, Treasurer - Marc Tellevik, Event coordinator - Michael Reinert, and Training coordinator - Jimmy VanNorman.

Come to the meeting with your nominations in mind.

Don't forget to bring show-n-tells. This will be our first indoor meeting of the year.

Riverwind Community Building is the meeting place
2701 Northdale Boulevard Coon Rapids MN 55433

Keep them flying,

Jeff Slater



FROM THE VEEP

Building a Bigger Pit Area: Inclusion, RC Style

If you have spent more than five minutes at our flying field, you know that radio control pilots are a rare breed. We are a collective of folks who willingly spend three months meticulously applying Monokote, balancing carbon fiber props, and debating the merits of various airfoils, only to hand the transmitter over to gravity and hope for the best.

Yet, for a long time, the unwritten rule of RC clubs seemed to be: If you don't fly what I fly, you're doing it wrong.

Remember when electric planes first arrived? The glow-fuel veterans looked at those silent, battery-powered craft like they were flying toaster ovens. Then came the drone pilots, who were treated like time travelers from a sci-fi movie that no one asked to watch. And don't even mention 3D foamies to a scale builder unless you want a two-hour lecture on rivet placement.

Here is the truth: our field is big enough for everyone.

Inclusion in our club doesn't mean we all have to agree on gas versus electric, or telemetry versus flying by the seat of your pants. Inclusion simply means if it has wings, rotors, or even just enough thrust to defy physics for two minutes before a rapid unscheduled reassembly in the tall grass, you belong here.

Consider the benefits of welcoming every type of aviator:

- **The Tech Wizards:** When your receiver refuses to bind or your ESC starts emitting mystery smoke, the quadcopter pilot with three micro-soldering irons in his pocket suddenly becomes your best friend.
- **The Giant Scale Gurus:** Need to borrow a wrench, four zip ties, a spare servo horn, or a sandwich? The scale builder's trailer has a fully functional workshop and a stocked pantry.
- **The Beginners:** They remind us of the pure, unadulterated terror—and absolute joy—of a first solo flight. Plus, watching their landings makes our own bouncy arrivals look downright professional.

Next time you see someone at the flight line with something unusual—be it a turbine jet, a 3D printed wing, or a micro-heli that looks like a angry bumblebee—don't just offer a polite nod. Step over, ask about their setup, and offer a hand, if needed.

After all, we all share the exact same goal: bringing our aircraft back down in the same number of pieces it had when it took off.

Additionally, I recently read a post about the spacing of pilot stations. Contrary to local conventions, the closer spaced pilot stations provide better communication between pilots.

Additionally, additionally, let's discuss changing the requirement to hang your card on the board at the field. This is a carry-over from the 72MHz days, and I believe has outlived its purpose. Your card displayed on your person when flying should be sufficient. For those that say that they want to know who's flying, how about walking down and introducing yourself if there is someone you don't recognize. And please don't make the first question, "Do you have an AMA?" The chances of someone coming out and flying without an AMA these days is rare. The chances are not zero, I will admit. But let's try to be inclusive instead of exclusive. And yes, we have that reputation as a club that we shun outsiders. Food for thought.

John DeVries

MEMBERSHIP NEWS

Our head count for the end of August is 117. This includes four new adult members, Scott Olson, Coon Rapids; Matthew Layher, Blaine; David Fisher, Oak Grove; and Anthony Heatherston, Bayport.

This is the end of the Membership Year. We count a Membership Year from September 1st through August 31st. This has to be done this way so we can measure our membership from one year to the next. Any member joining after September 1st automatically is included in the next year membership.

With this in mind, I am pleased to report that we had 117 members on August 31, 2016 compared to 90 members on August 31, 2025. One of the boosts to our membership is the registration of Family Members with the AMA which makes them "official" members of the club. This change added 8 official new members.

Finally, now that we have moved into the 2027 member year, I encourage everyone to renew your membership online. This greatly helps me process the membership. However, you can still submit a paper application with you check (DO NOT SEND CASH) to my home address. If you do send a paper application please note the change of process for return envelopes, which are NO LONGER REQUIRED. I generate all return envelopes on the computer and my budget contains Membership Card postage.

See you at the monthly meeting.

Earl Hendricks

EVENT COORDINATOR

I can't believe the fall fly-out is just around the corner. I'll be whipping up chili and cheese sauce for chili dogs.

Sat Oct 3. Pilots meeting at 9:30.

\$10 dollar landing fee includes lunch.

Let's send this flying season out with a blast.

Mike Reinert

A LOOK BACK

SEPTEMBER 2008

18 YEARS AGO

September is that dreaded time of year when nominations for board positions are held. Perhaps this is the meeting to acquire a short-term illness....

The ACRC website, anoka-rc.com is up and running.

Current membership is up to 97 for the year.

The August Fun-Fly had 12 participants.

More than 15 pilots participated in the Electric Fly-In, with many spectators as well.

A few interesting tips were published:

- Windy weather requires adjustments to your normal landing approach. Rudder and throttle use become important.
- Heated air expands. More exit area than inlet area is necessary.
- Control horn installation can result in damaged covering when (not if) the screwdriver slips. Make a template of the horn from cardboard to act as a guard.
- Soldering irons can create a magnetic field which may have adverse demagnetizing effects on an electric motor's internal magnets. Servos too.

SEPTEMBER 1998

28 YEARS AGO

Improved pilot stations were laid out and inset into the sod

The board spoke to Bobby Hoffman regarding reseeding bare grass areas on the field.

More than 20 pilots participated in Don McGillivray's Electric fly-In

The August Fun-Fly was exciting as pilots dodged thunderstorms throughout the day.

Bud Durant wrote a full-page description of recent flying activity levels. Apparently, he has acquired a

new Thesaurus, and did his level best to use as many words as possible to say "It's been an active season at the field".

Stan Zdon reminded everyone of the proper use of the new pilot stations and to clear the runway at the end of your flight.

Tim Karash

ACRC MINUTES

Board members present:

Jeff Slater, Marc Tellevik, John DeVries, Earl Hendricks, Mike Reinert, Tim Karash.

8 Member present plus board

No guests

Membership Report:

4 new members this month. 118 total as of today's date, 10 of which are Junior memberships

Treasurer's Report:

Income: \$2889.00

Expenses: \$1119.00

Safety Officer Report:

No issues other than an occasional pit taxi

Event Coordinator:

The Electric Fly-In had 22 registered pilots, plus 5 juniors. 1 Introductory flight was given. 50 plus people were present at the event.

(The exquisite lunch made the flying secondary...)

A fall Float-Fly event was bantered about earlier this year, but will not be happening.

Training Report:

None

Old Business:

The major crack in our runway has settled in place. A new approach to crack filling will be done this fall.

New Business:

4 board member's terms are up this year: Marc Tellevik, Mike Reinert, Jim Van Norman, and Jeff Slater. Jim would like to drop out if possible.

ACRC has been using Mailchimp for our emails, however we have reached the free account limits. A motion was made by Mike Rienert to move to a paid account. It will cost \$13 per month for expanded use. The motion seconded by John DeVries, motion carried.

Landing fees for events of \$15 including lunch were discussed, with no changes at this time.

Show and Tell:

None

Raffle:

- | | |
|-----------------------|----------------|
| 1) Epoxy | Jaydon Mathias |
| 2) CA glue & kicker | John DeVries |
| 3) Glue holders | Marshal Mills |
| 4) MAG tray & magnets | Don Burr |
| 5) Foam Tac glue | Steve Modesitt |

Submitted by Tim Karash

A STORY OF CAUTION

Most of you all know me. I'm not the greatest flyer out there, but I can hold my own. When you get those days that nothing goes right, stupidly sets in. I "have" this ultimate that has been giving me problems the last 3 times that I've been out at the field which has stopped me from flying it. Last Wednesday (September the 2nd) I was sure I had it ready.

When it was time to fly it (and I really was itching to fly this thing so bad) the carburetor was so rich it took Mike Reinert and myself about an hour to get it, to me, perfect. Now I'm chomping at the bit to fly.

I taxied to the end of the runway and stopped. Now if you ever watched me you would know, I go through the flight functions in high rate, switch to low rates and go through the functions again. Then I set my timer, start it and go. NOT THAT DAY! I was in too big of a hurry and did not switch into low rates and when the plane took off, I hit the ailerons and of course flip, flip, flip and down it went. Upset with myself, I lost a beautiful airplane. (Sorry Sherwood). In conclusion, slow down no matter how much you really want to fly. It's a lot cheaper that way.

Gary Smith



Editor's Ramblings

I'm still toying with the idea of getting involved with some Minnesota universities to participate in a fixed wing competition of sorts. The idea is still in the early stages, but essentially the Minnesota Space Grant Consortium, funded by NASA, gives opportunities for students to participate in aeronautics and space projects. One of the goals of the organization is to support public outreach efforts, which I believe is an interest for our club and the AMA as well.

I don't know exactly what our club's involvement would look like, but I could imagine a competition where student teams design and build a wing that can be tested on a common fuselage and piloted by our club members. We may also be able to apply for a Take off and Grow Grant from the AMA if our efforts involve outreach to the public during the event.

If you want to learn more about Minnesota Space Grant, go to www.mnspacegrant.org. Additionally, if you haven't heard about it yet, the Red Bull Flugtag is coming to Minneapolis this year. This free event will be held on Saturday, September 26th at Bohemian Flats Park (2150 W River Pkwy, Minneapolis, MN 55454), with gates opening at 10:00 AM and competition starting at 12:00 PM.

Ryan Kontak

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ACRC SPONSORS

King Kong Hobbies
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CALENDAR OF UPCOMING EVENTS

Thursday – September 17

- ACRC Meeting-RCB

Saturday – October 3

- ACRC Fall Fly Out

Thursday – October 15

- ACRC Meeting-RCB

Thursday – November 19

- ACRC Meeting-RCB

Meetings are held at 7:00 pm
At the Field – May thru August
At RCB – September thru April

RCB – Riverwind Community Building

