



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

NOVEMBER 2014

THE MEETING WILL BE THURSDAY, NOVEMBER 20, AT RIVERWIND!!

PRESIDENT'S CHATTER

Merry Christmas. What already? I think Mother Nature has set the tone for building season. Knee deep snow and it's not even turkey day yet. Looks like a nice mid size plane might be just the thing to take up some time.

This month there are 5 members sticking their necks out for a board position. At this month's meeting we will find out who those FBM's are. It should be fun. We get to count ballots; have not done that for a while. So if you would like to participate in such fun and freedom please come to the meeting. The threat of nominations is done, but a bylaw change may be in the works.

I hope to see some projects at the meeting for show and tell to keep morale a bit on the high side.

Until next month,

Andy Thunstrom

FROM THE VEEP

The first snowfall has probably happened and we in the midst of winter. If we haven't done so we should be preparing for long-term storage of our airplanes and batteries.

To the Snow Birds in the club, I wish you safe travel and don't forget to take something with to fly and we'll see you in the spring. Those of us who are left behind will have to get our indoor aircraft ready to fly, practice on the simulators, and work on our winter projects.

ACRC Forum - <http://anoka-rc.com/forum>

Don't forget to come the club meetings and stay in touch your friends. Also a reminder to renew your club membership.

Your Veep
Virgil Okeson

ACRC TRAINING

With the conclusion of the 2014 training season I want to thank all of you who have helped with the training process this season. With members volunteering their time, the success of the ACRC Training Night is successful, fun and has thrived. I truly believe it has only helped the well being of our club and has attracted several new members throughout the years.

Last month nominations were held for a few board member positions, mine being one of them. During the meeting I was candid with respect to my busy schedule. Summers are becoming very busy for me with work and juggling my kid's activities. My boys are 9 & 10 now and sports schedules are only becoming more aggressive. This season I missed several Wednesday nights, which bothers me a bit. As the Training Coordinator I feel bad when I get tied up and leave the guys hanging. I have two of the Club Trainers in my possession and it's my job to make sure they are in working order and available for members who need them. Unfortunately, I cannot commit to be available every Wednesday night moving forward. The other issue I will have is making all of the club meetings, which is a Board member responsibility. If another nominee were voted into the position, I would still help out with the

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instructing as much as I can. The Training Coordinator is responsible for maintaining and hanging the two nitro trainers, attending monthly Club and Board Meetings, submitting a monthly Training Newsletter Article, recruiting volunteer instructors and Discovery Flights at Club events. The club really has a good thing going here and I would love to see it continue in the future.

2014 SOLOS

Congratulations to Roger Lee for making the 2014 list!! Roger was checked out October 20th.

Clear Skies and Unlimited Visibility

Scott Oleson
(Cell) 952-201-3352
smo47@live.com

MEMBERSHIP NEWS

At the November meeting ACRC will be electing board members for 2014-2015. Four members are finishing their two-year term in December: Chris Cone, Marc Davis, Scott Olsen and Brett Ohnstad. Five members were nominated to run for the four available positions. They are Scott Oleson, Brett Ohnstad, Bob Proulx, Marc Tellevik and Tom Janos. If anyone else wishes to run for the board be sure to let a board member know. Now that nominations are over it will be safe to come to the November meeting.

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 2015 application and have their year 2015 AMA verified before

they can be issued a 2015 membership card. Dues for 2015 are \$50.00 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 2015. It is easier to set the budget if the majority of the dues are in by mid-January.

REMEMBER - I need verification of your **2015** AMA. Sending a copy of your 2014 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 RIVERWIND ON NOVEMBER 20, AT 7:00 PM. Remember, if you don't come to the meeting you can't win wonderful prizes.

It's not too long until the Freeze-Fly so put your skis on your plane and get ready for some winter flying.

Stan Zdon

ACRC SAFETY

It is getting to be that time of year when we start buying gifts to give out for the holidays and Black Friday Eve pre-after Thanksgiving sales are just around the corner. And of course what child, niece, nephew, kid down the block, father-in-law or wife wouldn't absolutely love a new RC airplane as a gift. And really, does it matter that they have never shown any interest in flying before, because, really, everybody secretly loves to fly, right?

But does it matter what airplane that we get them, after all, they are going to have a great teacher standing by, ready to show them the ins and outs of RC flying. Well, yes, it does matter. As much of a joy it is to own and fly remote-controlled aircraft, it is important to remember that they are not toys. There is truly a certain degree of respect that is necessary to have when flying as inexperience or negligence on the part of the pilot can result in someone getting injured or could possibly cause property damage.

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As age and skill level of recipient will make a huge impact on what to buy, and is probably the biggest determining factor for many reasons, it does not necessarily determine the ability to fly as we have seen some very young pilots come to the field and seemingly have no difficulty in mastering the basics in a relatively short time. (Yes, I hate them too.)

First time pilots should start off with smaller, less powerful aircraft. A smaller aircraft has a lower risk of causing any damage, both to property and person, but also to the aircraft itself as a smaller aircraft could bounce back from a crash that would have destroyed a larger aircraft.

It seems that in the last few years, more and more mall kiosks pop up selling neat little counter-rotating helicopters and quad systems. While these are fine little LED studded machines they have their issues. One issue is that they do not sell replacement parts. While these fly-by-night kiosk operators have claimed that replacement parts are readily available at the local hobby shop, in truth, parts are not easily found or installed. The kiosks also tend to be overpriced. The same models can usually be found online at one quarter to one half the price of the mall kiosk and replacement parts can be found at the same site. Your best bet however is to purchase from the local hobby shop, where the models are better engineered and, at least in my experience, better built. Parts and service are also available, something that you are not necessarily going to find at the online store or mall kiosk.

Stay away from complicated systems. Retractable landing gear and scale components are nice but leave that for the more experienced pilot. The more basic the airplane the easier it will be to learn the fundamentals. It will be easier, cheaper and less discouraging to fix when the eventual crash does happen as well as less daunting for the new pilot to learn on.

While fueled aircraft may be the preference for the experience pilot, it is just one more step to add to the learning curve. Less than a decade ago this might not have been a viable option, but with modern advances in electric power, there is no

longer the need to start flying with fueled systems and the immediate need of extra equipment such as an electric starter, glow plugs, fuel pumps and the like in order to fly. Sure, electrics need batteries and chargers to fly but so do the fueled systems, making battery maintenance one of the early skills to learn and master before moving on to the more complex power systems of fueled aircraft. The biggest advantage however is that smaller electrics can be flown at a local park, a place that the new pilot may have easier access to rather than being confined to only flying at a full-fledged field. This will make for easier development of the flying skills for the new pilot.

Several of the cheaper airplane options may have an included transmitter, but these may be model specific. This means that once the model is beyond repair and no longer flyable, the transmitter may also be useless. On the other hand, it might be prohibitively expensive to purchase both an airplane and an expensive transmitter that may only be used a few times if the new pilot should lose interest in the hobby. The best option may be to go with a combo that includes a basic four-channel radio like the Spektrum DX4e that has the ability to be used with multiple models relatively easily. As a package it might seem a little more expensive but in the long run, the new pilot may only need to buy a new Park Flyers sized airplane and still retain use of that basic radio with the new models. The biggest advantage to buying a better basic radio is that not only are the planes compatible with a more advanced transmitter later down the road should the pilot stick with the hobby, but the basic radio can be used as a "Buddy Box" for training of the new pilot with that new plane.

Not only should you be available to help train the new pilot in the basics of flight, you need to show them the other aspects of the hobby of flying long after the gift has been unwrapped. Show them how to keep up with the maintenance of the airplane, proper battery charging, transmitter use, etc. Show them field safety and courtesy. And show them that there are days that you just need to say that it is not a good day to fly. More on these topics later.

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October Fun Fly Results

1st event was most touch and goes in 60 seconds. Touch and goes could be done in any direction. Jeff Flander finished 1st with 7 touch and goes

October Fun Fly Results

Name	1st Evnt	2nd Evnt	3rd Evnt	Ttl	Plce	Pnts
Gary Smith	2	2	1	5	1	25
Stan Zdon	3	4	3	10	2	24
Phil Vaughn	3	7	2	12	3	23
Marc Davis	4	3	5	12	3	23
Paul Rono	7	1	4	12	3	23
Andy Thunstrom	2	7	6	15	4	22
Jeff Flander	1	7	9	17	5	21
Mark Tellevik	5	5	7	17	5	21

2nd event was a take off, loop, roll, touch and go, loop, roll and land. Any direction - fastest time. Paul Rono completed this in 44 seconds but the real surprise was that Jeff broke his airplane on this simple event showing that even the best of us have bad days.

3rd event was 3 spot landings closest to the center mark on the runway with flyers keeping the two best distances. Jeff Smith won the event with a combined distance of 65 inches.

Paul Rono was this year's overall winner! Great job Paul! He was constantly in the top 2 all season and if Jeff Flanders hadn't missed one month it would have been neck and neck. Grandpa deserves honorable mention for pulling second place for the year..

Fun Fly results compiled by Marc Davis

Current Standings - 2014:

Name	Apr	May	Jun	Jul	Aug	Sep	Oct	Ttl	Plce
Paul Rono	25	22	24	25	24	25	23	168	1
Stan Zdon	24	15	23	24	19	22	24	151	2
Mark Tellevik	21	17	19	23	21	21	21	143	3
Jeff Flander	23	20	25	0	24	25	21	138	4
Andy Thunstrom	22	21	0	19	21	24	22	129	5
Phil Vaughn	0	18	20	22	22	0	23	105	6
Dale Anderson	18	16	17	0	20	20	0	91	7
Chris Cone	18	24	22	20	0	0	0	84	8
Scott Oleson	24	0	0	20	23	0	0	67	9
Marc Davis	0	0	0	21	0	23	23	67	9
Andy Noll	24	23	19	0	0	0	0	66	10
Kris Westerbur	20	25	21	0	0	0	0	66	10
Dan Thiede	0	0	24	0	25	0	0	49	11
Gary Smith	0	0	0	0	18	0	25	43	12
Roger Jeffery	19	19	0	0	0	0	0	38	13
Virgil Okeson	0	0	18	0	17	0	0	35	14
Christian Cone	0	0	0	22	0	0	0	22	15
Jeff Smith	0	0	0	0	21	0	0	21	16

Safety-

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But most importantly, show them how to sign up to be a member of the club. Come to think of it, that might be a pretty good gift too. Well at least now you should have a little better idea of the options that you should consider before you go out and buy that first time pilot a new airplane. I know that it is going to help me in my decision here in the near future as I am going out soon to buy my wife an airplane or two that I just know that she will love to have me fly for her.

Brett Ohnstad



ACRC CRASH OF THE MONTH TROPHY

One crash picture was received during October. All pictures will be published in the December newsletter so that the annual winner can be chosen.



Tom Janos' Trainer—Oops!!

ACRC MINUTES

Members: 19

President: Welcome all

Membership: 131 Members

Treasury: The Fall fly-out almost broke even with it costing the club about \$90.00 for the whole event. We had a major expenses for the runway repairs of \$ 3750.00 for the sealing and edging. We still have a major expense for the dirt work and filling in around the runway.

Vice President: Presented raffle items

Safety: Nothing new

Training: Winding down, a few more weeks left. Training occurred on October 15 and it was still nice. Trainer is almost fixed from the crash at the Fall Fly Out.

Cherrywood demo at the senior center was talked about. Andy Thunstrom used the road in front of the center for taking off. There were a bunch of micros and quad copters that were demonstrated for the group. It was a nice event and they all had a good time.

Old Business:

The runway cracks have been filled and 2 coats of seal cote applied. We will need a lot of fill if we are going to level the whole grass runway. We had 5 loads of dirt brought in to level the area around the runway and feather it into the grass field. Grass will be seeded later this year.

The pilot stations look great! Bob Svare donated the pads and installed them.

Fall Fly-Out - Virgil extended a thank you to all the flyers that flew demos.

New Business

We need to put all the crash photos in the newsletter and let the members vote at the December meeting for the best crash of the year.

Nominations:

Chris Cone, Marc Davis, Scott Olsen and Brett Ohnstad terms are up.

The following people were nominated for a position on the board with voting in November:

Scott Olesen	Marc Tellevik	Bob Proulx
Brett Ohnstad	Tom Janos	

Show and Tell: None

Raffle:

Tool Box	Bob Barton
Cutting Mat	Bob Barton
Vise	Ken Dinkel
Sealing iron	Marc Davis
Power meter	Daren Bitzer
Balsa striper	Neal Olson
Trim Tool	Virgil Okeson
Digital volt meter	Tom Janos

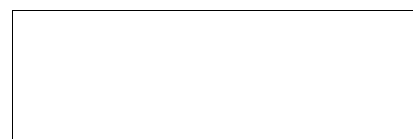
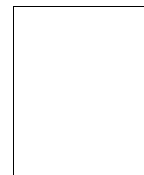
Marc Davis



NAME THE PLANE

SERVO CHATTER

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ACRC SPONSORS

King Kong Hobbies
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Cambridge State Bank
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Deadline for the
next newsletter is:
December 1, 2014

CALENDAR OF UPCOMING EVENTS

Thursday – November 20

- ACRC Meeting

Thursday – December 18

- ACRC Meeting

Thursday – January 1

- ACRC Freeze Fly

Thursday – January 15

- ACRC Meeting

