



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

MAY 2020

THE MEETING ON THURSDAY, MAY 21, IS AT THE FIELD!!!

PRESIDENT'S CHATTER

2020 Pattern Contest Information

ACRC has agreed to sponsor this contest, sanctioned by Brian Dorff, who is also the CD.

As of now we still plan to move forward with this plan.

Social distancing will be practiced.

No food will be served.

I will require all those from our club that plan to attend to email me (jeff@techfamily.net) before June 1, 2020. This is to get a handle on the number of people necessary to accomplish scoring etc.

Brian will have a good idea of how many contestants will be coming from his end.

Brian says he will take care of plaques for awards.

The dates are June 13 and 14.

There will be open flying before and after the pattern rounds are complete each day.

Enough said. I will forward any new information as I receive it from Brian.

I hope everyone is staying healthy and getting in some flying somewhere.

Jeff Slater

VICE PRESIDENT

What the heck has happened to our planet?

Suddenly everything has changed. But one thing that remains with just a few changes is we are still flying.

Our field is in great shape. I have ordered a mulching kit for the mower. It is hoped that this will greatly reduce the amount of clippings build up left on the field after mowing and we will have it installed soon. BTW, thanks to the mowing crew for their hard work.

This Covid virus is going to be around a while but if we all do things smart and learn to adapt our club can continue, with just minor changes. They will be discussed at the next meeting, at the field at 7:00 pm May 21.

I finally got my restored Great Planes Super Skybolt maiden after rebuilding the much neglected Saito 120 four stroke and replacing all the electronics. This plane flies great and at high speed the 3 blade prop screams like a Jericho Siren! Now just a few minor tweaks and some work on getting my skills to the level needed for this great biplane.

We do have a plane being raffled off, a 30CC size Hangar 9 Ultra Stick ARF. There are only a total of 25 tickets for sale at \$20 per ticket. Sales of the tickets have obviously been slow, but now that we are getting back out flying they are picking up and we have about 15 tickets left. Hopefully between the fly-in on May 16 and the meeting on May 21 we can hold the drawing,

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Please sign up with our Facebook page to keep updated on daily going-ons at our field.

See you at the Field!

Tony Hahn

MEMBERSHIP NEWS

The meeting this month will be **AT THE FIELD**. The starting time is 7:00 PM and if you get there early you can get in some flying before the meeting. Remember that you should be using your current membership card to mark your channel and guests should be using their AMA card to verify their AMA membership. ACRC rules require that your membership card be attached to the impound board anytime your transmitter is not in the impound rack or in a Tx case.

In 2014 the By-Law concerning nominations for the Board was changed. Nominations are now held in May and June with the election in July. The four members whose terms end this year are Bob Barton, Bruce Martin, Brett Ohnstad and Marc Tellevik. Hopefully we can convince them to re-up for another two years. We could also use a volunteer to be secretary for a 1 year term.

ACRC members should remember and follow the safety rules. We all have mental lapses from time to time so gently remind others when you see them having a **SENIOR MOMENT**. Starting engines with the plane faced other than toward the runway and full RPM run-ups in the pits seem to be the most frequent violations of club rules. If you just visualize where the prop blades will go if the blades break off it will help you remember why the club has these rules. The plane should be started in the pit area and moved to the run-up area for the high RPM run-up. There should be **NO** running of engines or electric motors in the shelter.

The flight stations are close enough so pilots can communicate their intentions concerning take-off, landings, etc. Be sure to let other pilots know what you are going to do. Shout out “coming out”, “taking-off”, “landing”, “on the field” etc. Remember, if the wind is from the north, you should be flying from the 5 stations by the south

half of the runway and vice-versa.

Be sure that you are standing on or behind the flight station blocks. If you stand ahead of the blocks you could be blocking the view for someone who is landing and if you are standing way ahead of the blocks you are definitely in a Danger Zone. All flying is to be done beyond the runway. This even applies to Micro-Electric planes (See Rules 9 & 10). Once you land, clear the runway and taxiways as quickly as possible. If you have to do maintenance on your plane or change the battery, it should be taken back to the pits.

THE NEXT MEETING WILL BE AT THE FIELD ON MAY 21 AT 7:00 PM. The summer meetings will be at the field until August. The fun-fly will be on Saturday May 23.

Stan Zdon

ACRC SAFETY

I would like to address a few safety parameters involved in flying at the club that have been brought to my attention. In particular it has to deal with two items, both of which seem to resurface year after year.

The first has to do with the pilot display board. Back in the early days of radio controlled modeling pilots would use radio systems that could cause interference with between users. One pilot could accidentally turn on his radio that could overpower someone else's radio who was flying at the time leading to disastrous results. To prevent this a pilot would “claim” a specific frequency for a period of time. Other radios on the same channel would be required to be left on the shelf so-as to not be turned on causing interference. To identify which channels were being used, each radio would have a specific set of colored flags attached to the antenna. The pilot would also place his identification on the board under the frequency that he or she was currently using. Not doing so might allow another pilot to think that the channel was open. Not using the board therefore had a natural consequence.

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Today, with the prevalence of spread-spectrum digital radios, there is a link between a radio and the receiver that is relatively unique in that multiple radios can use the same channel with little or no chance for interference between systems. Pilots today do not have a need for channel isolation and do not feel a need for using the pilot display board.

The display board does have a very important function however. Each member at the field pays dues to both the AMA and to the club. The former covers insurance, political advocacy, development of our hobby along with a neat magazine. The later pays for field development and upkeep and other incidental associated with having a big beautiful runway.

I do not know every person who may be using our field, but I do want to limit its use to people who have also invested time and money into the clubs field. The only sure way of ensuring that is if everyone using the field has an identifying card on them or in the pilots display board. Seeing that a lanyard with the card dangling around ones neck is not exactly safe when working around propellers and having some bug you for your club card every few minutes can be very distracting. So leaving the card on the display board, while no longer necessary to see if someone else is using the same frequency, does have a purpose.

The other issue that we see being used incorrectly is the idea of where on the airplanes can be started and run up and movement of the airplanes around the field. The western most portion of the field is reserved for parking and spectators. This includes the area up to and including the benches and picnic tables. Airplanes are not to be started or run in this area. This is for the safety of spectators and pilots to be able to watch others flying, load and unload airplanes, and socialize without fear of any personal harm. Please note that the shelter is included in this area. No airplane should ever be started inside the shelter, yet this has been occurring.

The area east of the picnic tables and benches and up to the starting stands/wind-sock is the "pits". Pilots typically will setup their airplanes in this

area and will start a nitro or gas fueled airplane in this area. The pit area is not for running up an engine. The reason for this is that a high speed running engine could launch either the airplane or a loose propeller at someone who is walking from the pits to the flight line. Moving an airplane in this area to the run up area or the flight line requires the pilot to either carry the airplane or have physical control over the airplane in order to restrain it from a runaway situation.

This brings us to our last area of concern. It is usually a good idea to run up the engine of your airplane prior to taking off to ensure that the airplane is running correctly. The problem that has been occurring is when a pilot starts in the pits behind the active pilot stations. They then do a run up in the pits or rev the engine to move an unrestrained airplane to the run up area or flight line. Pilots need to avoid these practices. And when you do want to perform a preflight run up, do it to either the far south or north end of the field or from the area near the fence behind the non-active half of the runway. Under no circumstance should a pilot return an airplane back to the pits after a flight under power. Kill the power once the airplane has landed and has been moved off of the flight line.

Rule 12. There should be no taxiing west of the safety fence. In the area west of the safety fence the aircraft should be carried or be under some sort of physical control.

THERE WILL BE NO TAXIING BACK TO THE PITS. RETURNING AIRCRAFT MUST HAVE THEIR ENGINES KILLED BEFORE CROSSING THE PILOT LINE. The pilot line is defined as a line that runs the length of the field through the pilot stations.

If you see anyone who is violating these safety issues, please try to point out how their behavior is not safe. Furthermore please notify either me or a board member of the behavior, especially if the person continues demonstrating any unsafe practices afterward.

If you do not know whom the person is, just go check the pilot display board. They should have their card up there, right!

Brett Ohnstad

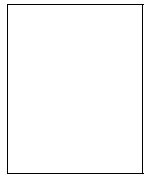
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ACRC SPONSORS

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Woodworking Plus
Blackjacks Asphalt

CALENDAR OF UPCOMING EVENTS

Thursday – May 21

- ACRC Meeting-At Field

Saturday – May 23

- ACRC Fun Fly #1

Sat & Sun – June 13 & 14

- ACRC Pattern Contest

Thursday – June 18

- ACRC Meeting-At Field

Saturday – June 20

- ACRC Fun Fly #2

Thursday – July 16

- ACRC Meeting-At Field

Saturday – June 18

- ACRC Fun Fly #3

