



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

JULY 2022

THE JULY 21 MEETING WILL BE AT THE FIELD!!!

PRESIDENT'S CHATTER

EVENTS PAST AND FUTURE

It's really July. Summer is racing by like NASCAR.

The Minnesota Pattern Championships we sponsored was a success thanks to six entries from ACRC.

Thank you to those who did participate and a thanks goes out to our contest coordinator Bruce for providing lunch. The list of pilots is posted on the control board.

Coming up is our Electric fly-in August 27. It is open to all AMA members. No landing fee. Flying to start at sunrise for those early birds that enjoy the calm mornings. Open flying for the glow and gas will start around 3:00. Earlier if attending pilots agree.

If there is enough interest there is going to be a streamer combat after lunch. Lunch will be served at noon donations accepted to offset food costs.

We are planning on monthly fun-flys for July, August, and September. Sorry about the missed June fun-fly. I was out of town and others were busy.

October 8 is our scheduled FALL FLY-OUT. This is also open to all AMA members. Lunch is planned and the order is in for a warm windless day so, tell all your friends to come join in some flying fun.

Jeff Slater

FROM THE VEEP

We're in the middle of the calendar year already and unfortunately the days have transitioned to getting shorter as we go forward. There is no reason to despair yet, though as the shift happens slowly at first. I hope you have many opportunities to bring a new or favorite plane to the field this season.

We haven't seen any new trainees for our flight training program this year. There are a few participants from previous years who are continuing to learn on our Wednesday training nights after they became members of the club. I suppose it hasn't helped that at least half of our Wednesday nights have been windy or rainy. On the windy days I've been grateful to have the electrified Alpha back in action after repairs over the winter. Heavier planes seem to handle turbulent air better than the lighter foam planes. I've said this before, but if you know of anyone who might enjoy learning to fly RC airplanes, please tell them about our program and get them in contact with Jim VanNorman or me. New trainees lead to new members and a healthier club.

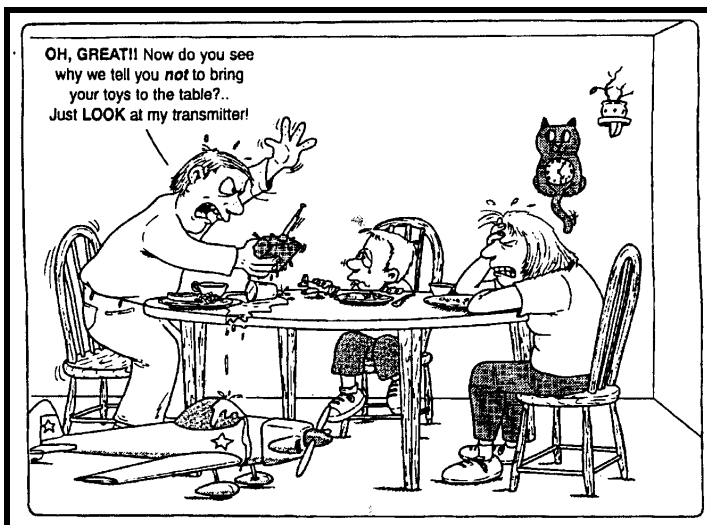
For the club meeting raffle this month, I'm finally going to bring out one of the larger items that has been taking up space in the prize tote for a while. It is an Ironton 16" Safety Protective Case. It is impact and water resistant with a foam rubber interior lining. The middle layer has perforations so that you can customize the shape of what fits in it. It would be perfect for holding a transmitter and a couple small accessories. I did check, and I

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don't think it would fit two transmitters, unfortunately. Still, it is a great grab for one of you who comes to the July 21 meeting and purchases some tickets. Remember, tickets are \$1 each or you can get 6 for \$5 to improve your odds. Guests are welcome to participate as well. As your ever humble VP, I'm hoping to win a bag of servo screws so I can install the servos in my Sweet-n-Low Stik.

Speaking of which, I discovered that I may have made an unwise choice when I purchased servos for the Stik. I chose a high torque servo for ailerons, elevator and rudder, but I did not consider that the extra torque could come at the cost of slower speed. I have yet to determine if the slower speed will negatively impact my flight experience. To satiate my curiosity, I just went down to my shop and hooked two servos to the same servo tester. One was a standard Futaba and the other was the high torque HiTec. What I found was that my concern was unfounded, there was no perceptible difference between the two (which I later backed up by checking the specs online.) It turns out that HiTec must have designed the servo to obtain the higher torque without losing speed. The physics side of my brain said "more torque comes at the cost of speed" but the engineer side reminded me that engineers can pretty much do anything short of breaking the laws of physics. I have another story about aerodynamic theory that I learned recently, but I'll save that for another month.

Ryan Kontak



MEMBERSHIP NEWS

The July meeting is at the field starting at 7:00PM. If you get there early you can get in some flying before the meeting. The board also tries to make the meetings short so that you can fly afterwards. 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. If you need a new membership card let me know. I can send you a new card – no charge.

RULE REMINDER

11. ALL AIRCRAFT MUST BE STARTED FACING THE RUNWAY. High RPM run-ups will not be made in the pits. The pits are defined as the west half of the area between the spectator area and the fence. The aircraft should be moved to the area between the pits and the fence for high RPM run-ups and needle valve adjustments. Run-ups are prohibited directly behind pilots. POWERED MODELS MUST BE RESTRAINED IN SOME WAY, EITHER BY A HELPER OR MECHANICALLY. Updated (3/20/14)

THE NEXT MEETING WILL BE AT THE FIELD ON JULY 21 AT 7:00 PM.

There will be a Fun-Fly on Saturday July 23.

Stan Zdon



A LOOK BACK

JULY 2004

18 YEARS AGO

A weather roller coaster of dry to wet to extremely dry has left the field grass “crunchy” when you walk on it.

By-Laws and Field rules were revisited due to revised “Flight Line” designation. (Again)

12 Pilots turned out in perfect weather for the monthly Fun-Fly

The Pattern contest also had 12 participants.

A very thorough New Aircraft checklist was published. Great idea to check your planes often as part wear and loosen.

JULY 1994

28 YEARS AGO

Two aircraft were the victims of radio loss and flew off on their own. Both ended up in trees, one to the east and the other to the north.

By-Laws and Field Rules regarding the Flight Line, have been discussed at several membership meetings. Members have requested a better definition of the Flight Line and it’s effect of aircraft flight positioning.

9 ACRC pilots participated in the Pattern Contest.

Tim Karash

ACRC MINUTES

Board members present:

Jeff Slater, Ryan Kontak, Bruce Martin, Tim Karash, Marc Tellevik

Members Present:

2 plus board. No guests:

Membership Report:

72 members to date

Treasurer’s Report:

Income : \$1357.00
Expenses \$130.00

Safety Officer’s Report:

None

Event Update:

Pattern contest went well. 11 Pilots participated, and a new high tech scoring system was used

Jeff Slater proposed an all Electric Fun-Fly on August 27th. 2nd by Stan Zdon. Motion carried.

Fall Fly-Out is scheduled for October 8.

Training Report:

Several new students in training this year.

Old Business:

Four Board member terms are up this fall: Brett Ohnstad, Marc Tellevik, Bob Barton, and Bruce Martin. Earlier this year, Bob Barton had to step down. Jim Van Norman volunteered to fill the position.

All have agreed to continue their work.

New Business:

Carl Johnson volunteered the repair of field low areas, tilling of dirt and leveling of berm from ditch repairs last year. Other ditches in the sod farm have gotten clogged, restricting water flow. His crew will be “cleaning”

Show and Tell:

Correction from last month:

Ed Belmore brought in the fuselage of a built up Stuka. He has had some difficulty with rattle can paint, requiring multiple coats are repeated re-coats. Sorry Ed, auto insertion bit me.

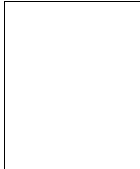
Raffle:

- | | |
|---------------------|---------------|
| 1) Super glue | Marc Tellevik |
| 2) Magnetic light | Ed Belmore |
| 3) AAA battery pack | Bruce Martin |
| 4) Field box | Tim Karash |

Tim Karash



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ACRC SPONSORS
 King Kong Hobbies
 Woodworking Plus
 Blackjacks Asphalt
 Rivard Companies

CALENDAR OF UPCOMING EVENTS

Thursday – July 21
 • ACRC Meeting-At the Field

Saturday – July 23
 • ACRC Fun Fly #4

Thursday – August 18
 • ACRC Meeting-At the Field

Saturday – August 20
 • ACRC Fun Fly #5