



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

AUGUST 2016

THE MEETING WILL BE THURSDAY, AUGUST 18, AT THE FIELD!!

PRESIDENT'S CHATTER

It's August already, fall is just around the corner. Check the club website for final events of the year. Don't forget to volunteer to help with some of the events; your help will be appreciated.

Here are the results of the last fun flies that we had.

June:

Jeff Flander, Marc Tellevik and Dale Anderson were competitors.

First event was Pony Express

First place was Jeff 0:58.5

Second-place was Marc 1: 21.0

Third-place was Dale 1:51.0

The second event was taxi, take off, touching go, land; wheels to wheels.

Scoring first place was Jeff with 0:52.9

Second-place was Marc 1:15.0

Serve place was Dale 1:23.0

The third event was spot landing in a rectangle marked on runway.

First place was Jeff landed 5'8" from center of rectangle

Second-place was Dale 11'4" from center of rectangle

Third-place was Marc 13 feet from center of rectangle

Final results were Jeff in first-place, Mark in second place and Dale in third place.

July:

Jeff Flanders, Jason Korst, Rick Teteak, Marc Tellevik and Bob Proulx were the competitors.

The first event was five circles in one direction, touch and go, five circles the opposite direction, land. Wheels to wheels.

First place was Jeff 0:56.88

Second-place was Rick 1.06.0

Third-place was Bob 1:07.0; unfortunately Bob was disqualified after breaking his prop.

Fourth-place was Jason 1:20.0

Fifth-place was Marc 1:53.0

The second event was five touch and goes, there was a rectangle on the runway which was worth a five second bonus.

First-place was Jason 0:59.54

Second-place was Jeff; touched two times in the box for a 10 second bonus deduction ending score of 1:03.0

Third-place was Marc 2:35.0

Rick DQ by landing before the end of the event.

The third event was loop, roll and touch and go three times, wheels to wheels.

First place was Jeff 0:45.0

Second-place was Jason 0:58.0

Third-place was Rick 1:07.0

Fourth-place was Marc 2:18.0

The final results were is Jeff in first place' Jason second place, Mark in third place and Rick in fourth place.

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I thank everyone that was there, especially those who participated. Everyone had a fun time. It is my understanding that there is a traveling trophy for the winner of the monthly event. I would recommend that you come out and give it a try or just watch and enjoy the fun. You will see some interesting maneuvers.

Virgil Okeson

FROM THE VEEP

Due to the incredibly low turnout at last months meeting, I still have a plethora of wonderful raffle prizes; an 8 X 8 shade canopy, or a Craz E Wing flying wing thing plus much more. So come on out and buy some raffle tickets.

Are you as sick and tired of getting email updates as I am regarding the AMA / FAA / Drone (AKA: small-unmanned-remotely-piloted-photographic-platform) situation? It just seems like they are completely doing things by the spur of the moment with no overall game plan or goals in mind. It's not like we haven't seen a radical change in model aviation before. Radios changed Free flight and control line flying, to the point that some pilots of those venues are now using radio frequency to control certain functions of their un-radio controlled aircraft. Helicopters set the fixed wing folks on their ear a few years back, and Park Flyers put R/C airplanes in the hands of thousands. Yet the AMA continues to be overwhelmed by each and every new venue that appears. Reaction rather than pro action seems to be the order of the day for them. If you haven't figured it out by now, let me just say I'm tired of the bureaucracy that is the AMA. I was once told "Getting something done at the government is like mating elephants: it's done at a high level, with lots of noise, smells bad, and it takes two years to produce results." I think that applies to the AMA as well. Believe me, if there was another way without the AMA, I'd drop my 20 plus years of membership like a hot potato.

This rant brought to you by

Tim Karash

ACRC TRAINING

Training is going well! We were expecting 10 or more this past Wednesday but only had 2 show up. I think that the hot and humid weather is keeping some away. We are still getting good feedback on the student flight instruction packets.

Working the Rudder:

A rudder turn is performed using the rudder to yaw the nose of the airplane in the direction that you want to turn, and while space does not permit going into all the details, most airplanes will also inherently bank in the direction that the rudder is applied.

There are basically two different techniques required to turn an airplane without ailerons using the rudder. Planes that exhibit a lot of upright stability, such as a high wing powered glider, typically resist banking and therefore requires you to continue holding in rudder to keep turning. These aircraft typically require a larger rudder input to get the turn started, but once started, the rudder has to be reduced to keep the turn from becoming too tight. Note: The inherent skid and subsequent speed loss when applying rudder will most likely require you to combine some up elevator with the rudder at the start of the turn to keep it from dropping.

Other rudder planes require a technique similar to an aileron turn, where the rudder is applied only long enough to bank the wings, and then it is neutralized to avoid over-banking and entering a downward spiral. Similar to an aileron turn, the degree of bank and the size of the turn are dictated by the size of the rudder control input. Keep in mind that rudder banks are less precise than aileron banks and will tend to lag behind your inputs if applied too quickly. Thus, to achieve results that more closely match your intentions, you must apply all your rudder inputs very smoothly to give the plane a chance to keep up with your inputs. Once the turn is started, you'll need to adjust the elevator to keep the turn level, then level the wings with opposite rudder to exit the turn. Returning the wings to level usually

takes longer with rudder than it does with aileron, thus you'll have to start leveling the wings prior to the point that you want the turn to stop, and then continue holding in the rudder until the wings are level. Note that prolonged rudder defections and the resulting skids tend to scrub off airspeed, thus you will most likely need to hold in a little up-elevator while leveling the wings to keep the plane from dropping.

Tom La Rose

MEMBERSHIP NEWS

HOSPITAL REMINDER - The closest hospital is Fairview in Wyoming, just north of Forest Lake. Go east on Hwy 22 (Viking Blvd) to Hwy 61, which is just a ways beyond Hwy 35, and south on Hwy 61 to the hospital. The hospital is on the right side of 61 as you are going south. **FLY SAFELY!!!!!!!**

If you have to call 911 the GPS coordinates of the field are

Hwy 65 and 197th	45.326852 -93.235781
ACRC shelter	45.328705 -93.230963

FIELD CLEAN UP REMINDER - ACRC does not have a garbage service that comes to the field. The barrels at the field are used mainly for events. If you have pop cans or water bottles or other trash please take it home with you.

The only events still to occur this year, other than Fun-Flies, are THE ACRC Big Bird Fly-In on August 27, the ACRC Electric Fly on September 10 and the Fall Fly-Out on October 1.

The next meeting will be at the field on August 18 at 7:00 PM. This is the last meeting at the field for 2016. **THE SEPTEMBER MEETING WILL BE AT RIVERWIND.** There will be a fun-fly on Saturday August 20.

Stan Zdon

ACRC MINUTES

Board members present

Virgil Okeson, Tim Karash, Stan Zdon, Marc Tellevik, Bob Proulx, Tom LaRose, Brett Ohnstad.

Total members present 11

Membership: 106 members now.

Note: For discretionary reasons, our club checking account and savings account balances will not be published in the newsletter. If you require this information, please attend the monthly meeting.

Treasurer: Checking and savings accounts in good shape.

Income: Events \$105.00, Raffle \$130.00

Expenses: Field Expenses \$423.25, Training Supplies \$ 232.59, Raffle expense \$50.00

Safety: No safety related issues at this time.

Training: 5 youth pilots in our intro program plus 4 adult trainees.

Events: 6 members attended the East Bethel Booster Days event. Plenty of demo flights were flown, and several people expressed interest in becoming members.

No details were available for a possible Big Bird Fly In for August.

Old business:

FPV race: The usual field rules and courtesy to our land owner apply, no vehicles of any sort on the sod fields, no debris left on the sod that may cause damage to the lawn care equipment of Hoffman Sod Co.

The Runway has cracks in need of repairs and possible reapplication of seal coating. May need total asphalt replacement in future. A company named ACI has reviewed our situation.

Motion made to table runway repairs for further research and possible repair in 2017. Motion seconded and carried.

Replacement Fencing. Tom LaRose looking into chain link style. Much debate over fencing

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openings, height, and styles. To be continued.
 Boards nominations for the next cycle. Tom LaRose, Bob Proulx, Marc Tellevik, and Brett Ohnstad have volunteered and were voted in.
 Thanks Guys

The new tractor has a steering column grease fitting that won't take grease. Tom to take to dealer

New business:

Members were reminded that FPV flight patterns must follow all fixed wing and rotary wing aircraft rules and regulations as described by ACRC and the AMA.

No show and tell

No raffle

Tim Karash

ON THE SAFE SIDE

With Great Power Comes Great Responsibility

by Jim Tiller, Insider Safety Column Editor

In my first issue as the safety editor for the Insider publication, I visited the issue of instructions, or lack of them, in many of the model kits offered on the market. Now I feel the need to talk about it again.

It has come to my attention that a few of the manufacturers of the large specialty airplanes are not offering any kind of instructions in some of the larger and more sophisticated kits. The rationale is this: if you are in the market for these large, specialty airplanes, you should know how to put them together.

My first reaction is to say it is just another symptom of the manufacturers shirking what I consider a basic, yet critical, responsibility. After lengthy discussion with my modeling community, I am beginning to change my mind.

To clear my thinking on weighty issues, I often try to find an analogy in an unrelated field. In this case, I thought of a similar situation in the car-racing world. If I bought a chassis for a racecar, would it come with instructions? Probably it would not. I would assume that the buyer has the experience and knowledge to build a racecar and would make careful decisions about what motor,

suspension, tires, and wheels he would use. The assembled product would be the result of the accumulated knowledge and skill of the builder - and his consultants in the racing community.

Does this analogy carry over to a person who buys a 100cc-size RC ARF? I think so. The airframe is only one part of the total product. The flier must select the engine, radio, and servos that will meet the needs of the whole aircraft and the way he intends to fly it. Similarly, it would be the result of his accumulated knowledge and skill that would result in the finished product. It is largely his effort and choices that make the airplane a good flyer or a poor one, a safe one or a dangerous one.

If the manufacturer is not responsible for the assembly instructions, then who is? Once again let's look at the racecar analogy. The racecar builder should have read "Race Cars 101" and spent some time working under the tutelage of another builder. I'm sure, like any other enthusiast, he has also spent a lot of time talking racecars with his racing friends. In other words, he has paid his dues and done his homework.

The same would hold true for our big airplane builder. We would assume that by the time he reaches out for the 100cc or larger airplane he has built a few others along the way. He has read "Big Plane 101" and he, most certainly, has spent hours hangar-talking with his flying buddies.

If we assume that I have made a valid argument (and I'm admitting that's a big "if") a more important thought is where do you get the proper knowledge and instruction? This is the crux of the question as it applies to this safety column.

The Internet: A few years ago, the obvious answer would have been books and magazines. They are still important, but we all agree, the Internet is the world's biggest encyclopedia. Google any topic - no matter how specific - and you are guaranteed about a 100 returns. There is a ton of information out there. Don't forget the Internet has video as well as written information. I find a good **YouTube** video is often my best source for tutorials on many topics. I know there are some that argue they either cannot or will not use the Internet.

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That's your choice, but if it is, it is a poor one.

A bigger problem is whether or not the information you glean from the big cloud in the electronic sky is accurate or reliable. The only advice you get here is the advice I give everyone about electronic media. You have to be a skeptical reader. I tell people I make my political decisions by watching both Fox News and MSNBC. After I hear these two sources report the "news," I figure the truth is somewhere in the middle.

Consultants: This is where the kit vendors and distributors are a resource. The manufacturer is certainly the ultimate authority on its products. Most are more than happy to provide advice and clarification to their buyers. Other sources would be column editors in magazines, e-zines, and forums. Many vendors also allow their buyers to add their own review of the product. These are often helpful.

Your Aeromodeling Community: We are all asked why we belong to the AMA. The most common answer is the insurance. My answer has always been: the modeling community. I consider this my greatest resource. I have found my flying friends have a wealth of empirical knowledge and they freely pass it on to me. I am always amazed at their generosity - and am in their debt. What makes this information so much more valuable than any other I get is that I trust them. In Hillary Clinton's words, "It takes a village," and these modelers are definitely my village.

Should the manufacturers offer more in the way of written instructions? I think so. But I am of a generation who grew up reading instructions, books, and magazines. The world now has a million ways to access information.

As Spiderman says, "With great power comes great responsibility." It is ultimately our own responsibility to build and fly safely. We can't abrogate that. I remember talking to a flight engineer that who on B-17s during World War II. He said a reporter asked him if he trusted Boeing airplanes. He said "No, I trust my crew to get me back home. I know Boeing builds good airplanes." I think that's good advice. We have to trust

Dear Tech Support:

I upgraded from **Girlfriend 7.0** to **Wife 1.0**. I soon noticed that the new program began unexpected child processing that took up a lot of space and valuable resources. In addition, **Wife 1.0** installed itself into all other programs and now monitors all other system activity. I can't seem to keep **Wife 1.0** in the background while attempting to run my favorite applications such as **Poker Night 10.3**, **Football 5.0**, **Hunting and Fishing 7.5**, and **Racing 3.6**. I'm thinking about going back to **Girlfriend 7.0**, but the Uninstall doesn't work on **Wife 1.0**. Please help!

A Troubled User.

REPLY:

Dear Troubled User:

This is a very common problem that men complain about. Many people upgrade from **Girlfriend 7.0** to **Wife 1.0**, thinking that it is just a Utilities and Entertainment program. **Wife 1.0** is an **OPERATING SYSTEM** and is designed by its Creator to run **EVERYTHING!!!** It is also impossible to delete **Wife 1.0** and to return to **Girlfriend 7.0**. It is impossible to uninstall, or purge the program files from the system once installed.

You cannot go back to **Girlfriend 7.0** because **Wife 1.0** is designed to not allow this. Look in your **Wife 1.0** manual under **Warnings-Alimony-Child Support**. I recommend that you keep **Wife1.0** and work on improving the situation. I suggest installing the background application "**Yes Dear**" to alleviate software augmentation.

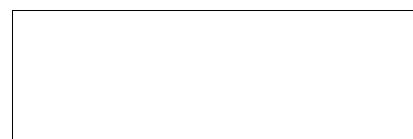
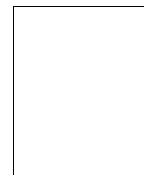
The best course of action is to enter the command **C:\APOLOGIZE** because ultimately you will have to give the APOLOGIZE command before the system will return to normal anyway. **Wife 1.0** is a great program, but it tends to be very high maintenance. **Wife 1.0** comes with several support programs, such as **Clean and Sweep 3.0**, **Cook It 1.5** and **Do Bills 4.2**.

However, be very careful how you use these programs. Improper use will cause the system to launch the program **Nag Nag 9.5**. Once this happens, the only way to improve the performance of **Wife 1.0** is to purchase additional software. I recommend **Flowers 2.1** and **Diamonds 5.0** **WARNING!!! DO NOT**, under any circumstances, install **Secretary With Short Skirt 3.3**. This application is not supported by **Wife 1.0** and will *cause irreversible damage to the operating system*.

Best of luck - Tech Support

SERVO CHATTER

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ACRC SPONSORS

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*Deadline for the
next newsletter is:
September 1, 2016*

CALENDAR OF UPCOMING EVENTS

Thursday – August 18
•ACRC Meeting-At Field

Saturday – August 20
•ACRC Fun Fly #5

Saturday – September 10
•ACRC Electric Fly In

Thursday – September 15
•ACRC Meeting-Riverwind

Saturday – September 17
•ACRC Fun Fly #6

Saturday – October 1
•ACRC Fly-Out

Thursday – October 20
•ACRC Meeting-Riverwind

Saturday – October 22
•ACRC Fun Fly #7

