



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

AUGUST 2018

THE MEETING WILL BE THURSDAY, AUGUST 16, AT THE FIELD!!

PRESIDENT'S CHATTER

Another timely reminder, when flying you must post your membership card on the board.

Our next meeting is August 18 at 7:00 PM. Come early and get in some flying time beforehand. Don't forget the fun fly on the following Saturday, it usually starts about 9:00 AM. Come and get involved in a fun event. There will be open flying following this event.

Don't forget to bring your show and tell projects. We are always interested in what you have been working on.

Virgil Okeson

MEMBERSHIP NEWS

At the July meeting ACRC voted for the Board members for the next two years. Tom LaRose, Brett Ohnstad and Marc Tellevik were elected on a white ballot. One more Board member is needed for 2018-2020. If you volunteer you also can be a FBM.

HOSPITAL REMINDER - The closest hospital is Fairview in Wyoming, just north of Forest Lake. Go east on Hwy 22 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 are

Hwy 65 and 197th 45.3269 -93.2361

ACRC shelter 45.3287 -93.2309

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 Electric Fly on September 8 and the Fall Fly-Out on October 6.

The next meeting will be at the field on August 16 at 7:00 PM. This is the last meeting at the field for 2018. **THE SEPTEMBER MEETING WILL BE AT RIVERWIND.** There will be a fun-fly on Saturday August 18.

Stan Zdon

A Look Back

AUGUST 2000

18 Years Ago

Ramblings by Mark Felland lead off this newsletter. Everything from a diesel conversion on his Mid-Star 40 to impressions of full-scale aerobatics at this year's Oshkosh EAA Convention. Mark didn't elaborate on how or even if his Mid-Star flew, however he was impressed with the Oshkosh flights.

Dan Stahn wrote about a runway incident which sounds very familiar after listening to the discussion at last month's (7/2018) meeting. It seems a pilot was flying, called out a landing, but elected not to land. After several passes, the pilot allowed a student to bring out his plane. While the student was preparing for takeoff, the pilot made a

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very low pass over the student and instructor. No mishap at that time, but it reinforces the need for flightline communication and following all of the rules.

Multiple event reports included a Float-Fly, Fun-Scale, and Fun-Fly. A busy month for ACRC.

AUGUST 1990

28 Years Ago

Jeff Slater started off this month with a big hint that a hard surface runway was entirely feasible. More details to follow at the next meeting.

Congrats to Eric Malkerson for a 3rd place finish in Fun Scale at the Mid-America Nationals.

Jeff Slater's Who's Who column put a spotlight on Bob, Jim, and Mark Svare.

Futaba boldly announced their narrow band upgrade program. Remember that, Gramps?

Rick Wagner gave a lengthy report on a helicopter only event on June 16th that Mother Nature said "Oh no you don't". Rain and wind for two days forced the event to be rescheduled a 3rd time to July 14th. The third time was not the charm. Despite good weather, participation waned.

A very thorough aircraft Trimming Chart was reprinted front the Pattern newsletter, "The K-Factor".

Tim Karash

SECRETARY MUSINGS

For our last meeting at the field, I've got a real nice workstation/set up stand for grabs. I attempted a demonstration of it last month but the weather had us all cramped inside the pavilion and, well, it didn't go as planned. The stand is something that I think anyone could use regardless of airplane size. The manufacturer claims it to hold a 30-pound airplane and it folds up flat for easy transport to and from the field.

I also have lots of other goodies for the raffle plus the last of the "Tool Grab" will return. Don't tell Marc, but I scored some nice kits for upcoming raffles. So, come on out and support your club.

ROAD REPORT

It looks like a bumper crop of road construction this year courtesy of MnDot. Should you be unfortunate enough to drive through Minneapolis lately, particularly between downtown and the Crosstown Highway, you know what I'm talking about. Now MnDot is coming to our little patch of heaven. That's right folks, they are messing with Highway 65. The project is called RCI: Reduced Conflict Intersections (& Turn Lane Improvements).

Too many vehicles with drivers in too much of a hurry have combined to cause an excess of T-Bone style accidents. I'm sure you have seen the "Red Light Runners" or the "Follow the Turn Lane Leader" types cruise through an intersection LONG AFTER the traffic light has changed. I know that I've been real nervous about stopping for a yellow left turn arrow/light with some nutcase on my rear bumper. My wife's former boss was rear ended twice in two similar situations.

What's MnDot's plan for all this? Oh, you are going to love it!

The Viking Blvd intersection will get the big makeover. When completed, you will no longer be able to drive directly east or west through the Highway 65 intersection. Westbound traffic will be forced to turn right, heading north, to double U-Turn lanes, in what is now the median. Now traveling south, you then make a right turn at the stoplight. Eastbound traffic will do a similar maneuver, only heading south first to the newly constructed U-Turn lanes, back to the stoplight, then right on Viking Blvd.

Yikes !!!

In addition, 181st Ave, 187th Ave, 209th Ave, and Klondike Dr East/West crossings of Highway 65 will be eliminated as well. Only left turning Highway 65 traffic, and right turning East / West traffic will be allowed. Next time you drive to the field, take note of 169th Ave. This intersection has already been modified to the RCI style, and will be duplicated at the others mentioned above.

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So, how is this going to affect us? I've talked to the East Bethel City Administrator and he assured me that since the median crossing we use is one half mile from the Viking Blvd intersection, it will stay in place. The U-Turn lanes that will be created for Viking Blvd cross traffic, are only to extend 800 feet from the intersection. It will, however, put us in the "Orange Cone Zone" for most of the flying season. Highway 65 will be reduced to one lane during the construction, making a plethora of unhappy drivers zipping by our field access road.

Check it out for yourself at:

www.dot.state.mn.us/metro/projects/hwy65rci

Tim Karash

ACRC MINUTES

Board members present:

Tim Karash, Bob Proulx, Stan Zdon, Brett Ohnstad, Tom LaRose, Jeff Slater

Members present: 18

Guest: Dennis Buster

Membership Report:

107 Club Members, 100 fully paid

Treasurer's Report:

Income: \$929.00

Expenses: \$1173.47

Safety Officer Report:

No safety related incidents at this time. Please keep up the good work.

Event Update:

Fall Fly-Out still on, Tentatively scheduled for Saturday October 6th

Training Coordinator Report:

2 new Students, 9 total so far this year.

OLD BUSINESS:

One additional board member is still needed, despite all 3 previous nominations that were accepted. The board headhunting squad has been activated.

Dirt spreading over grass runway area and seeding will happen in the fall.

NEW BUSINESS:

Jeff Slater proposed an all-electric Fun-Fly on Saturday September 8th. Festivities to begin at dawn.

A motion by Jeff Slater to make Wednesday training flights only. Second by Stan Zdon. After much discussion the motion carried.

An accident on the runway during a training night was discussed at length and multiple pilots made multiple mistakes. New pilot training skill set will be adjusted to prevent a recurrence.

Show and Tell:



Jeff Slater brought a CAP 232 foamy by Flex Innovations. Jeff feels the \$440 price tag and less than an hour to assemble make it a worthwhile investment. Much of the set up is performed at the factory including the Aurora 8 receiver and Potenza 6030 500 KV motor. Weighing in at 5 pounds, it also has selectable gyro steps to go from mild to wild. 5-minute flights are the norm and it is illuminated for night flying.

Raffle:

- | | |
|---------------------|---------------------|
| 1st Stan Zdon | OS 32 glow engine |
| 2nd Bob Gallagher | Servo screws |
| 3rd Dennis Buster | "50 cal" flashlight |
| 4th Ed Belmore | Servo screws |
| 5th Dave Willemssen | Screw Driver set |

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Gift Certificates:

Sky Hobby:

Ed Belmore
Bob Gallagher

King Kong Hobby:

Dennis Buster
Bob Gallagher
Jim Van Norman

Tim Karash

ACRC SAFETY

The club has recently voted to eliminate the ability for its members to use the field on Wednesday night in order to facilitate training of new pilots and hopeful club recruitments. This was directly related to a series of unfortunate events that happened the previous night.

In a matter of a few minutes on that Wednesday night in July, we had not one, not two, but three dead stick landings that resulted in close calls and damaged airplanes. We also had three people flying that were not part of the training program that were occupying spots that could have been used by trainers and their students. I am not sure however if the two situations were intermingled or if it even matters if they were.

Yet somehow the two events led to the club having taken a vote to close the field off for the use of club members on any Wednesday throughout the majority of the flying season.

Now I have to agree, if we have an abundance of trainees at the field, the experienced pilot should be courteous and make way for the trainer and student. Our trainers make a huge effort to be available to develop the skills of new pilots and in turn helping the growth of the club. I want to recognize that first and foremost.

But the reaction of the club members present at our monthly meeting was to banish all non-trainee pilots from flying on Wednesdays.

I was the only board member who voted against this proposal. There is no call for it and it appears to be overkill to a rare set of events. We should

not close down the field because someone “may” use it. Even when we did other events like combat, we didn’t totally close down the field and allowed for people to fly between matches.

Yes, we should give precedence to the people being trained but not eminent domain of the use of the field.

Why. Because of the unintended consequence. This decision also prevents anyone who has recently completed training the ability to fly at the field on Wednesday nights as well. This is when instructors are present to offer continued relevant training and corrective modification by having a mentor present to observe and assist. This clearly does not promote safety. Also, not everyone in the club would be in agreement with this decision because it affects their ability to fly when they want. And that does not promote harmony.

I believe that there is a better compromise available. Maybe the compromise is that one of the five spots is always left open for members to fly from (I personally would like the option but I think I would pass on flying given that the other four spots are occupied by trainees). Maybe it is progressive in that the number of flying positions that are open is related to how many students/instructors are currently at the field. It does not make sense to close down the entire field for the night if only two instructors are training.

I know that when I received my initial training I enjoyed being able to take time out between rounds to sit back and enjoy watching our seasoned pilots impress with their mastery of the skies. I think we will lose that if we segregate our beginners from our vets

Brett Ohnstad

Landing Errors

by Ed Moorman

1. **Landing every time.** Don’t tell yourself to touch down every time you make a landing approach. Force yourself to go around if the approach isn’t a good one. A bad approach results in a bad landing 99% of the time.

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You should actually be practicing approaches, not landings. When you make a bad approach, go around, set up, and try it again. When you make a really good approach, then throttle back all the way to idle and land. Unless you are an expert, the approach determines the landing. When you have a good approach the landing will just about do itself.

2. Touching down before you pass in front of yourself. Have you ever done this? You become nervous to land because of wind or maybe it's just not one of your "good" days. To hopefully make the landing easier, you make a big pattern, dragging it out. You end up touching down way before you get back in front of yourself. Is this how the landing went? BAM, the main gear spreads out. BAM, the nose gear bends. BAM, the prop breaks.

Sound familiar? It's a very common landing error. Let's analyze the touch down location. There are three places you can touch down; before yourself, right in front and past yourself. Right out in front is best. You have the best view of fuselage angle and the rate of descent. Past yourself is okay until you get way past. The airplane is directional - right is right and left is left. The further away you get, the harder it is to tell the rate of descent, but you can still set the airplane up slightly nose high and let it touch.

Now, let's look at landing before you get to yourself. The airplane is coming toward you so steering is reversed. Being tense makes this worse. From a nose-on position, it's hard to tell the fuselage angle and the rate of descent. This is the worst case for making a good landing. Even experts can't consistently make good landings far away from a nose-on position. When you are having a bad day, give yourself an even chance. You should be turning early, not late. Land a little past yourself. You can see everything better and judge the touchdown better.

3. Seeing the bottom of the airplane. If you can see the bottom of the airplane during a landing approach, the nose is too high. If you are set up on a final approach, the nose of the airplane should be

down in a glide position. When you can see the bottom of the airplane, you are approaching a stall. You need to either add power and go around or use the elevator stick to lower the nose. Stand with a couple of good fliers and watch the airplane on landing. You won't see the bottom of the airplane.

4. Undershooting the runway. When you make a landing approach, you normally set up parallel to the runway on a downwind leg, throttle back, and turn to final approach. You can either make one big sweeping base-to-final turn or you can square the pattern off with a base leg, then turn to final. Most beginners set up wide like they are going to make a square off pattern, then turn too tightly and angle in to the runway.

There are three ways to line up for final approach. One, the right one, is exactly in line with the runway. The other is to overshoot a little past the runway and angle back. The third is to undershoot and angle toward the runway. The last one is the most common and the worst. When you undershoot, the airplane ends up aimed right at you. Nose on is the worst position for control. It is hard to see small movements and to get the correct attitude for landing. Nose on is also the least safe direction. You are aimed at yourself and must make a turn or go around. Next, undershooting can put you high on final. Normally this wouldn't be too bad since most beginners land short, but it can put you in a position where you have to make a turn to keep from going over your head. This is a bad position for turning. You are low to the ground and staring at the nose of the airplane. All of these make undershooting the runway the worst position to land. Overshooting, while not perfect, is not that bad. If you overshoot, you will be angling across the runway away from yourself - a safe direction to be going. You can usually see the side of the airplane so making a turn isn't that hard.

The solution, if you like to make one sweeping turn, is to set up closer to the runway and vary your bank to roll out in line with the runway. Or, you can make a definite base leg and not turn until you are in line with the runway.

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5. **Bouncing and porpoising.** If a bounce isn't caused by a very hard landing where the springiness of the gear flings you back up into the air, it is caused by touching down on the nose gear first. Nose gear first landings guarantee a bounce or a series of bounces called "porpoising" for the sea mammal who seems to continuously leap up into the air and splash back down. Lack of concentration and inattention can cause you to let the nose gear touch first. When you get to a couple of feet from the runway, you should concentrate on getting the nose slightly high. If the nose wheel is higher than the main wheels, you can freeze on the controls and just let the airplane land itself. From a couple of feet altitude, you can't hurt it.

6. **The "Slow Curve Error."** I coined the name "Slow Curve Error" in a book I wrote on Radio Control back in 1980. You see this error all the time and normally don't recognize it. The airplane makes a slow, shallow curve away from the pilot

usually ending up on the far side of the runway, maybe in the grass. Here's what causes it. Lack of experience and natural tenseness as you get low and close to the runway cause the pilot to make very small errors. You make a steering correction, but it is in the wrong direction. You can already land so the correction is small and you immediately notice the airplane is turning the wrong way so you level the wings. Now you make the steering correction again, and again it is in the wrong direction. This continues and the airplane nibbles away at a slow, curving path away from the pilot.

Watch for this and you'll see it at every field. To cure the Slow Curve Error, you need to practice some low approaches, flying the airplane low and slow past yourself while trying to keep it in the center of the runway.

from *Flightline*

Casper Airmodelers - Evansville, WY

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Hobby Zone

Big Sky Hobby

Flight Line Gifts

Woodworking Plus

CALENDAR OF UPCOMING EVENTS

Thursday – August 16

•ACRC Meeting-At field

Saturday – August 18

•ACRC Fun Fly #3

Saturday – September 8

•ACRC Electric Fly

Thursday – September 20

•ACRC Meeting-At field

Saturday – September 22

•ACRC Fun Fly #4

Thursday – October 18

•ACRC Meeting-At field

Saturday – October 20

•ACRC Fun Fly #5





ANOKA COUNTY RADIO CONTROL

AMA CHARTERED CLUB #1255

ALL ELECTRIC FLY-IN

Saturday September 8

Sunrise until 3:00 PM

The flying field will then be open to all flying

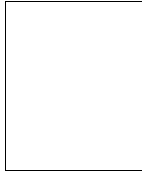
Come early and stay for lunch!!

There is a \$5.00 landing fee

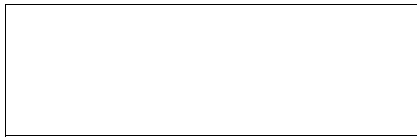
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