



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

# *SERVO CHATTER*

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

**MAY 2019**

***THE MEETING ON THURSDAY, MAY 16 IS AT THE FIELD!!!!!!!***

## **VEEP REPORT**

HERE WE ARE IN MAY and the flying season has started. I did get a confirmation that Black Jack will try to get the runway seal coated before the spring fly-in. Same price as two years ago plus an additional \$100.00 credit to leave his signs on the fence and be listed as a supporter of our club in the newsletter.

I will not be here for the May meeting or the fly-in so I hope all goes well and you all have a good time and get out to fly.

Jeff Slater

## **SECRETARY RAMBLINGS**

Spring is here and it's orange traffic cone season. In case you hadn't noticed, construction is everywhere. It seems like detours have detours.

Last fall, I told you about MnDOT's big plan for the intersection of Hiway 65 and Viking Blvd. The layout of the changes makes no sense to me, but I didn't get a say in the process. Construction is in full swing right now, lanes have shifted, and trucks and equipment are moving dirt like demons.

What does this mean to you? Expect delays anywhere near Viking Blvd. I've already seen northbound mid day backups to the East Bethel theater. There will be lane closures too, making a bad situation worse.

Grit your teeth, turn on some soothing music, or get a prescription for Zolof. Do whatever it takes.

Tim Karash

## **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.

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 Virgil Okeson, Tim Karash, Jeff Slater and Stan Zdon. Hopefully we can convince them to re-up for another two years.

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.

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.

*Continued on Next Page*

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 16 AT 7:00 PM.** The summer meetings will be at the field until August. The fun-fly will be on Saturday May 18 as part of the Spring Fly-In.

Stan Zdon

## A Look Back

### May 2001

18 years ago

President Dan Stahn started off with a two for one moment. Seems he really missed the Chipmunk that he had sold earlier. In order to get it back, he had to trade a Cub and a Phaeton 90.

Dan also spoke of his first encounter with a R/C flyer that helped him and his buddy trim out a new airplane. The fellow helped them through the learning process. Dan asked that we respond in kind to any new members or guests. Make them feel welcome.

Tom Wesley performed a "stress test" AKA a blender with his big stick. The elevator and rudder hinges failed, but the tail wheel and elevator linkage held the tailpieces somewhat in place, enough to land the plane.

An in depth discussion of the channel 20 & 21 frequencies mixing with TV channel 4 was presented. Enough technical mumbo jumbo to make your brain hurt.

### May 1991

28 years ago

President Dan O'Link reminded everyone to fly safely and Jeff Slater will be going through some field safety tips at the next meeting.

New frequency board (v1.0) is up and ready for use.

Bob Svare hit 4 swap meets over the winter putting a serious dent in his checkbook.

Stan Zdon welcomed 12 (yes 12!) new members.

A full page of photos showed familiar but much younger faces.

Jeff Slater's Who's-Who column put the spotlight on Tim Brockman and topped it off with a wedding day picture.

I'm getting misty....

Tim Karash

## ACRC MINUTES

Board members present:

Virgil Okeson, Stan Zdon, Marc Tellevik, Jeff Slater, Bruce Martin, Bob Barton, Tim Karash

Members present: 15

New member Doug Lewandoski

### Membership Report:

80 Members to date

### Safety Report:

No issues as flying season is just beginning.

Tim Karash posed a question: ACRC field safety rules require pilots of gasoline powered aircraft to have a fire extinguisher at their pit area, why shouldn't the rule be applied to Lithium polymer battery users? It is his opinion that LiPo batteries have the same fire potential. Following much discussion, Jeff Slater made a motion for ACRC to supply buckets of sand to extinguish a battery fire. Second by Brett Ohnstad. Motion carried.

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**Treasurer's Report:**

Income: \$32.00  
Expenses: \$433.00

**Event Update:**

Spring Fly-In, Pattern Contest, and Fall Fly-Out are all scheduled.

Monthly Fun-Flies will continue each month following the Membership meeting, however participation is declining.

**Training Update:**

Training has been delayed due to inclement weather.

Bob Barton is still looking for an additional ground school instructor.

Four cases of fuel have been purchased for the season.

**Old Business:**

The Electric Fly-In will be held in September, but the date was not published due to lack of space in the newsletter.

A Float-Fly may happen this summer, but Bud Durant was not available for information.

**New Business:**

Roger Jeffrey would like the grass mowed shorter on grass runway area. Discussed by membership. The issue will be taken up by the board.

**Show and Tell:**

None

**Raffle:**

1st	Lucky LaRose	Screwdriver set
2nd	Jeff Slater	Butane torch
3rd	Jay McClurg	Servo screws
4th	Bruce Martin	Glue caddy "kit"

**BOARD MINUTES**

Board members present:

Virgil Okeson, Stan Zdon, Jeff Slater, Marc Tellevik, Bruce Martin, Bob Barton, Tim Karash

Tim Karash proposed a "door prize" gift be given to the pattern contest participants. After

discussion of prize types, Jeff Slater made a motion to spend \$200.00. Second by Brett Ohnstad, motion carried.

An assessment of the paved runway will need to be done in early May. It will probably need resealing. Jeff Slater to evaluate.

Replacement picnic tables to be put on back burner. Repairs to existing tables for now.

Mowing of grass runway:

This issue has been discussed at the May and August 2018 membership meetings. At that time the membership decided that cutting the grass too short would be detrimental.

Stan Zdon made a motion that grounds keeping crew are the only members who will have keys to the tractor and will cut the grass to a height appropriate for flying and survivable in summer weather. 2nd by Virgil Okeson, motion carried.

Tim Karash

## ACRC INSTRUCTION

We started the 2019 flying season training on Wednesday nights. It was bit cold but no rain or snow, both nights we had a number of members being trained. I would like to thank all the instructors that came out and trained some new and old club members. The club is still looking for one more ground school instructor to help out, if you should know of someone please call Bob Barton with that person name and phone number.

Just two reminders: the first being to have your FAA number on the outside of your plane, and the second is don't forget to post your club membership on the board when flying at the field.

Again thanks to All.

Bob Barton

## CIVIL AIR PATROL

At the start of WWII the US government had to ban all civilian flying for security reasons. There were still some commercial flights left but they were limited. In the first year of the war the



Germans sent subs to the east coast where they would stay in deep water during the day but come into shallow coastal waters at night in an attempt to damage shipping. In an operation the Germans called *Drumbeat* in the first year of the war they sunk hundreds of ships that represented millions of tons of shipping on the east coast. It was known in Germany as the Great American Turkey Shoot. The US was ill prepared for this and lacked the necessary escort ships and the aircraft for escort duty. So 1942 they formed the Civil Air Patrol in an attempt to use the privately owned aircraft that were grounded. This worked out well because the civilian pilots were eager to get back to flying and could provide a useful service to their country. The airplanes were painted yellow and red and were leased for \$1.00 a year. They started patrolling the coastline and when they found a sub on the surface or any else that didn't look normal they would radio a military aircraft for assistance. One day after shadowing a German sub for three hours a pilot handed the duty to another airplane because he was running low on fuel. The second pilot chased the sub for a long time until it finally had to surface. Because the Germans did not have accurate shipping info for the shallow waters here the sub became grounded. The CAP pilot radioed for a military airplane that was not able to respond in a timely manner, and after three hours the sub was able to free itself. They knew we had to respond better that that so they started to allow the civilian airplanes to carry bombs and depth charges. The first kill for a civilian pilot would go to a pilot named Johnny Tagers who dropped two depth charges and sunk a German U boat. The CAP ended up with 21 sub chaser bases in 13 states patrolling the East Coast and the Gulf of Mexico. After the war the Germans admitted that the damn red and yellow planes caused them to withdraw from the attempt to sink shipping on the coast. They flew 87,000 missions during the war and were credited with sinking 6 subs. Not bad for a bunch of civilian pilots who were not paid and were using their own aircraft. Don't be afraid of volunteering in the future. This is an example of what can be done.

Submitted by Neil Olson

## RULES OF AVIATION

Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.

No matter what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.

It's better to be down here wishing you were up there, than up there wishing you were down here.

An airplane will probably fly a little bit over gross, but it sure won't fly without fuel.

Think ahead of your airplane.

I'd rather be lucky than good.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn them back off.

A check ride ought to be like a skirt: short enough to be interesting, but still be long enough to cover everything.

Speed is life - altitude is life insurance. No one has ever collided with the sky: Always remember you fly an airplane with your head, not your hands

Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi. Cessna pilots are always found in the wreckage with their hand around the microphone.

If you push the stick forward, the houses get bigger - if you pull the stick back, they get smaller. (Unless you keep pulling the stick back - then they get bigger again.)

Hovering is for pilots who love to fly but have no place to go.

The only time you have too much fuel is when you're on fire.

*Continued on Next Page*

Flying is the second greatest thrill known to man. Landing is the first! Every one already knows the definition of a "good" landing is one from which you can walk away. But very few know the definition of a "great" landing. It's one after which you can use the airplane another time.

The probability of survival is equal to the angle of arrival.

IFR: I Follow Roads

You know you've landed with the wheels up when it takes full power to taxi.

I had a fighter pilot's breakfast - a shot of whiskey, 2 aspirins, a cup of coffee and puke.

Those who hoot with the owls by night should not fly with the eagles by day.

A smooth touchdown in a simulator is as exciting as kissing your sister.

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion. Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Pilots believe in clean living. They never drink whiskey from a dirty glass.

Things which do you no good in aviation: Altitude above you - Runway behind you - Fuel in the truck - Half a second ago - The airspeed you don't have.

If God meant man to fly, He'd have given him more money.

What's the difference between God and pilots? God doesn't think he's a pilot.

Flying is not dangerous - crashing is dangerous.

Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.

There are four ways to fly: the right way, the wrong way, the company way, and the captain's way. Only one counts.

A good simulator check ride is like successful surgery on a cadaver.

Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.

Trust your captain... but keep your seat belt securely fastened.

An airplane may disappoint a good pilot, but it won't surprise him.

Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.

The friendliest flight attendants are those on the trip home.

Good judgment comes from experience and experience comes from bad judgment.

Being an airline pilot would be great if you didn't have to go on all those trips.

Aviation is not so much a profession as it is a disease.

The nicer an airplane looks, the better it flies.

Why did God invent women when airplanes were so much fun?

There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

It's a good landing if you can still get the doors open. Passengers prefer old captains and young flight attendants.

The only thing worse than a captain, who never flew as copilot, is a copilot who once was a captain.

Be nice to your first officer, he may be your captain at your next airline.

Any pilot who does not privately consider himself the best in the game is in the wrong game.

It's best to keep the pointed end going forward as much as possible.

If an earthquake suddenly opened a fissure in a runway that caused an accident, the NTSB would find a way to blame it on pilot error.



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*Neil Olson*

*Jeff Slater*

*Stan Zdon*

## ACRC SPONSORS

King Kong Hobbies  
Woodworking Plus  
Blackjacks Asphalt

## CALENDAR OF UPCOMING EVENTS

Thursday – May 16

•ACRC Meeting-At field

Saturday – May 18

•ACRC Fun Fly #2

Saturday – June 15 & 16

•ACRC Pattern Contest

Thursday – June 20

•ACRC Meeting-At field

Saturday – June 22

•ACRC Fun Fly #3

Thursday – July 18

•ACRC Meeting-At field

Saturday – July 20

•ACRC Fun Fly #4

