



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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ANOKA COUNTY RADIO CONTROL CLUB, INC.

JUNE 2019

THE MEETING ON THURSDAY, JUNE 20 IS AT THE FIELD!!!!!!!

VEEP REPORT

Here it is summer! With summer we get a calendar full of fun things to do with family and friends. I got a pretty rocky start this year. I have been battling some chronic illnesses and weather has not been ideal for some events.

I was unable to attend the fun fly/fly in. I was told it all went well. By the time you read this the pattern contest will be history and I have a family commitment so won't be able to attend it either. I am still holding out hope for the electric fly and the fly out and some events by other clubs.

I did get to the Wright Flyers fun fly in Monticello Saturday and got a few great flights on the Pitts and the Cap 232. I hope that you are all getting out enjoying our flying season and that we run into one another at the field.

If you have any comments or suggestions to improve the condition of our field come the meeting or e-mail me.

Jeff Slater

MEMBERSHIP NEWS

The meeting this month will be the second one at the field for 2019. The road should be in good shape and hopefully it will be a good day for flying. 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.

Because of a recent By-Laws change nominations for the ACRC Board now take place at the May and June meetings with the election at the July meeting. The four members whose terms end this year are Tim Karash, Virgil Okeson, Jeff Slater and Stan Zdon. Please consider serving on the board and becoming a FBM.

The nearest hospital is in Wyoming, MN and is the easiest to get to. Just take Hwy 22 (Viking Blvd.) east across 35W and turn right on Hwy 61. The hospital is about a block south of Hwy 22. If you have to call 911 for an ambulance they will want to know where the field is located. The road where we turn off of Hwy 65 is 197th and the address of Central Wood Products is 19801 NE Hwy 65, East Bethel.

The GPS coordinates of the field are:

45⁰ 19' 44.4" North Latitude
93⁰ 13' 52.2" West Longitude

THE NEXT MEETING WILL BE AT THE FIELD ON JUNE 20 AT 7:00 PM. The summer meetings will be at the field through August. The Pattern Contest is on June 15 and 16 and the fun-fly will be on Saturday June 22 at 10:00 AM.

Stan Zdon



A Look Back

June 2001

18 Years Ago

During the 2001 Spring Fly-In, Dan Stahn set a record for the most airplanes destroyed at a non-competitive event. It seems that during the middle of a "Try-N-Fly" flight with one of the 50 spectators, instructor pilot Dan started flying the wrong plane with spectacular results.

This year's pattern contest had 30 participants, while the weather abbreviated Fun-Fly had 13.

Tom Wesley witnessed a scary scene at another club's field. A pilot, with radio in hand, clipped on his glow driver without checking his radio, gave the prop a spin and the engine immediately started at full throttle! No restraining device was used so the plane lurched ahead; narrowly missing him, bashed his flight box, and then attacked his helper's arm. Fortunately, long shirtsleeves entangled the prop and strangled the engine before any injuries occurred. Why didn't the pilot close the throttle? He did, but he also had the wrong radio!



June 1991

28 Years Ago

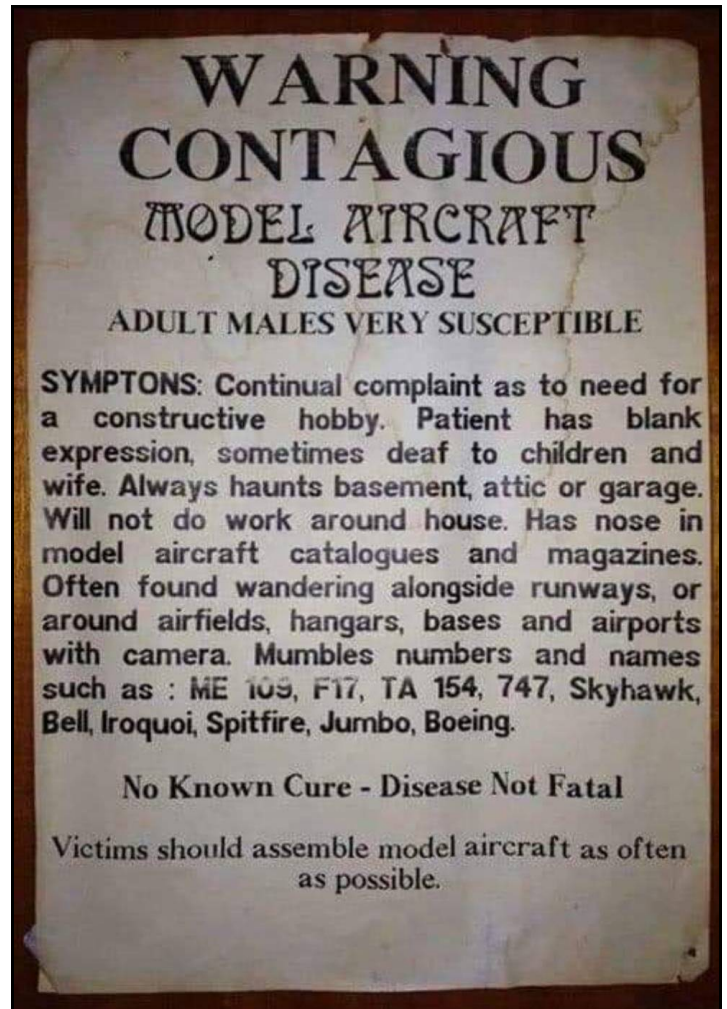
Mike Peach gave a short but informative first aid presentation at the previous meeting. Be prepared.

Jeff Slater gave a brief description of a Roun' Tuit that arrived in the big brown truck. Foam, balsa and light ply come together to form a disc with no airfoil and uses elevons for control. It does fly, but one sentence is hardly a flight report.

The new frequency control board was installed with spaces for 72, 53, 50, and 27 MHz bands.

Jeff Slater's Who's Who column put the light on Steve Bredeson.

Tim Karash



ACRC MINUTES

Board members present:

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

Members present: 18

Membership Report:

85 members to date

Treasurer's Report:

Income: \$1718.00

Expenses: \$307.27

Training Update:

2 Trainee solos this last month.

7 Training planes on hand.

6 Training instructors this year, 2 of which are "ground crew"

4 New pilots are in training now.

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Events Update:

The Spring Fly-In has been rescheduled to June 1st, due to weather forecasts of poor conditions. A rain date was set to Sunday June 2nd.

Safety Report:

No issues or incidents to report.

2 Buckets of sand, for LiPo fires, are positioned at center taxiway.

3 Fire extinguishers are available.

NOTE: this does not negate the rule regarding pilots of gasoline powered aircraft to have a fire extinguisher at their pit spot.

First aid kit stocked up

Old Business:

The runway has been seal coated, and cracks were filled. The runway will need more cracks filled as time goes on. Repaving of the runway is in our not-to-distant future.

The grass runway area will need additional seeding this year if weather permits.

New Business:

No new business, but several announcements were made:

Jim Taylor is selling off his airplanes.

WATTS over Owatonna will be held on July 25 - 27. The following weekend, August 3 - 4, is their Warbird Fly-In.

Show and Tell:



Bob Proulx brought a scratch built Hyper Bipe AKA Sorell SNS 7. Bob enlarged plans of a smaller version to true 1/4 scale. The unusual shaped airplane has a 65-inch wing span with the

lower swept back wing leading the upper, which is straight. Bob made own fiberglass cowl from a foam plug, but has shrunk slightly. The fuselage is built up, with sheeted foam wings. An E-Flite 110 motor is powered by an 8s 5200 ma pack. All up weight is 14.5 lbs, which calculates out to 27 ounce per foot wing loading.



Dave Willemsen brought his v2.0 of his “Push me, Pull you” on a stick. The unusual flier uses articulated 650kv motors with 15 X 5.5 props, which are at the top and bottom. For flight stability, it uses “Drone” attitude controllers capable of altitude hold mission flights. Collapsible tripod style legs allow the 5.5 lb craft to stand upright. Additional testing and tuning will need to be done in a wind free area.

Raffle:

- | | | |
|-----|----------------|--------------------|
| 1st | Bruce Martin | Allen wrenches |
| 2nd | Ed Belmore | Robart plane stand |
| 3rd | Dave Willemsen | Glue stand |
| 4th | Bob Proulx | Servo screws |
| 5th | Jeff Flander | Long forceps |

Tim Karash

NAVAL RECORD

In 1963 the Navy set a record that still stands today. They landed and took off a KC130-F Aircraft from an aircraft carrier, the USS Forrestal CVA 59. They made 29 touch and go landings, 21 unassisted full stop landings and 21 unassisted takeoffs at gross weights of 85,000 to 121,000 lbs. The only modifications made to the airplane were a smaller nose landing gear, an improved antilock braking system and removal of the under wing fueling pod. Painted on the side was "LOOK MA NO HOOK" and it set a record for the heaviest takeoff and or landing on a carrier that still stands. All done with no tail hook and no catapult.

Submitted by Neil Olson

ACRC EVENTS

April Fun Fly Results.

First event. 15 sec climb to dead stick, spot land, closest to box.

Jeff Flander - 1st	In box. 1 pt
Jeff Smith - 2nd	10ft to box. 2 pt
Dale Anderson - 3rd	15ft to box 3 pt
Andy Thunstrom - 4th	DQ no runway 4pt

Second event. 3-360 left turn, 3-360 turn right, 3 loops, 3 rolls, touch runway

Andy Thunstrom - 1st	40sec. 1 pt
Jeff Flander - 2nd	51sec. 2 pt
Jeff Smith - 3rd	1.13. 3 pt
Dale Anderson - 4th	1.15. 4 pt

Third event. Pony express, take off, land, load card, take off, land, deliver card, land dead stop.

Andy Thunstrom - 1st	1.16.40. 1 pt
Jeff Flander - 2nd	1.44.56. 2 pt
Jeff Flander - 3rd	1.17.79. 3 pt
Dale Anderson - 4th	2.05.11. 4 pt

Over all results of the contest.

Tie for first - Jeff Flander, Andy Thunstrom

Second - Jeff Smith

Third - Dale Anderson

May Fly-In and Fun Fly (held June 1)

We had a very good turn out for the Fly In on June 1st. Approximately 30 plus people were in attendance for the event. We combined the May Fun Fly with that event and of the 30 plus people 8 brave souls tried their hand at the competition.

First event. 5 cone slalom course - take off, 5 loops, 5 rolls, 5 stall turns, touch.

1. Brian Dorff
2. Jeff Flander
3. Scott Oleson
4. Andy Thunstrom
5. Rick Teteak
6. Jeff Smith
7. Gary Smith
8. Mike Dorff

Second event. 15-second climb to dead stick landing, must make runway, with 5 sec bonus box. Pilots that made the 5-second bonus box; Jeff Flander, Scott Oleson, Gary Smith, Brian Dorff. Pilots that did not make the 5 sec bonus box; Mike Dorff, Jeff Smith, Rick Teteak, Andy Thunstrom.

Third event. Black Jack, 3 best cards on 5 passes.

1. Jeff Flander 21, Andy Thunstrom 21
2. Brian Dorff 20
3. Gary Smith 18
4. Scott Oleson 26, Rick Teteak 27, Jeff Smith 27, Mike Dorff DNF

Over all results

1. Jeff Flander
2. Brian Dorff
3. Scott Oleson, Andy Thunstrom
4. Gary Smith
5. Rick Teteak
6. Jeff Smith
7. Mike Dorff

I would like to send out special THANKS for the food and cooking to Bruce Martin. Be sure to tell him thanks for his efforts!

Andy Thunstrom

TEST FLIGHT

It was July 22, 1966 and Wing Commander Taffy Holden was in the cockpit of an English Electric Lightning jet on runway 36 at RAF Lightham in England. The Lightning was the English answer to the Soviets cold war efforts. It had dual Rolls Royce jet engines that were in a vertical mounting in which one engine was mounted above the other instead of side by side. This reduced the drag of the fuselage over the side-by-side setup by 25% to 50%. The aircraft also had afterburners and could takeoff in a very short distance which some of the pilots said was like being shot out of a gun. It could go nearly vertical after takeoff and disappear from view. It was and still is the fastest airplane the English had going over Mach II. This particular airplane had been experiencing an electrical problem that was causing issues for the ground crew. It would lose all instrument function on occasion and they were having a tough time finding the problem. So the plan was for a pilot to taxi the airplane while flipping switches and noting the response. They called for a qualified pilot to test the airplane but none was available and the fleet of Lightnings was scheduled to move to a different base and most had left already. They were eager to get this airplane up and out. So they put Taffy Holden in the cockpit and the plan was for him to do the tests. Holden was a pilot in the RAF but had never flown a jet. He did not even know how to start the engines. One of the engineers gave him a short lesson before the test. The canopy was removed and the test began. Because they were going to do the tests for a short distance, the other runways were still active with takeoffs and landings. The first burst of throttle shot the airplane forward and he quickly throttled down. The plan was to go 30 to 40 yards and he would monitor the results. The problem did not show up. So a second test was about to get underway. This time he throttled up and accidentally triggered the afterburners. Needless to say he accelerated down the runway and could not get the afterburners to shut down. It did not take long before he encountered another

problem. Another airplane was taking off on a runway crossing his. He did the only thing he could do which was throttle up and pull back on the stick. He went airborne. Now he was flying the Lightning. He thought about ejecting but the safety pins for the seat were still in so he realized now he had to land it. His first attempt he referred to as ridiculous. His second attempt still failed. He did manage to get on the ground on the third attempt but now he had to stop. He pulled on the drag chute handle and it deployed but was not effective. The airplane had a tricycle gear setup and his only experience was with tail draggers. When he landed as he was taught, he damaged the tail where the chute was stored. Applying the brakes was his last resort and he managed to stop the airplane 200 feet short of the end of the runway. The pilot who had experience only in trainer airplanes had landed the Lightning. Taffy Holden did not get into trouble and finished his career in the RAF. He passed away in 2016.

Submitted by Neil Olson

That awkward moment when you wife finds your Balsa USA kit stash and you have some explaining to do...



SERVO CHATTER

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June Crasher of the Month Candidate



ACRC BOARD MEMBERS

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CONTRIBUTORS THIS MONTH

Tim Karash

Neil Olson

Jeff Slater

Andy Thunstrom

Stan Zdon

ACRC SPONSORS

King Kong Hobbies
Woodworking Plus
Blackjacks Asphalt

CALENDAR OF UPCOMING EVENTS

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

Thursday – August 15

•ACRC Meeting-At field

Saturday – August 17

•ACRC Fun Fly #5

