



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

## *SERVO CHATTER*

A PUBLICATION OF:

ANOKA COUNTY RADIO CONTROL CLUB, INC.

**JUNE 2026**

***THE JUNE 18<sup>TH</sup> MEETING IS AT THE FIELD!!***

### **PRESIDENT'S CHATTER**

#### **NOTHING CHANGES**

We live in Minnesota. The anemometer at my house says 5.6 mph and the weather vane on the barn says straight out of the south. Temp is 78 degrees. Great let's get the ¼ scale Cub loaded with all that is necessary to fly and get to the field! Field Box, Transmitter, proper fuel for the Gemini 160 glow twin, starter, etc.

I get to the field. The wind is gusting from the ESE at about 15 plus. It is a stifling 87 degrees!

I am not deterred. I assemble the Cub and do the usual preflight checks, UP, DOWN, LEFT, RIGHT, CHECK LEFT, RIGHT RUDDER TOO! Ready to start. But wait I should check both the receiver and onboard glow batteries. I charged them a while ago but didn't fly because of some of the same conditions. Good thing I did. The four cell NiMh for the onboard is only 2.1 volts and the NiCad flight pack is at 1 volt!! Must have a draw somewhere in the wiring system because I COULDN'T have left the switch on. Would I? Needless to say, I did not bring a charger with so I pack it all back into the Expedition and head it back home.

I am sure this has never happened to anyone else. Just like this next scenario.

I brought My CARF YAK for the second time this year. I had flown it at the Spring Fly-in and managed a miraculous save on an approach in gusty winds ending in a rougher than usual landing, cracking the prop. New prop and spinner (also damaged in that landing) ready to go!

First flight flawless! I check the fuel consumption finding there is plenty for a second flight.

One flip of the prop and the DLE 55 is singing. Take off run lift off do that roll in climb out and OH, OH. It does not want to level out. Did I inadvertently hit the left trim? I put in all the right trim possible! Still wont level out. Now it is becoming un flyable. I am setting up an approach using all right aileron and some rudder input just to get it on the ground! Whew! No visible damage. A closer look reveals the right aileron servo is no longer mounted in the wing. All four mounting screws are MIA so the aileron was stuck in the down position.

Moral of both stories is you should never count on NOTHING CHANGING. An occasional mechanical check-up is a good idea even on our best and most flown aircraft. If you don't bring a charger with you to the field you should probably check those batteries before you leave.

Keep-em flying!

Jeff Slater



## FROM THE VEEP

The Art of the Maiden Flight: How to Lose Friends and Terrify Bystanders

There is nothing quite like the raw, unadulterated terror of a maiden flight. You have spent weeks in the workshop, meticulously cutting balsa, routing wires, and perhaps using your 3D printer to create that perfectly scaled cockpit dial. Now, it is time to throw your masterpiece into the sky and see if gravity feels like playing nice today.

We've all seen it happen: the confident stroll to the flight line, the shaky thumb on the throttle, and the immediate, desperate scramble for the trim tabs the second the wheels leave the dirt. If your plane isn't actively trying to loop into your own face on takeoff, did you even build it right?

To help you survive your next first flight with your sanity (and airframe) intact, please observe the official Maiden Flight Etiquette:

The Pre-Flight Distraction: Always invite a buddy to stand next to you. Their official job is to yell "More right rudder!" while you are too busy sweating through your shirt to hear them.

The Excuse Playlist: Have your alibis ready before you throttle up. Popular classics include "sudden radio glitch," "a freak microburst," and the always-reliable "sun got in my eyes" (even on a completely overcast morning).

The Post-Flight Inspection: If the plane returns to earth in one piece, it was a triumph of engineering. If it returns in a garbage bag, it is simply an opportunity to start a brand-new project.

May your CG be perfect, your glue be strong, and your maiden flights be boringly successful. See you on the flight line—we'll be the ones hiding behind the safety netting!"

John DeVries

## MEMBERSHIP NEWS

Our head count for the end of May is 106. This includes four new adult members, Tom Guthmiller, Coon Rapids; Scott Jorgenson, Little Canada; Dan McArdell, St Paul; and Joshua Johnson, Andover. I also added seven junior members that are part of our Family Plan and are verified AMA members. Welcome to the club.

At the April meeting, we discussed the rules for visitors flying from the ACRC field as a guest of a member of the club. If you need to refresh your memory, that discussion was summarized in last month's Newsletter. To comply with the members' direction, I have solicited the name and AMA numbers for our Family members from the main member who signed them up. To date, I have received about half of the registered Family members names and AMA numbers. Please NOTE, ACRC Family membership does NOT automatically insure that Family member. If they have not secured their own AMA membership they are flying as an uninsured guest. Please get me their respective AMA numbers so I can add them to the roster.

Remember, the Wednesday morning get together will be at the field from now through the end of the flying season. See you out there.

Earl Hendricks

## EVENT COORDINATOR

Hopefully there was a huge turnout to the Bi-Plane Fly as I am writing this before it but you won't see this until after.

That said, BIG Bird Fly! July 18th. There will be a pilots' meeting at 9:30 Landing fee of \$15 will include lunch served around noon. I'm planning to make meatballs for subs plus chips and cookies. Hope to see you all there!

Mike Reinert

## A LOOK BACK

### JUNE 2008

18 YEARS AGO

A big Thank You from the Prez to all the volunteers who have helped in the events. "Many hands make light work"

Safety Officer Kevin Carlson reminded everyone to be sky aware. Lightning can strike 5 miles from the storm. Don't push your luck.

Someone must have robbed their piggy bank as 17 raffle prizes were won.

Events scheduled for this year include a Warbird Fly-In, Fun Scale Contest, and Midwest Scalemasters Qualifier Contest.

Three Deadly Sins of RC Flying were explained:

- 1) Improperly located Center of Gravity
- 2) Inadequately Charged Batteries
- 3) Wrong Model Number.

Modern radio systems have a dark side. The wrong model selection may give control surface movement, but is it correct?

### JUNE 1998

28 YEARS AGO

Prez Mark Dubay reported the settled ditch rework area has been filled. Thanks Bobby H.

Stan Zdon reported 112 current members.

7 pilots braved 20 mph crosswinds for the May Fun-Fly

The 3rd annual Spring Fly-In was a success with 43 registered pilots. Three members of the Rich Valley R/C Club gave 9 training flights.

A SIG Ultimate Bipe was raffled off to the 10 Fly-In worker bees.

A map, to Sam Huston's Coon Lake cabin, for June's Float-Fly was published.

Tim Karash

## ACRC MINUTES

### Board members present:

Jeff Slater, Marc Tellevik, John DeVries, Cameron Devries, Earl Hendricks, Tim Karash.

10 Member present plus board

### Membership Report:

95 members as of today's date.

### Treasurer's Report:

Income: \$2445.92

Expenses: \$1428.92

### Safety Officer Report:

Note to all as propeller "Bites" are still happening. Keep your body parts away from the "Whirling Finger Chomper"

### Event Coordinator:

Biplane Fly-In June 13th

Big Bird Fly-In July 18th

Electric Fun-Fly August 15th

Fall Fly-Out October 3rd

Andrew Smith will bring small Park Flyer style airplanes to the next event(s) to give the little pilots a Buddy-Box flight.

### Training Report:

No students in the program so far this year.

### Old Business:

The runway has been evaluated by several asphalt contractors, and deemed not as bad as previously thought. The runway will still need resurfacing, but we may be able to delay the process a few more years. Bids and recommendations are still being taken.

### New Business:

A suggestion was made for a club "Sticker" to be created for vehicles.

### Show and Tell:

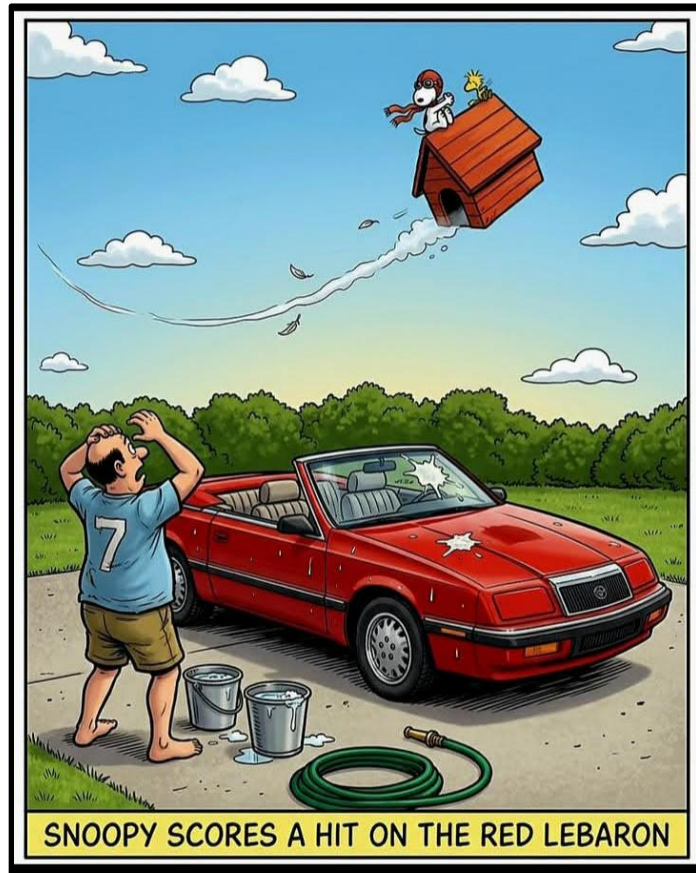
Sherwood Heggen has published a book entitled "Airplanes on My Mind"

Andrew Smith brought a 3D printed Terminator style skull with red LED eyes. It will be used as a pilot figure.

**Raffle:**

- |                   |                 |
|-------------------|-----------------|
| 1) Battery Tester | Ted Sanders     |
| 2) Xacto Blades   | Paul Rono       |
| 3) CA Glue        | Cameron DeVries |
| 4) Glue Holder    | Marc Tellevik   |
| 5) Glue Holder    | Andrew Smith    |
| 6) ACRC Mug       | Mike Spence     |
| 7) JB Weld        | Jeff Slater     |

Submitted by Tim Karash



**Editor’s Ramblings**

I see blank space on the last page of a newsletter edition, and I just have to fill it! It just doesn’t seem right to place a “this space intentionally left blank” all the time like this is a bank account statement.

I had a successful maiden flight on the Saturday after last month’s club meeting. I will say that I did not

follow all of John’s proper maiden flight etiquette. For starters, I was the only person at the field, so there was no preflight distraction and I had no reason for an alibi if something went wrong. Fortunately, nothing went wrong enough to put my Ultra Sport+ 40 into a trash bag.

After running a second tank of fuel through the new engine on the test stand, I sought out some remote support (AKA: I texted with Jeff Slater) and was convinced that I could take to the skies. I lined up on the runway heading South and throttled up. The plane leaped into the sky with eagerness, but while there was not much trim required, I quickly realized that I had my hands full. Yes, it was a sportier and more aerobatic model than I’ve flown before, but the controls were touchy and I spent the whole flight calming my thumbs down.



Ryan’s Ultra Sport+ 40 after its maiden

Landing included a two-point touchdown, after which I hit the throttle kill switch and pulled an intentional ground loop to slow the plane down. As you can see in the photo, I had plenty of runway left, but I wasn’t taking any chances. An inspection of my radio setup proved that I had completely neglected to program dual rates or expo! After adding those, the second flight was much more enjoyable and I left the field with a smile on my face and a fully intact airframe (after about 20 minutes of wiping the oily goo off of the wing). I have officially joined the ranks of glow fliers.

Ryan Kontak

# SERVO CHATTER

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## CONTRIBUTORS THIS MONTH

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*Ryan Kontak*

*Mike Reinert*

*Jeff Slater*

## ACRC SPONSORS

King Kong Hobbies  
Woodworking Plus  
Blackjacks Asphalt  
Rivard Companies

## CALENDAR OF UPCOMING EVENTS

Thursday – June 18

- ACRC Meeting-At the Field

Thursday – July 16

- ACRC Meeting-At the Field

Saturday – July 18

- ACRC Big Bird Fly

Saturday – August 15

- ACRC Electric Fly In

Thursday – August 20

- ACRC Meeting-At the Field

Meetings are held at 7:00 pm  
At the Field – May thru August  
At RCB – September thru April

RCB – Riverwind Community Building

