



ACADEMY OF MODEL AERONAUTICS CHARTERED CLUB #1255

SERVO CHATTER

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THE JULY 16TH MEETING IS AT THE FIELD!!

PRESIDENT'S CHATTER

EVERYTHING HAS A POINT OF FAILURE

Is something I find myself saying quite often. Usually when something fails when you least expect it.

I have been saying it way to often in the past few weeks. I was flying off a pond with my Hobby King Skipper when the elevator decided to leave the horizontal stab. After years of flexing the foam hinge system just got too fatigued.

Last week I maiden my 1/4 scale Cub. Everything checked out fine in the shop but. When I tried starting it at the field with the on-board glow, I found that something in the Sullivan circuit board failed. I did have two glow drivers with me to start the 160 twin and the maiden went fine.

Now remember the Skipper? I re-glued the elevator with foam tack and brought it along for the 4th of July celebration at the lake to find the elevator servo had also failed. Good news I have other float planes at the lake.

Today back to the shop and working on the SR-9 hoping to maiden it before the Big Bird fly-in. Checking all the radio operation along with servo throws etc. a new Hitec 5645 mg servo for one of the flaps emitted some of that infamous smoke. Now to

replacement. Finding another servo with the same torque and speed is not happening so it is replacing two servos which involves removing both flaps to remove the hidden scale linkages, servo mounts, and soldering new extensions because the original servos had Deans connectors.

Two hours into this failure and I am looking outside noticing sunshine and no wind. Still enjoying this hobby failures and all!

Keep-em in the air,

Jeff Slater

FROM THE VEEP

When the Windsock Is Horizontal...

The Official RC Pilot's Guide to Denial

We've all heard it: "It's only blowing about five."

Five what? Five hurricanes?

Meanwhile, the windsock is stretched so straight it looks like it's trying to point the way to the nearest hobby shop. Yet somehow, someone always says, "Perfect flying weather!"

The Wind Test

Here's an easy way to judge the conditions.

- If your hat blows off... it's windy.
- If your airplane blows off the pit table... it's really windy.
- If you blow off the pit table... maybe go get breakfast instead.



Choosing the Right Airplane

Today's choices are simple.

Option A: Your favorite scale airplane that took 400 hours to build.

Option B: That old foamie that already has glue holding it together better than foam.

If you chose Option A... may we have first pick at the estate sale?

Takeoff

Always take off into the wind.

It's much easier to explain why your airplane disappeared over the pits if it was at least pointed in the right direction.

Nothing builds confidence like advancing the throttle, lifting off beautifully...

...and realizing the airplane has gained 200 feet of altitude while traveling only six feet down the runway.

Flying

Remember, your airplane doesn't know where the runway is. It also doesn't know where the flight line is.

The wind doesn't care about either. The answer is always "the wind."

Landing

Every windy landing follows one of these patterns.

Landing #1 A smooth, graceful touchdown.

Everyone applauds.

The pilot nods as if this happens all the time. It doesn't.

Landing #2 Bounce. Bounce. Bounce.

"That was just to check the landing gear."

Landing #3 The airplane lands perfectly...
...on Runway 27.

Unfortunately, your club only has Runway 18.

Helpful Advice from Other Pilots

The best part of windy days is receiving free coaching. "Just keep the wings level!"

"Use more rudder!"

"Not THAT much rudder!"

"Watch the gust!"

"Don't hit my airplane!"

Notice that all of this advice arrives approximately one-half second AFTER you've already made the mistake. Very helpful.

The Famous Walk

Eventually, someone will have to retrieve an airplane. The walk starts confidently. Halfway across the field it becomes less confident.

Then comes the realization that the airplane is another 200 yards farther than it looked from the flight line.

By the time you get there, you've discovered three golf balls, two lost propellers, half a Frisbee, and enough mosquitoes to qualify as a wildlife refuge.

The Official Pilot Excuse List

If your landing wasn't perfect, simply choose one of these:

- "I was testing the gyro."
- "The trim changed."
- "Lost orientation."
- "Radio interference."
- "Sun was in my eyes."
- "That was intentional."
- "I needed to check the durability of the landing gear."
- "The FAA called."
- "The wind shifted."
- "I was low on electrons."

These have been scientifically proven to work... unless your buddies watched the whole thing.

Final Thoughts

Wind is nature's way of reminding us that we're not nearly as good as we thought we were on calm days.

It teaches patience.

It teaches humility.

It teaches that CA glue can, in fact, become a structural building material.

So, the next time someone says, "It's not THAT windy," simply point to the windsock that's trying to escape the flagpole and reply:

"Great! You go first."

Blue skies, soft landings, and remember...

A good landing is one you can taxi away from. A great landing is one where nobody asks, "You gonna glue that back together?"

John DeVries

MEMBERSHIP NEWS

Our head count for the end of April is 112. This includes four new adult members, Steve Modesitt, Andover; Eric Stetz, Andover; Jaydon Mathias, Ramsey; Kevin Barko, St. Paul. I also added three junior members that are part of our Family Plan and are verified AMA members. Welcome to the club.

I have sent several emails to adult members who have paid for additional Family Membership. I still have eight junior members that I have not been able to verify are AMA members. If you have not sent me that information on your Family Members, please do so before flying with them.

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

Bigger is Better is the theme for July. On July 18th anyways. The annual ACRC Big Bird Fly.

Pilots meeting will be at 9:30am Flying to start at 10am. There is a \$15 dollar landing fee and AMA membership is REQUIRED.

A loosely held requirement of 60" wing for multi-wing planes and 70" for mono-wing planes qualifies for Big Bird.

Lunch will be Meatball Subs and Chips available by donation.

It does look like it will be a hot one and plenty of cold water and Gatorade will be available for free so please remember to stay hydrated.

I look forward to seeing all your Smiling faces and Giant scale birds.

Mike Reinert

A LOOK BACK

JULY 2008

18 YEARS AGO

Prez Al Spearbecker reminded everyone that the pit area is not to be used as an engine break-in place.

The Warbird Fly-In was listed as a success, but no participant numbers were listed.

The monthly Fun-Fly had 12 pilots participating.

A Float Fly will be held at Long Lake in New Brighton. Bud Durant to CD.

A member of the Scale Flyers of Minnesota will CD the Minnesota Scale Classic at the ACRC field.

Events planned are:

Fun Scale 520 - Novice & Expert

Sportsman / Expert combined 513

Team Scale 522

An all-Electric Fly is planned for September

An in-depth article was published discussing the benefits of continued pre-flight inspection of our aircraft.

JULY 1998

28 YEARS AGO

Prez Mark Dubay experienced a motor "sag" shortly after takeoff, which resulted in a total loss of the plane. Weeks later, a second airplane of his, had an engine-out situation. Fortunately, he was able to land the plane safely. After considerable "fiddling" with needle valve settings, fuel from a fresh jug was used and the problem was resolved.

Current membership is at 101, plus 15 associate members.

Don McGillivray promised hot dogs and lemonade at his Long Lake residence for the 2nd Float-Fly of the season.

An all-Electric contest and the Bob Arko Memorial Fun Scale Contest are planned for later in the season.

Tim Karash

ACRC MINUTES

I must apologize for the June meeting report, or rather, the lack of. It seems the electronic gremlins have bitten me as my draft copy of meeting information has evaporated into the space / time continuum. My pre-meeting format is there, but everything I added at the meeting has vanished. Since no major decisions were made at the meeting, I don't believe this to be a problem.

Apologies, Tim Karash

Editor's Ramblings

First off, I wanted to start with a reminder: for those of you who don't read down to the calendar of events on the last page of the newsletter, our off-season club meetings will not be held at the Coon Rapids Civic Center anymore. They have begun to charge for use of their rooms, to an extent that we are changing venues. We will be returning to the Riverwind Community Building this year, beginning in September. We end up with a larger meeting space there.

You know those moments of inspiration that strike and you can't put the idea down until you see if it could work? That happened to me recently with the mock-up seen below. The main airframe is a Giant Sweet 'N Low Stik. The empenage is originally from a Giant Aeromaster and my engine of choice is an RCGF 30cc Twin Stinger.



When I purchased my 1/4 scale J3 Cub last year (which unfortunately will not make it to the Big Bird Fly for various reasons) it came with a set of floats. One evening in the last week or so, I thought that the mishmash of airplane parts might look good on those floats. Naturally, I had to see for myself and set the airframe on the floating undercarriage to snap a few photos. The result looks like it just wants to fly. No doubt this plane will exhibit at a future float fly.

Embrace those moments of inspiration! Hope to see you all at the next club meeting.

Ryan Kontak



SERVO CHATTER

204 WOODRIDGE LANE
LINO LAKES, MN 55014

KING KONG HOBBIES
(763) 390-0490
455 59th Ave. NW Ste 130
Coon Rapids, MN 55433
www.kingkonghobbies.com sales@kingkonghobbies.com

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RIVARD COMPANIES
"FINDING A BETTER WAY"
19801 Highway 65 NE • East Bethel, MN 55011
Mike Rivard
Chief Imaginer
mike@gronomics.com
Office: (763) 753-7888
Fax: (763) 753-1314
Cell: (612) 919-5680
RIVARD COMPANIES
CENTRAL
GRONOMICS
Blue Golf & Adventure Park
rivardcompanies.com
centralch.com
gronomics.com
bluegolfandadventurepark.com

ACRC BOARD MEMBERS

PRESIDENT

Jeff Slater

president@anoka-rc.org

TREASURER

Marc Tellevik

treasurer@anoka-rc.org

VICE PRESIDENT

John DeVries

vicepresident@anoka-rc.org

INSTRUCTION COORDINATOR

Jim Van Norman

instruction@anoka-rc.org

MEMBERSHIP SECRETARY

Earl Hendricks

membership@anoka-rc.org

FIELD SAFETY OFFICER

Cameron DeVries

fieldsafety@anoka-rc.org

RECORDING SECRETARY

Tim Karash

secretary@anoka-rc.org

EVENT COORDINATOR

Mike Reinert

events@anoka-rc.org

ACRC Website - <http://www.anoka-rc.org>

SERVO CHATTER EDITOR

Ryan Kontak

newsletter@anoka-rc.org

CONTRIBUTORS THIS MONTH

John DeVries

Earl Hendricks

Tim Karash

Ryan Kontak

Mike Reinert

Jeff Slater

ACRC SPONSORS

King Kong Hobbies
Woodworking Plus
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CALENDAR OF UPCOMING EVENTS

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

Thursday – September 17

- 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

