

PULSE



AMA Charter 382 - An AMA Gold Leader Club

APRIL 2008

Upcoming Meetings and Events

The next meeting will be at the EAA Building on Wednesday, April 9, 2008 at 7:00 pm.

The SPMRC Spring Clean-up is 10 am on Saturday, April 12, 2008, at the flying field.

From the President

By Ed Ryan

Its April already, wow time flies.

Are you done with your winter projects yet? This month is the finished projects meeting so bring whatever it is that you are done with or suppose to be done with to the meeting for show and tell. We also have our spring clean up this month; bring a rake and a plane or a heli, duties should be light so there should be a lot of time to fly, plus it is a good excuse to get out and fly. Its sounds like the mud fly was a hit, thanks to all involved. At the last board meeting we decided to try and simplify our heli hovering areas and decided to close the south hovering area and designate the north area as the only hovering area. We think there will be less confusion and the cars and porta potty will no longer be an issue. All the response has been positive so far and hopefully this will work well for all of us.

Get out and fly and we will see you at the meeting.

From the Vice President

By Steve Scott

Last month I left you all just as we had been transferred (PCS'd for you military types) to sprawling Clark Air Base in the Philippines. Clark was a busy place - the 13th Air Force was headquartered here. There were squadrons of F-102s standing alert and the first F4-C Phantoms were coming online as were the USAF's first all jet transport, the C-141 Starlifter.

Chuck Yeager was there as commander of a B-57 squadron. He and his unit regularly flew missions over South Vietnam and I attended school with both his daughters. One was a year ahead of me and the other was 3 years ahead.

With all this full scale aircraft activity no one would pay much attention to an unmuffled model airplane engine and there was plenty of that at Clark. As I mentioned last month, my folks got me a Cox PT-19 control line trainer and my stateside uncle shipped over a Sterling Ringmaster kit with a McCoy 35 redhead engine. Unlike the Cox L-19 I had years earlier, the PT came with a fairly detailed flight instruction manual. Unlike my earlier unsuccessful attempts, now I got to perform an ROG takeoff from an asphalt lot. Clark had a large well equipped hobby shop which had a shop area in the rear where airmen who lived in the barracks could build models. It was staffed with a very skilled Filipino modeler who produced some of the finest spit polished doped finishes you've ever seen. In the '60s control line was flourishing. The Nobler was pretty much the top dawg and the Fox 35 Stunt powered everything. There was a vacant lot right next to the hobby shop where the control line guys flew. The RC field up out by the large antenna farm near the hospital where my dad worked. RC was pretty primitive back then with the reed radios or VERY expensive analog proportional radios for multi-channel work. Single channel was pretty popular. I built and made a couple of flights with a Babe-bee powered Sterling Minnie Mambo with a 27MC (no "hurts" back then) radio. The TX was a tone transmitter and had a speaker built in. Push the button down and you got a tone. The RX was a superregen with a relay. A Bonner escapement powered the rudder only. Press and hold the button down gave you right rudder, press, release and quickly press and hold again would give you left. As a boy scout they still taught Morse Code back in those days.

Morse "T" or " _ " to turn right and Morse "A" or ". _ " for left. Those with throttle used a Morse "U" or ". . _ " command. The multi guys were flying the Top Flite Taurus pattern ship usually with the venerable SuperTigre 56 engine. That is, until Enya came out with their fine 60-II engine. The single channel folks were flying Midwest Esquires, Sterling Mambos and the like.

I took to heart the flying instructions for my CL PT-19 and for the first time, understood how the handle worked. I also understood if I lost line tension I had to quickly backpedaled to regain tension. I think it only took a flight or two before I was flying the tank out and landing controllably on the PT-19. It was one of the few plastic RTFs which had a flyable wing loading. Power was still insufficient so you really had to be on your toes and keep the altitude down or else the constant tropical breeze would quickly get you into trouble.

In the meantime I assembled the Ringmaster with little assistance. Ambroid cement, silkspan covering and Aerogloss dope completed the project. I had never started or run any model engine larger than an .049 so that .35 was really intimidating. I read somewhere if you mounted the prop on backwards that would help keep your speed down. We mounted the yellow Tornado nylon prop backwards and I used a chickenstick to start the McCoy. It roared to life in a steady 4 cycle setting. I ran a couple of tanks out then Dad and I took it up to the field to fly. Once I got the engine started I richened up the needle valve until the McCoy was literally blubbering. I went to the handle and Dad served as mechanic. I signaled him to let go but the model just sat on the ground blubbering away. He picked it up and we tried a hand launch but it just mushed gently back down for a 3 point landing, still blubbering away. I dropped the handle and went out to the model and pulled the fuel line off to shut it down. I mounted the prop back on the correct way, restarted the McCoy and leaned it out to a faster 4 stroke. Dad hand launched it again for me but this time it took flight right away and WOW! Much, much easier to fly than the underpowered plastic half-A airplanes. The wind didn't adversely affect me and before I knew it I was performing wingovers and loops. A true loop was a bit

of a stretch since the Ringmaster needs to be "flown" through a loop and not "horsed" through one. It has a large, short coupled elevator and a thin airfoil so it would easily stall. That's about what I flew - a 360 degree stall turn. It did mush around pretty badly but that was all I knew.

My next CL project was a full bodied Junior Nobler with a .19 engine. Like its larger brother, the JN utilized coupled flaps. The first time I looped the JN was a dramatic as level flight was moving up from a half-A to a profile .35 stunt ship. Nice round loop without stalling.

Contests/Events

By Paul "Chopperhead" Rono

Hey All - Well I think the weather has finally rounded the corner. The days have been getting nicer and the field is NOT covered in snow. The March Mud Mayhem held on the 29th is over. There were lots of people in attendance despite the cold windy weather. Mostly Heli pilots that day with a couple plank fliers! We used a donation bag for food (Dogs, Water, and Cookies) and got enough to almost offset the cost, I think we were only \$10 short of the actual cost. Thanks go to Doug and Ellie Pflager for the food! There were several new faces at the field for this event, this is a good thing!!! This month is Spring Clean Up Day on April 12th!! The field is in pretty good shape with the exception of garbage on the ground, nothing a good policing wouldn't take care of. If you are out there and see garbage please pick it up and put it in the trash can before it blows away into the field/runway. The road in was in great shape the last time I went out, the landowner has been doing a great job of keeping it graded up, kudos go out to him!! For safety reasons concerning the driveway/vehicles, outhouse, and confusion the board has decided to move the heli hovering area to the north end of the parking lot no matter which direction the wind is blowing. The bird house will be removed (I think it already has been) and we will be moving/buying a couple more railroad ties to put across the parking lot to block off that area. Heli people using that area are encouraged to have a spotter/helper especially when the wind is out of the west and planes are taking off to the north to help watch for any off-course takeoffs. I think that sums it

up pretty good for this month so as usual here's your Event Schedule for the next three months!! Be safe and happy flying!!!

Apr 12	SPRC Field Clean Up Day-10am
Apr 19	ACRC Funfly-10am start
May 10	TCRC Float Fly @ Bush Lake - 11am (raindate 11th)
May 17	ACRC Funfly-10am start
May 17	ACRC Spring Fly-in-10am
May 18	Hobby Warehouse Swap-A-Ganza - 8am
May 24	SPRC Heli-Fly-10am-5pm-CD Paul Rono
Jun 7	Grassfield Heli-Fly- CD Mike Dammar
Jun 14	SPRC Scale Fly -10am-?pm(Not a contest, Stan!)
Jun 21	N.Dakota Skids Up Heli Fly
Jun 21	ACRC Funfly-10am start
Jun 20-22	MARCEE 3M E-fly
Jun 28	ACRC Warbird Fly-10am
Jun 28-29	North Country Model Controllers Collective Madness (NCMCRC.com)
Jun 28-29	TCRC Electric Fly & Camp-Out
Jul 11	ACRC Funscale Contest
Jul 12	TCRC Big Bird Invitational Fly-In
Jul 19	SPRC Frankfurter Fly-10am-?pm
Jul 19	ACRC Funfly-10am start
Jul 23	ACRC Float Fly

MEMBERSHIP NEWS

by Stan Zdon

Every year at this time SPMRC provides the list of rules that we follow at the field. These are the same rules that were printed on the backside of your application. Please remember that the rule concerning the use of designated flight stations was changed a few years ago. Pilots still have to use the downwind set of flight stations but may now use whatever station is available. The maximum number of planes in the air at any given time still remains 5. This means if all 5 stations are being used you will have to wait until one is available. You still have to clip your SPMRC membership card on the proper channel on the impound and guests must use their AMA card.

The following statement, Item 18 from our lease is printed below. The landowner wants to be able to close the property gate at sundown. This means you have to allow enough clean-up time after you are finished flying so you can be out by sundown.

18. USE. Tenant shall use the premises as a flying field for radio control model aircraft. The hours of operation shall be 8:00AM until sundown on weekdays and 9:00AM until sundown on weekends and holidays.

Tom, the landowner, was agreeable to having a definite sundown time for each month and the “through the gate time” for each month are listed below. These times are the mid-month sundown times adjusted to the nearest quarter hour. We will try this method again this year and see how it works. Please put this list of times in your flight box so that you will know when to quit flying for the day.

January	5:00 PM	July	9:00 PM
February	5:45 PM	August	8:15 PM
March	6:15 PM	September	7:30 PM
April	8:00 PM	October	6:30 PM
May	8:30 PM	November	4:45 PM
June	9:00 PM	December	4:30 PM

The landowner has given the club permission to use the pond on an individual basis. Members may fly there but there will not be any club activities, such as a float

fly. If you are flying from the pond you will have to still use the frequency board at the main field and put up some kind of notice that you are flying at the pond. All flying will be done from the east side of the pond. This is to prevent any interference with planes flying at the main field. If someone arrives at the field and there is a channel conflict between the flier at the pond and the flier at the main field, you are expected to work it out in a gentlemanly fashion.

REMEMBER - It is every member's job to make sure he and the other members are flying safely.

Anoka County RC will be having a Fun Scale Contest on July 12 and will be hosting the Scalemasters Qualifier on August 2. Get out there and practice. You will have some purpose to your flying other than just boring holes in the sky.

FIELD CLEAN-UP DAY – APRIL 12. The next meeting will be at EAA building on April 9 at 7:00 PM. See you there.

From the Secretary

By Dan McArdell

Meeting Minutes from March 12, 2008

The meeting was held at the EAA building and called to order at 7:12 p.m. Members Present: 28, New Members: 3, Visitors: 0.

Board Reports

Vice President: Nothing to report this month.

Safety: No issues

Field Maintenance: We have a new windsock at the field. Spring clean-up day is April 12th.

Membership: We have about 95 members right now.

Events: The cleanup day is April 12th. There will be a fun fly on March 29th and a heli fly will be May 24th.

Treasurer: Thanks to Dave Kreiner for working on our raffle ticket bucket. The porta-potty is officially ours and we've paid for our first month of service. We have

a lot of new members that don't know about our library so we put it out on the table this month. We have videos that can be checked out, address decals for planes, and frequency channel stickers.

Old Business

Chuck Nelson asked about the status of our sign. Ed Ryan said he is checking with the owner of the land across the road to see if we can put it there.

New Business

Jeff Hedberg said JR is having a 2 for one sale. If you buy a JR or Spektrum radio and receiver you can get a receiver free, or buy two receivers and get two free.

Show and Tell

Steve Roman: Steve showed his airplane from the MARCEE build. Steve Mundt kitted 40 foam airplane kits for the MARCEE club last month. About 40 people signed up for the club build and the cost came to about \$40 per person. The plane weighs about 14 oz.

Ed Ryan: Ed showed his Multiplex Acromaster. He's using a 3-cell 2100 lipo battery, Castle speed control, Spektrum receiver and HS65 servos. The surfaces are nicely shaped. It's advertised as a kit, it's not quite an ARF. It goes together with regular CA and kicker. The model weighs about 32 oz.

Ron Jesberg: Ron brought in an Astrohog plane he's had for about 10 years. It's a good flying, predictable plane. The wheel pants are fiberglass, powered by an OS61.

Mike Erickson: Mike showed his clipped-wing Citabria. He added decorative rib stitching and it turned out very well. It is covered with Solartex. He's in the process of finishing and getting ready to paint. He used basswood instead of balsa stringers.

Raffle

- 1st place: Eric Wahl, Jester kit
- 2nd place: Ken Bottila, field box
- 3rd place: Ron Halls, Centering tool
- 4th place: Ted Sander, fuel
- 5th place: Dave Kreiner, glow plug
- 6th place: Steve Roman, CA glue

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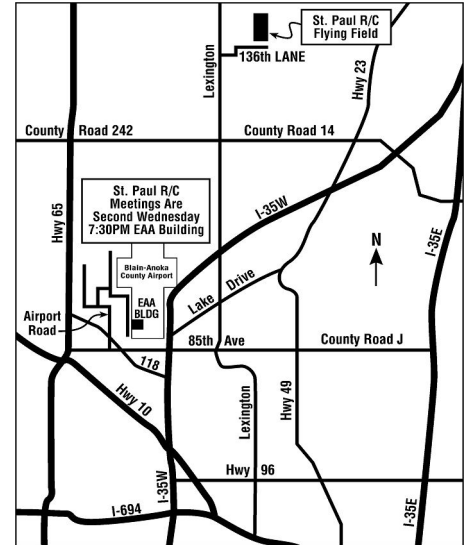
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th and follow it east to the flying field.

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Newsletter of the St. Paul Model Radio Controllers, Inc.

C/O SPMRC Editor
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