

PULSE

AMA Charter 382 - An AMA Gold Leader Club

AUGUST 2008

Upcoming Meetings and Events

The next meeting will be at the SPMRC Flying Field on Wednesday, August 13, 2008 at 7:00 pm.

From the President

By Ed Ryan

Hello everyone and welcome to August. Man the time fly's buy. We have a few things to note this month; the first thing is that we have our nominations for board members at the September meeting. There are three positions possibly open: Paul Rono, Dave Kriener and myself. I will not be accepting a re-nomination. I feel like I need a break plus it is in the best interest of the club to have different people serve. I will however in the future consider a position again. I do recommend that every one try to serve at least once because it is a wonderful experience. Nominations are completely informal and you are encouraged to nominate your self. The other issue is of safety. A couple of Saturdays ago we had some examples of things you don't want to do. We had a couple of knuckles nicked buy a propeller and there was a trip to the emergency room. The report was that there was not enough skin left to stitch up but thankfully there was no damage to the joint and a full recovery is expected. It is very easy to get into the propeller so be cautious. The other mishap was we had a shorted out flight box, it might be a good idea to put a fuse on our power supply battery. See you at the meeting.

Contests/Events

By Paul Rono

Howdy Doody All! The Frankfurter Fly went very well! We had about 16-20 Furter eaters and Flyers. It

fly. We put out a donation pan (no jars to be found) and managed to cover \$25 of the cost. On another note, the fall is coming quick and we will be taking nominations for 3 board members. Ed Ryan, Dave Kreiner, and myself will all be finishing our second terms. So if you are interested in being a board member come to the next meeting or talk to a current board member to express your interest in serving. SPRC will be holding an E-Fly on August 2nd, which means lunch and electrics only till about 5pm!! On August 16th SPRC will be having our Weiner Wringout with of course Weiners!!! There's lots going on all over the state, if you get a chance head to Owatonna for their Warbird Fly-In on August 8-10 it's always a good show. If you're into helis the MRCHA Rotary Ringout is August 22-24 at the Owatonna RC Modelers field. Here's your Event Schedule for the rest of the year!

Upcoming Events-

Aug 14-17	Rushford Jet Fly @ Rushford Airport-CD Dave Dennison
Aug 16	Weiner Wringout - 10am-?
Aug 23	ACRC Funfly-10am start
Aug 23	Grassfield Big Bird Fly-In
Aug 22-24	Rotary Ring Out Heli-fly - Marion R/C Club
Sept 5-7	Bismarck Aircraft Modelers (BAM) Open Fun Fly
Sept 6	ACRC E-fly
Sept 13	SPRC Septemberfest -10am-?
Sept 13	TCRC Fall Float Fly-Bush Lake
Sept 13	Marion RC Flyers Fun Fly (Rain Date 14th)
Sept 20	ACRC Funfly-10am start

Oct 4	ACRC Fall Fly Out-10am
Oct 11	SPRC Chili-fly-10am-?
Oct 18	ACRC Funfly-10am start
Nov 28	SPRC Turkey Fly-10am-?
Jan 1	SPRC Freeze Fly-10am-?
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MEMBERSHIP NEWS

by Stan Zdon

September is almost here and the summer is almost over. An important event that will take place next month at the September meeting is the nominating of members to run for the board of directors of SPMRC. Three members are finishing their two-year term in December: Dave Kreiner, Ed Ryan and Paul Rono. It is time start thinking about who you would like to nominate for the board. The election is in October and the new board transitions in November and December.

SPMRC membership is currently 113 members total with 88 paying full dues. The other 25 include Board members, honorary members, free memberships and junior members. Last year at this time the numbers were 112 and 91, two years ago they were 120 and 97 and three years ago they were 129 and 105. As you can see there has been a downward trend during the past few years. If you know of anyone who is interested in joining SPMRC give him my phone number (763-784-3121) and have them contact me.

Emergency Info:

When you are at the field you should be aware of the locations of the local hospitals. The three closest hospitals are Unity in Fridley, Mercy in Coon Rapids and Fairview in Wyoming, just north of Forest Lake. So far it looks as though Fairview is the easiest to get to and the emergency room is open 24 hours. Go north on Lexington to Hwy 18, east on 18 to Hwy 35, north on Hwy 35 to the Wyoming exit, east on Hwy 22 to Hwy 61 and south on Hwy 61 to the hospital which is on the right side of 61 as you are going south. The other hospitals are about the same distance but there are a lot more stop lights and stop signs. FLY SAFELY!!!!!!!

FROM THE SECRETARY

By Dan McArdell

Meeting Minutes from July 09, 2008

The meeting was held at the SPMRC field and called to order at 7:09 pm. Members Present: 24, New Members: 0, Visitors: 3

Board Reports

Vice President: All is well, no report

Safety: Remember to keep a hand on your plane when it's under power in the pits. No taxiing from the pits to the runway.

Field Maintenance: Mike Erickson has been putting out poison for the gophers and a few more spools have been removed after they fell apart.

Membership: We have two more new members.

Events: Next Saturday, the 19th is the Frankfurter Fly. ACRC has their fun scale fly this coming Saturday.

Treasurer: We've gone through 6 months on our proposed budget. In summary we're in line with our current proposed budget.

Old Business: No old business

New Business: The trash bins have been removed and will be brought out during special events.

Show and Tell

Dan McArdell showed his Parkzone Vapor, an indoor electric 3-channel model. The Vapor weighs about 12 grams, which is less than 1/2 an ounce.

Kevin Barko showed his Nitro models Bobcat. Has about 51 inch wingspan and weights about 5.5 lbs.

Raffle:

- 1st place: Dan McArdell, Z-bends
- 2nd place: Ellie Pflager, Fuel
- 3rd place: Dave Kreiner, Hangar 9 fuel pump
- 4th place: Ed Ryan, Senior Telemaster kit
- 5th place: Don Cole, CA Glue
- 6th place: Don Cole, propeller



Important reminder: The next meeting will be at the field on August 13 at 7:00 pm. This will be the last meeting at the field for 2007. Starting in September the meetings will be at the EAA building.

FROM THE EDITOR

ON THE SAFE SIDE - Get "Cawtt" Up in Safety
By Jim Rice - From the January 2008 AMA Insider

I like to have a plan for an airplane for an event. That keeps me focused on the mission of completing and test flying the airplane in time to fly it at the scheduled event. If that is your style, you know that the closer the event comes the faster you work, the later at night you work, and maybe the more careless you become. I try to keep a notepad by the bench so that as I think of things I really need to do before I complete the airplane, I can write them down. For example, if I have test fitted the engine and mount so that I can cut out the cowl but I haven't tightened the engine mount bolts or the bolts attaching the engine to the mount, I write it on my list so that I will remember to check that before I take it flying. Maybe I hook up controls but don't have loctite on the machine screws holding the metal servo arms to servos that have metal output gears; I write it on the list so that I won't lose a control surface on a later flight. Keep a notepad near your work site so that while you are daydreaming at work (you all do that) you can write yourself reminders to take home and put on your list.

I have a checklist to go through before every takeoff. If you get in a habit like that, you can head off problems on the takeoff/flight. Since I was a soldier for 26 years, I am accustomed to acronyms so my checklist is C.A.W.T.T. I tell my students "Don't get cawtt taking off without using your checklist. Go through the checklist before you take the main runway!"

Controls: Check control direction and all switch positions. With computer radios, you can have the wrong airplane or you may have changed something you didn't want to while changing a mix or throw between flights. Check for high/low rates, mix

switches, or trim positions.

Antenna: I don't like to work on, start, or tune the engine with the antenna out so I keep it collapsed until I am ready to take the runway and I am safely behind the airplane and propeller. Make sure the antenna is completely pulled out and screwed in tightly.

Wind: Check the wind direction so you know in which direction to take off. If there is no wind, take up the same pattern other pilots in the air are using. Note the wind check is after the antenna-up check so that you can use the antenna flag as your wind sock.

Time: Start your timer or check your watch so that you will know when to land.

Traffic: Clear yourself to taxi with other pilots. We don't have air traffic controllers so you have to do it yourself. Ask loudly enough for all other pilots to hear if you can come out. Do not take the runway until all pilots at flight stations—or their spotters—clear you. So many times I hear people yell "coming out" then they add power and run out on the runway. Not only might that startle other pilots, distracting their attention from their own airplane but, maybe your airplane will die or flip over on the runway creating a hazard for others who might be at the end of their fuel. Besides, it is more courteous to ask. After you are cleared by the others, quickly take the runway and get in the air. They didn't clear you to sit in the middle of the runway and do more checks. That is why I say to go through the checklist before you take the runway.

If you get in the habit of doing a checklist like this before every single takeoff, not just the first one of the day, you will be safer. When I teach a new student, I draw his or her attention to a good pilot as he is preparing to take off. Hopefully, he or she will methodically go through a checklist and reinforce your teaching. But if not, point out the things you think were left out and the reasons they should be done. I tell everyone there are 1,000 things that can kill a model airplane and I have 750 of them covered. Every time you have an accident or see an accident do a post mortem to see if you can isolate the problem so it won't attack another airplane in the future.

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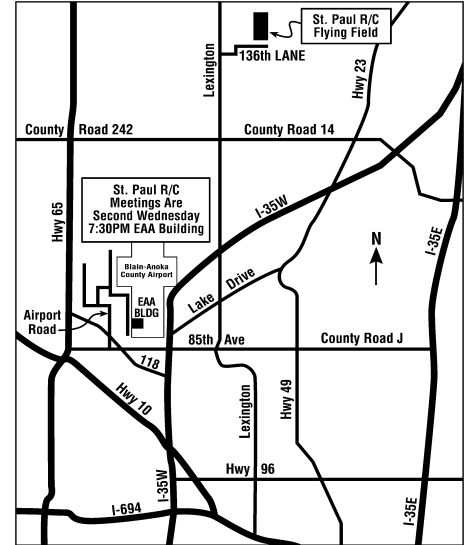
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th and follow it east to the flying field.

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

**C/O SPMRC Editor
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