

# PULSE



AMA Charter 382 - An AMA Gold Leader Club

JANUARY 2008

## Upcoming Meetings and Events

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

## From the President

*By Ed Ryan*

Hello everyone and Happy New Year.

Well, we just had the New Year's Day Freeze Fly and I think it was the coldest day that I have ever flown. There were three or four people who were brave enough to fly.

Cold weather flying is not that tough if you think ahead. I like to warm my fuel in a washtub of scalding hot water for a while before I leave. I also fully assemble my planes if you have the room and fill it with warm fuel. This seems to eliminate the need to use propane which is difficult on a four stroke any ways. I make sure all batteries are fully charged and warm, keep your glow starter in your inside coat pocket it will stay warm. And most importantly make sure to get a transmitter mitt, I wouldn't even attempt to fly without it, gloves are terrible and clumsy.

At the freeze fly I showed up, put my card up, took the plane out of the car, started it and flew. The only problem is that the skis will be too warm and sticky, so unless you have enough power you might want to let it run for a couple of minutes and let the skis cool off before you fly. Winter flying is a blast so I encourage people to try it you might be pleasantly surprised.

Remember to renew your membership to avoid a late fee. See you at the meeting.

Ed Ryan

## From the Vice President

*By Steve Scott*

Christmas is over and the January Freeze Fly will be history by the time this hits the newsstands. I was just "anointed" as president of the CL Piston Poppers Club and had to provide some of the food for their Freeze Fly at their Fridley field. I likely wasn't able to get up to Ham Lake in time for our FF. We did try last year after the Poppers' gala but our SPMRC field was deserted by the time we got there.

Alex managed to score very well this Christmas, getting an eFlite Mini UltraStick ARF, a Park 480 motor, eFlite 40amp ESC and a Spektrum DX-7 MicroLite System with our friends at King Kong acting as Santa's "agent." I guess we no longer have to share the LT-40 trainer. Hope he lets me play with his stuff once in a while - especially since his is way cooler than my stuff now.

While Santa didn't deliver any hobby related goodies for me, my main toy was a portable GPS NAV receiver for the car. I rented one while I was visiting family back in Pacific Northwest a couple of weeks ago. It was the first time I've ever used a GPS and frankly, I can't see how we ever lived without these devices. The days of trying to read and follow paper maps are over. Simply punch in the address of your destination and my Garmin Nuvi 660 quickly calculates the best route and will guide you with a real-time electronic 3D map display and spoken turn-by-turn directions. This is especially useful when you find yourself in an unfamiliar area. It also has a database of thousands of POIs (Points of Interest). You can search for the nearest gas station, bank ATM, restaurant, shopping center or tourist attraction and the unit will accurately navigate you there. Mine even has a traffic alert

function which will warn you of congestion and route you around it. Miss a turn? It simply recalculates an alternate route and will get you back on track quickly.

A few meetings ago we discussed how the Google Earth program (a free version can be downloaded from <http://earth.google.com/>) has been populated with area RC flying sites which show up as a yellow dot on the map. Zoom in on the dot and Google Earth reports the location in latitude/longitude coordinates on its status line. My GPS understands these so I now have all the area fields saved in my favorites on the GPS.

One of the very first tasks I did was to locate and save all the area hospitals and emergency rooms. Since I don't know the Ham Lake area I really don't intuitively know where the nearest hospital is or the quickest route to get there. Now I can fly at Anoka, Grassfield or any other site and pretty much instantly get information and accurate directions to the nearest medical facility. Not really such a big deal - until you suddenly find yourself or a companion in dire need of medical treatment. Oh yeah, this is also a Blue Tooth enabled device so I can make a handsfree call to the destination while I'm beating a mad, but accurate path to it.

Military GPS has been around since the 70's. After the shootdown of Korean Airlines flight 007 by the Soviets in 1983, the Reagan administration directed to "share" GPS technology with the civilian sector. A series of 24 some odd Navsat satellites comprise the constellation of watchful birds orbiting 12,000 miles overhead and transmitting their whopping 27 watt signals. The new SiRF STAR III chipsets are so sensitive I can acquire the 3 or more satellites needed to pinpoint my location even while inside in the basement at home. Now if I can only locate the TV remote.

will be the MAAC Swap Meet at B-Dale. The Freeze Fly lived up to its prestigious name, it was freezing!! When I left my house to go to the field it was 1 degree outside with a 10-15 mph wind out of the northwest. Upon arriving at the field at noon I was pleasantly surprised to find people actually there!! Tom Stratton was helping Dave Kreiner and Ed Ryan (The "Pres") get Dave's plane running. The engine did not seem to be cooperating that well. After several restarts Dave finally got the plane in the air only to have to dead stick. There was another attempt and another deadstick! Ed then decided to give his electric PBV Catalina a whirl. He set it down in the snow and ran it up but there wasn't enough snort to get it sliding across the snow. LiPOs don't like cold!!! After running the motors for a bit the battery warmed up enough to get the Catalina in the air. Hooray!! I have a tentative event schedule set up that's similar to last years and am still filling in some of the dates for outside club events. Remember if you would like to run an event or have a suggestion for one, I can be reached through email or phone.

Paul Rono



The 2008 Freeze Fly lived up to its name.



**Contests/Events**

*By Paul Rono*

Happy New Year!! Have you made a New Year's Resolution to fly every month this year and get a patch? Or maybe to finish that plane or heli on your workbench (i.e. dining room table?). By the time you read this the Freeze Fly will be over and the next event

Here's the events for 2008:

Jan 19	MAAC Swap Meet @ B-Dale
Feb 9	TCRC Auction- 67th and Nicolet-St Peters Church
Apr 12	SPRC Field Clean Up Day-10am
Apr 19	ACRC Funfly-10am start
May 10	TCRC Float Fly @ Bush Lake - 11am (rain date 11th)
May 17	ACRC Funfly-10am start
May 23	SPRC Heli-Fly-10am-5pm-CD Paul Rono
Jun 14	SPRC Scale Fly -10am-?pm (Not a contest, Stan!)
Jun 21	ACRC Funfly-10am start
Jun 20-22	MARCEE 3M E-fly
Jun 28-29	North Country Model Controllers Collective Madness (NCMCRC.com)
Jun 28-29	TCRC Electric Fly & Camp-Out
Jul 12	TCRC Big Bird Invitational Fly-In
Jul 19	SPRC Frankfurter Fly-10am-?pm
Jul 19	ACRC Funfly-10am start
Aug 2	SPRC E-fly-(Rain Date )
Aug 23	ACRC Funfly-10am start
Aug 16	Weiner Wringout - 10am-?
Aug 22-24	Rotary Ring Out Heli-fly - Marion R/C Club
Sep 13	SPRC Septemberfest -10am-?
Sep 13	TCRC Fall Float Fly-Bush Lake
Oct 11	SPRC Chili-fly-10am-?
Oct 18	ACRC Funfly-10am start
Nov 21	SPRC Turkey Fly-10am-?
Jan 1	SPRC Freeze Fly-10am-?
Jan 1	ACRC Freeze Fly-10am-?

Flyer patch let me know at the January meeting. The club pays for the patch for the first year and the member pays for each additional year.

Membership applications were included with the November and December newsletters. January is the last month that you can rejoin for the regular \$50.00 dues. After January 31 a \$5.00 late fee will be added to your dues so if you renew after the 31st be sure that you write your check for \$55.00. If you have not renewed by the end of January this will also be the last newsletter that you will receive because it is part of your 2007 membership. If you don't want to miss any of the newsletters, be sure you renew on or before January 31.

St. Paul R/C, Anoka County R/C and the other clubs in the area are working on their 2008 calendars. SPRC will be having a scale fly-in and the Septemberfest. ACRC will be having a Fly-In in May, a Pattern contest in June, a Fun Scale contest in July and an end-of-season Fly-Out in September. A complete listing of 2008 events and their dates will be published in future newsletters.

**MAAC SWAP MEET** – The MAAC swap meet will be January 19 at the B-Dale Club located at 2100 North Dale Street. This is 1/2 mile south of Hwy 36 on Dale. Buying or Selling, admission is \$4.00.

The TCRC auction will be Saturday February 9 at St. Peter's Church on 67th and Nicollet.

The next meeting will be at the EAA building on January 9 at 7:00 pm.

Stan Zdon

**MEMBERSHIP NEWS**

*by Stan Zdon*

**MEMBERSHIP NEWS – JANUARY 2008**

SEASONS GREETINGS AND HAPPY NEW YEAR!! It is five days after Christmas, there is plenty of snow on the ground, and I'm looking forward to the January 1 Freeze-Fly. If you qualify for an All Season

**From the Secretary**

*By Dan McArdell*

**Meeting Minutes from December 12, 2007**

The meeting was held at the EAA building and called to order at 7:06 pm

Members Present: 27, New Members: 1, Visitors: 2

**Board Reports**

Vice President: Nothing to report.

Safety: No issues

Field Maintenance: The porta-potty is missing from the field. The issue should be resolved soon.

Membership: No new updates

Events: Freeze Fly January 1st and the MAAC swap meet is Jan 19th.

Treasurer: If you have any items that need to be paid off before the end of the year let Steve Roman know.

**Old Business**

Ed Ryan said that a complaint that had been received was discussed at the last board meeting. Ed explained the process and asked members that have issues to please come to the board meeting and help the board come up with solutions to help remedy any problems.

**New Business**

No new business.

**Show and Tell**

Al Schwartz: Al brought in a video taken at the old SPMRC field in 1985 and we spent some time reminiscing while watching the video.

Mark Ptaszynski: Mark showed his Hangar 9 ARF P-47. It is 150 sized and weighs 19.5 lbs and uses 10 servos. The radio gear is mounted as far back as possible. He used white embossing powder to make the white lettering. The powder comes in small 1 oz bottles.

Mike Erickson: As his winter project, Mike made a field tote which holds a gas can and fire extinguisher and is easy to carry.

**Raffle**

1st place: Ed Ryan, Great Planes Patriot  
 2nd place: Mike Erickson, FW-190 kit  
 3rd place: Kevin Barko, roll of Monokote  
 4th place: Dan McArdell, Miter set

5th place: Ted Sander, Spinner  
 6th place: Mike Johnson, CA Glue

**From the Treasurer**

*By Steve Roman*

The club scheduled its annual "Freeze Fly" for today. I showed up at 10:30 and found only one hardy soul out there: Tom Stratton.

Granted, the temperature was -3°. People were obviously resembling molasses today.

Tom got the first flight of the year under his belt and headed for the coffee thermos.

By 11:30 our ranks had swelled to 10 and a second flight was made. I took a few quick pictures for the newsletter and am now warming in front of the fireplace with a cup of coffee.

We had some trouble with the portable toilet company. They removed the unit. They had verbally contracted to supply us a serviced unit for 8 months and leave the unit un-serviced and without charge for the winter. Other people in the company chose not to honor that.

The "new" porta-potty.



I called to complain. After some discussion, the company sold us a used/clean unit and will service it once a month on contract. When club members find it necessary to have it serviced a second or third time in a

month they can contact me and I'll call them. If we can keep the service down to 18-20 times the first year we will be break even. The second year we will be ahead of the game.

Because some raffle funds have not been turned over to the treasurer for deposit yet, we won't have a year end accounting until the February meeting.

Have a good New Year all.

Steve Roman, Treasurer

**January 2008 Freeze-Fly**

It just doesn't get any better than this.



**From the Editor**

From the Ramblings newsletter, Randolph, New Jersey  
Take More Chances—Enjoy More Crashes

By Bob Karasiewicz

As you gain in skills, you will take more chances. For instance, an outside loop with a trainer! Well, you just learned that the typical trainer will not do an outside loop (outside loop—from straight and level flight, push down; go down and around to straight, and level flight again.)

When your trainer has reached the inverted position and is trying to go up while inverted, it either won't climb or falls off to the side. The likely result is a crash. The definite result is a learning experience.

Don't give in to the temptation to blame your airplane, radio, the wind, the sun, or anything else external. The fault lies with your urge to try something new. Congratulations! You are well on your way to becoming an excellent flier.

Now, how does a beginning flier get out of a difficult situation? The answer, my friend—it depends. In the above outside loop situation, the experienced flier would stay in inverted flight and level off. Then either give up to do a half-inverted inside loop, or do a half roll to level flight. This comes with experience—experience in getting out of tight situations. The flier who never gets into a difficult situation—that is, never takes a chance—never progresses.

Is there a general method for getting out of trouble? Yes, only one. Before you try it, think about it and think about things that can go wrong. Remember the "three mistakes high" rule. You might want to discuss your attempts with an instructor beforehand. You definitely want to discuss your new maneuvers with someone more experienced afterward. If only to brag or find out what went wrong.

Oh, one more thing. Please make sure your attempts are safely out over the field, never near the pits.

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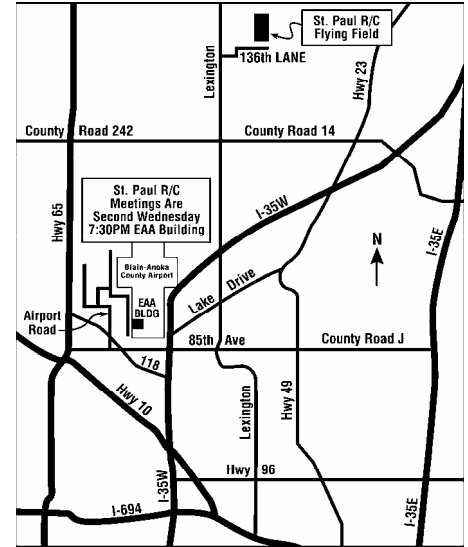
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**SPMRC Club field** is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136<sup>th</sup>. Turn right on 136<sup>th</sup> and follow it east to the flying field.

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

**C/O SPMRC Editor**  
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