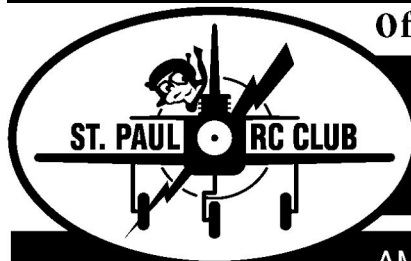


Official Newsletter of St. Paul Model Radio Controllers, Inc.



# PULSE

AMA Charter 382 - An AMA Gold Leader Club

MARCH 2008

## Upcoming Meetings and Events

The next meeting will be at the EAA Building on Wednesday, March 12, 2008 at 7:00 pm.

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

## From the President

*By Ed Ryan*

Hello everyone and welcome to March. This month is our swap meet so bring you stuff and pass it along to other club members.

We also will always host any show and tell. So bring that too. It sounds like we are going to have an event at the field this month. We don't have a date yet but maybe by the meeting we will. I always say if you want to host an event at the field you are always welcome. And if you host it you get to decide what type of event it will be. So pick a date and give it a shot; it's a lot of fun. To find out more you will have to come to the meeting.

See you there.

## From the Vice President

*By Steve Scott*

Last month I left you all at the point in my modeling and private life as a young teenager who had only dabbled with some Cox plastic RTF examples which were never flown successfully.

Growing up around air force bases I was quite educated in our active service inventory in the late 1950s and early 1960s. That was the era of Sputnik and our century series fighters. While in 1st grade I

remember us being stationed at Biggs AFB in El Paso, TX. The skies were full of the lumbering giant B-36 bombers and the smaller, but spectacularly noisy and smokey B-47 swept wing jet bombers as they'd make their RATO takeoffs. We moved to Sewart AFB in Tennessee where we stayed from my 2nd to 7th grade years. That was a transport base with C-130 and C-123 aircraft. Aside from the Cuba missile crisis where a LOT of extra inventory was brought in, nothing really exciting. Well, there was that one day in 4th grade where our principal shuffled us all out of the classroom down to the auditorium where a small black and white TV on a tall spindly stand was on. We watched while Alan Shepard made his liftoff and historic sub-orbital space flight in what seems today as a very tiny Redstone rocket with a very, very tiny Mercury capsule on top. I do remember the headlines in the next day's newspaper being in bold red with the simple words, "Space Shot Success!"

Dad's next assignment was the big one - a 2 year accompanied (meaning we got to go with him) hitch at the world's largest USAF base - Clark AB in the Philippines. We almost immediately found out the sacrifices needed for relocation halfway around the world, namely immunizations. LOTS of immunizations. The year was 1964 and Vietnam was escalating rapidly. So rapidly that Dad was sent over 6 months before us while we waited stateside for available housing. In the meantime my mom, sister and I moved back to their hometown in the scenic Port Townsend, WA area where we spent that summer and I started 8th grade. Most of their old high school friends lived there and I took sailing lessons from the Port Townsend Yacht Club. Finally, around Thanksgiving we got the green light and headed down to Travis AFB, CA for our flight across the Pacific to Clark. There was still a waiting list for family housing on base so we moved into one of the various gated housing

compounds off base which were specially built for Clark personnel. The houses were constructed of concrete prefab materials with metal louvered screened windows and corrugated metal roofs. Complete with indoor plumbing but the local water supply was not potable. We had to haul our drinking water from the base in a large plastic jug. Hot water was via a propane heater outside the home which you had to light every time you needed hot water. The washing machine was an old ringer style in a detached structure outside. No dryers, you hung everything out to dry (which took an inordinate amount of time in the humid tropical climate). There was an AFRTS television station and about 3 local stations. Our outside antenna was mounted on a bamboo pole.

That Christmas my stateside uncle shipped over a Sterling Ringmaster control line kit and a McCoy 35 redhead engine. I was simply awestruck. The kit was completed with the help of Ambroid cement, silkspan covering and Aerogloss dope. My folks bought me another Cox plastic RTF plane - the venerable PT-19 trainer.

Next month - success!

**Contests/Events**

*By Paul "Chopperhead" Rono*

Hello Fellow Frozen Fliers,

We're getting closer and closer to flying season!! We've already gained back an hour plus of sunlight! At the meeting this month is the club swap meet. I know I will be bringing some stuff that I just can't seem to get around to building. I could really use a little more room in my shop!! Next month at the April club meeting is Finished Projects night, so if you've been working on something be sure to bring it (even if it isn't quite finished). This year on Spring Clean Up Day we looking to possibly lift up/slide over the runway and rake/smooth it out, so we will need bodies, rakes, shovels to do it. The rest of the field is in pretty good shape as of the moment. The club Heli-Fly will be on May 24th for all you Chopperheads out there. There was a conflict with Grassfield's changing their usual July Heli-Fly date to the same day as ours, but now

they are going to have theirs on June 7th. I also found out that the Sky Hobby Swap Meet will be May 18th from 8am-12pm. Get it into gear as Spring is nearly here!! As usual here is the schedule of events!!

Mar 8	Des Moines Modelaires Annual RC Swap Meet/Electric Fun Fly
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

**MEMBERSHIP NEWS**

*by Stan Zdon*

SPMRC has 91 members signed up for 2008. Of these,

71 are members that pay full dues. The rest are honorary members, junior members and board members. This is about the same as last year at this time. There are 22 members that have not renewed their membership for 2008. They are listed below. If you know any of these members personally, please call them and remind them to renew for 2008.

This year SPMRC will be working with King Kong Hobbies in Coon Rapids for the fuel order. The prices are about the same as last year. An order sheet for the fuel is included in this month's newsletter. It will have to be mailed to King Kong Hobbies by March 31 and you will have to pick up your fuel at their store.

This month three information lists are being published. One is the frequency distribution showing how many radios of each channel were listed on the applications. Also published are a phone list of current 2008 SPMRC members and a list of e-mail addresses for the current members that have them. As more memberships come in during the year updated phone and email lists will be published. Please check your phone numbers and e-mail addresses for errors. Some of them were hard to read on the application. If you find any errors please call me at (763) 784-3121 or e-mail me at szdon@yahoo.com so that I can correct my database.

The next meeting will be at the EAA building on March 12 at 7:00 PM. This is the meeting when SPMRC holds the annual club swap meet. Bring your stuff to sell and bring money to make some purchases.

**Non-Renewals for 2008**

- |                    |                   |
|--------------------|-------------------|
| Richard Armendariz | Larry Hille       |
| Wallace Barko      | Thomas Johnson    |
| Jon Bidinger       | Howard Lee        |
| Stephen Cherewan   | Kevin Lewis       |
| David Clapp        | Patrick McDermott |
| Vern Eck           | John McMillan     |
| Cal Fish           | Mark Pogreba      |
| Steven Frech       | Edward Richter    |
| Mike Gregori       | Robin Stiller     |
| Greg Harvey        | William Thibodo   |
| Craig Herrington   | Charles Tuma      |



**2008 SPMRC CHANNEL USE**

11 - 2	29 - 2	47 - 5
12 - 5	30 - 7	48 - 3
13 - 0	31 - 2	49 - 2
14 - 3	32 - 1	50 - 5
15 - 6	33 - 0	51 - 3
16 - 6	34 - 4	52 - 5
17 - 3	35 - 2	53 - 6
18 - 4	36 - 3	54 - 6
19 - 2	37 - 2	55 - 3
20 - 0	38 - 4	56 - 3
21 - 4	39 - 4	57 - 2
22 - 4	40 - 2	58 - 6
23 - 2	41 - 1	59 - 5
24 - 6	42 - 3	60 - 3
25 - 1	43 - 4	SS - 11
26 - 4	44 - 6	27Mhz - 0
27 - 2	45 - 4	50Mhz - 3
28 - 3	46 - 4	53Mhz - 0

**From the Treasurer**

*By Steve Roman*

Nothing much has changed regarding the treasury for the club in the past month. A few deposits were made and a few checks written.

At the last meeting, a comment from the floor started a discussion about the value of club assets (mower, barbecue, library, prizes, garage, etc.).

The point was brought up that according to business practice standards, we as a club, might be more correct in aggressively depreciating the value of the assets.

I respectfully disagree that we need that kind of accuracy but fully agree to accept any decision to have it done. I don't consider it my decision to make. On an irregular basis, we do depreciate items as they deteriorate and it is reflected in the record. If items deteriorate to the point of disposal, we reduce the value to zero. I further explained that the list of assets, in my opinion, is really more a declaration of inventory status

and any value placed on an item is sort of an arbitrary thing. In my mind, it just helps insure that most items don't get lost over time.

That being said, I'd be happy to adjust the values if anyone has expertise in estimating values. I don't have those qualities but respect anyone who does and welcome their input.

The discussion took a little left turn and the topic of a physical inventory was discussed. I remember someone suggesting we do a businesslike hard inventory.

I advised that the inventory figures we have is a rough estimation of our assets and the value. If anyone feels strongly about doing this and wants to volunteer, you have the job with out any argument from me.

It would be a daunting task to accomplish and efforts would be wasted if the inventory was not maintained, aggressively, thereafter.

Assets are loosely accounted for and the hard count would require inventorying items at the field, in the garage, at the EAA building and at various members' houses. In years past a lot of items weren't written down. Since I started acting as treasurer, I added items to the inventory as they were brought to my attention or were stumbled across. I'm sure there are still a number of things yet to be stumbled across.

I don't have the time or energy to tackle a project like this but if it is necessary, we need to find a volunteer. Any volunteer will be welcomed with open arms.

### From the Secretary

*By Dan McArdell*

#### Meeting Minutes from February 13, 2008

The meeting was held at the EAA building and called to order at 7:09 p.m.

Members Present: 28, New Members: 1, Visitors: 1

#### Board Reports

Vice President: Steve Scott attended the TCRC auction this year.

Safety: No issues

Field Maintenance: The field is in good shape. Tom Stratton asked about the status of the wind sock. Doug Lewis has been looking into the purchase of a new one and should have it taken care of soon.

Membership: Stan Zdon sent letters and membership applications to those that haven't renewed yet -- about 20 people.

Events: Paul Rono has to change the dates of a few events occurring later in the year. He will post an update to the event schedule in the Pulse.

Treasurer: Steve Roman went over the budget details with the membership. Please contact Steve for a copy of the budget and the line items as they will not be published on-line or in the Pulse. In summary, we are in about the same position we were last year except we needed to cash in one CD to pay some bills. Costs for food at events have been running about \$1,000 a year so we should start charging for food at more events. Ellie Pflager commented that the value of some of the assets seems to be high and thought they should be lower than they are. There were also some questions from other members regarding depreciation of bigger items like the riding mower. Steve is taking the comments under consideration and will discuss further with the board.

The issue with the web site being unavailable briefly has been resolved. And finally, we purchased a new raffle ticket bucket.

#### Old Business

None

#### New Business

Ellie Pflager noticed the list of officers listed in the Pulse and online is incorrect.

#### Show and Tell

Al Schwartz showed a Top Flite Piper Arrow he has been working on over the winter. It has a full flying tail. He set it up as a 4 channel and he'll put a 60 2-stroke in it.

Ed Ryan was looking for the largest/lightest airfoil foam airplane he could find and he found a model called the Fusion. He's using a Spektrum DSM2 with micro servos. The wing of the Fusion is folded over and there's a spar inside. For power he is using a Rim fire motor and a Thunderbird 18 speed control. It draws about 150 watts. Ed also showed a Top Flite Corsair 'crash kit' that he is repairing. He will be using a color scheme that was used on a Super Corsair flown after the war. Ed saw the real plane fly and has a color photo as a reference. He'll be flying this model with gas. He doubled the size of the elevator.

Tom Stratton showed a Carl Goldberg Electra kit that he won. It's a powered glider. It wasn't laser cut so he had to do more work to get it together. He kept the tips straight and added ailerons. Both of the wing tips are removable so he can transport easily in his car. It was originally designed for a brushed Goldberg 550 motor with a servo controlled on-off switch. It draws over 20 amps with a folding 8x4 prop. He replaced with a smaller prop to drop the current down. He is using a 7.4 volt lipo battery.

Steve Scott brought in a two kits that he just started working on. One of them is the E-Flite Devo.

Mike Erickson showed the wing for a plane he is working on. He's waiting for warmer weather before painting. He'll be using a red/white/blue scheme. It's a very light wing covered with Ultrakote. Stan suggested he use grease remover to get rid of the thin film of oil and rough it up before painting.

### Raffle

- 1st place: Joe Meierhoff, ASP 75 engine
- 2nd place: Joe Meierhoff, screwdriver set
- 3rd place: Steve Roman, calipers
- 4th place: Ted Sanders, Wildcat Fuel
- 5th place: Chuck Nelson, Deluxe Power Panel
- 6th place: Dave Kreiner, T-pins

### Editor's Corner

#### Aviation History: Charlie Brown's Story

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His

B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he had never seen an airplane in such a bad state. The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained airplane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180°. Franz escorted and guided the stricken airplane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the control operator that the airplane had been shot down over the sea, and never told the truth to anyone. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He has never talked about the incident, not even at post war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now—all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, British Columbia, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

From the Portland Area Sailplane Society, Gresham, OR

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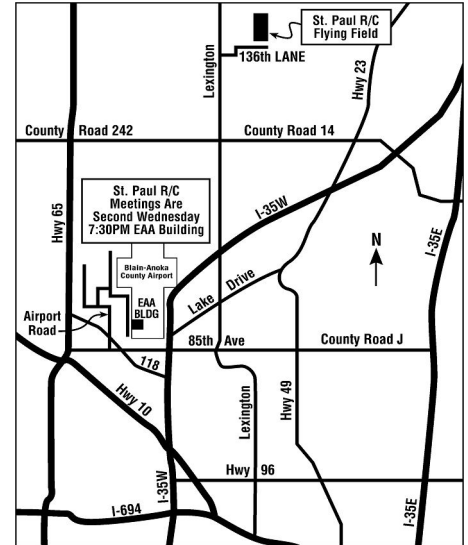
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**SPMRC Club field** is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136<sup>th</sup>. Turn right on 136<sup>th</sup> and follow it east to the flying field.

**PULSE**

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

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