

PULSE

Upcoming Meetings and Events

The next meeting will be at the Blaine-Anoka County Airport, EAA Building on Wednesday, October 8, 2008 at 7:00 pm.

From the President

by Ed Ryan

Hello every one and welcome to October.

Well its starting to get a little chilly which is great for flying. Engines run well, maybe the corn will be cut soon and the bugs are just about gone. I also hear that the parking lot has been leveled off. At this months meeting we have our election the nominees are Ellie Pflager, Chuck Nelson, and Robert Labrash. At the end of the year Doug Lewis will be ending his service on the board early and Mike Erickson will fill in for his second year. We are also looking for a new Pulse editor for the New Year. If you would like to do that let me know. It is a membership compensated position.

The raffle has had some additions in the electric category in an effort to expand the selection for everyone. We are hoping to continue to improve, but that means we will all have to buy more tickets to support it. We will see you at the meeting and if not then we will see you at the Chili Fly.

From the Vice President

by Steve Scott

The days are getting shorter, the temperatures are dropping, the Twins' baseball season is over (wait 'till next year!) and soon we'll be in the "building" portion of our modeling year. Unfortunately I haven't flown as actively as I did last year but there are still quite a few very flyable days left of actually the best weather of the

entire year. I hope to take advantage of some of those opportunities.

Ed and I were both sent an email from a Scot Hovan, a physics and engineering teacher at Mahtomedi High School who is teaching a new aeronautics engineering class. His students have designed and built at least one radio controlled airplane. He is asking us for assistance in pre-flight and test flying this and possibly more aircraft. I provided my personal contact information and stated our membership would enthusiastically welcome an opportunity to help out. Perhaps we can take advantage of one of our golden autumn afternoons to mentor and inspire our nation's future Kelly Johnsons, Chuck Yeagers, Neil Armstrongs or Sally Rides.

Contests/Events

by Paul Rono

Howdy All,

We just held our Septemberfest and although it was an overcast drizzly day about 20 pilots showed up for cheeseburgers, chips, and cookies. It was neat to watch Kevin Barko's plane fly in and out of the clouds. When he landed the plane, it looked like it had been through a car wash and was still streaked with water. After Septemberfest we still had some food left so I held a second event two weeks later called the Septemberfest Leftoverfest on September 28th. Again about 20 pilots showed up for cheeseburgers, chips, cookies, and water. For some reason the weather did not cooperate again, with a grey overcast sky and drizzle. As the day went on the weather got somewhat better and the sky turned a lighter shade of grey with an occasional small blue patch. During the event, Kevin Barko's plane

decided that it did not want to talk to his transmitter any more and flew off into the trees at the north end of the field. After looking at the carnage we believe the loss was caused due to either a bad switch or voltage regulator. The club's next event is the Chili Fly on October 11th. So dig out that favorite chili recipe and bring out a pot to share with your fellow co-pilots. I will have my generator with a powerstrip out there so we can plug in the crockpots to keep the chili hot. After that the next SPMRC event is the Turkey fly the day after Thanksgiving November 28th (there may or may not be snow!). If you haven't been out to an event this year you have two left before the New Year's Day Freeze Fly! I got a flyer from Jeremy Steinmuller saying that he would be reopening Big Sky Hobbies on October 1st at a new location just west of 35E and Yankee Doodle Road. And let's not forget King Kong Hobbies as they are still our closest resource!

Your Events Guy,

Paul Rono

Upcoming Events-

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-?
Jan 1	ACRC Freeze Fly-10am-?

MEMBERSHIP NEWS

by Stan Zdon

IMPORTANT!!!!

It's time for another board election. Three board members, Ed Ryan, Dave Kreiner and Paul Rono are finishing their two-year term in December. The nominees for the 2009-2010 board term are Ellie Pflager, Chuck Nelson and Bob LaBrash. Mike Erickson was also nominated but will be joining the board as a replacement for one of the current members. See Ed Ryan's article for further information. The election is at the October meeting and the new board transitions in November and December.

Reminder - Fliers using the new Spread Spectrum radios are also required to put their membership cards on the frequency board in the Spread Spectrum area. This is being done so that if a member is flying using SS it can be assumed he is not on a 72 MHz channel. The number of fliers in the air at one time is still limited to five and fliers must still use the downwind flight stations.

FREQUENCY CONTROL PROCEDURES

1.) Upon arrival, immediately place your turned-off transmitter in the impound rack. You may not have your transmitter unless your membership card is clipped over the correct number on the frequency board. Guests* must clip their current AMA membership card to the board. If more than one person is using the same frequency, it must be shared in a fair manner (typically a 15 minute maximum usage per person). When you are finished with your transmitter, place it in the impound rack and remove your membership card from your frequency number. Either take your card with you or clip it in the waiting area of the frequency board if you plan to fly again. Only AMA and FCC authorized frequencies are allowed at the field.

2.) An individual member may never remove someone else's card from the board. Ask the owner to do it. If it becomes obvious that the owner is no longer present at the field, TWO members may remove it and place it elsewhere for later retrieval.

3. Only official club Membership Cards (or A.M.A. card for guests) will be used on the frequency board. No other items (such as credit cards, business cards, pieces of paper, driver's licenses, etc.) may be substituted.

*Note - Guests may fly once at the field before joining the club. This does not limit guests to only one flight. It refers to spending one day at the field.

Because it is hard to find something to write about this time of the year, we usually use this month's newsletter to review some of the flying site rules that seem to be overlooked the most often. Although these have been

gone over before, everyone can use a refresher from time to time. Remember that all club rules become part of the AMA Safety Code as it applies to SPMRC.

A.) Aircraft will be facing the active runway when their engines are started.

REASON: If an engine backfires when being started and loses the prop, the prop usually flies forward. This can and does happen. There should not be anyone standing in front of the planes in the pits when they are being started.

B.) There will be NO full RPM run-ups in the pits. Pilots must use the designated run-up areas. During the run-up, propellers should be parallel to the active runway. When you are doing a run-up make sure that no one is in line with your prop.

REASON: If a prop loses a blade, the blade usually flies sideways. As you run up your engine try to picture where a prop blade might go if it breaks off. Don't aim your prop blades at anyone while doing your run-up.

C.) There will be NO taxiing back to the pits. Returning aircraft must have their engines killed before crossing the flight line. The flight line is defined as a line through the pilot stations that runs the length of the field.

REASON: There have been instances of plane getting away from their pilots and crashing into people and planes in the pits. Set your throttle servo so that full down trim will kill the engine.

D.) Pilots must stand on the flight station blocks located off the edge of the active runway. Use the downwind blocks.

REASON: By standing at the downwind stations there is less chance of injury if a plane goes out of control on take-off or landing. (Exception – It is winter and the flight stations are covered with many feet of snow)

E.) THERE WILL NEVER BE ANY DELIBERATE FLYING OVER THE PITS, PARKING AREAS, OR SPECTATOR AREAS.

F.) Priorities: 1.) Dead stick landings, 2.) Power-on landings, 3.) Takeoffs. You may not enter the runway for a takeoff if a landing has been called.

The summer is winding down and the number of events is dwindling. Besides the meeting on the 8th of October, the following events will take place in October and November.

October 11 – Chili Fly – SPMRC Field

November 12 – SPMRC Meeting – EAA

November 28 – Turkey Fly – SPMRC Field

The next meeting will be at the EAA building on October 8 at 7:00pm.

FROM THE SECRETARY

by Dan McArdell

Meeting Minutes from Sept 10, 2008

The meeting was held at the EAA building and called to order at 7:10 p.m.

Members Present: 24, New Members: 0, Visitors: 1

Board Reports

Vice President: Nothing new to report this month.

Safety: No issues at the moment. No planes are in the corn.

Field Maintenance: The field has been free of gophers lately and was mowed recently and looks very good. There was a report that someone was scouting the field for the placement of a 200 foot tall cell tower.

Membership: We picked up a few more members but it's been slow.

Events: Paul Rono could not be here tonight. The Hobby Warehouse swap event is coming up.

Treasurer: No report this month.

Old Business: No old business

New Business: Jeff Hedberg said that Jeremy Steinmueller will be opening a new shop in Eagan, somewhere near I-35E and Cliff road. Jeff heard the

name of the shop will be called Big Sky Hobbies.

A question was asked about the status of filling in the trench in the parking lot. Stan Zdon said he will talk to the landowner again about the issue. Another idea was brought up about possibly ordering a truckload of class 5 and having that spread out. We had some discussions around that and decided the best course of action now would be to get the landowner to level the area out.

Another question regarding the condition of the runway was asked. Ed Ryan said it would take a big crew and a coordinated effort to fix the runway. The south fence also needs to be replaced.

Another member mentioned that next year beans will be planted instead of corn.

Ed Ryan announced that three board positions are up this year and nominations are being accepted. The following members were nominated and seconded:

Ellie Pflager
Mike Erickson
Chuck Nelson
Bob Labrash

Voting will take place at the October 8th meeting. The old and new board members will attend board meetings together in November and December.

Show and Tell

Ed Ryan: Ed is going with brother-in-law to Reno as members of the Sawbones racing team. Ed showed a video of the Sawbones plane. Their website is Sawbonesair.com. Ed also showed his E-Flite F15 twin ducted fan model. It has flying stabilizers and was an easy build. Two 36 Amp speed controls and two 3-cell 2100 lipo packs power the fans. It has no rudder.

Stan Zdon: showed his Great Planes RV-4 ARF. He spent 1 month putting together. It weighs 11.5 lbs. The cowl is made of Fiberglass and it's a beautiful kit. He's using a Spektrum DX-7 radio system. The engine is a 91 Surpass.

(Sorry, didn't get this person's name): Showed a Thunder Tiger Raptor 620. It's a true electric heli. It was a fun project to put together. He finished it over the summer. It uses two 5-cell 5000 maH lipo batteries, wired in series making for 42 volts going into the motor. He's using a Thunder Tiger Ripper OBL motor with an 80 Amp speed control. Flight time is around 10 minutes.

Raffle

1st place: Doug Lewis, BH Models Cap 232 EP
2nd place: Larry Gaalaas, Maja model
3rd place: Kim Slogar, KMS brushless motor
4th place: Dave Kreiner, fuel
5th place: Kim Slogar, helping hands tool
6th place: John Grunke, CA Hinges

EDITOR'S CORNER

WINTER AIRPLANE STORAGE

Since the snow will be flying very soon (if it hasn't already), many AMA members may not be flying for quite some time. For those who don't intend to fly on skis, the following suggestions may help to preserve your model over the winter months and allow you to get back in operation quickly when the snow disappears next season.

Airplane

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure the fuel is not creeping under seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off-season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods and/or control cables for excessive wear or damage. The plane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down

after use. This could result in damage to the engine due to condensation and probably to the balsa or covering material due to temperature changes. If you store the plane on a wall, it should not be supported on the nose as this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the plane resting on the tires if you don't store it vertically.

Engine

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the plane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene. While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season. If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor and spin the engine over clockwise and counterclockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the prop if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

Batteries

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. If they are doubtful, cut the connector off and throw them away and buy new next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

Transmitter/Receiver/Servos

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, get them replaced. Also, check the output shaft for looseness. Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact fingers inside each antenna section that may become coated with oil, preventing proper contact between sections, greatly reducing the transmitting range.)

Fuel

If you have fuel left, be sure it is capped tightly and store it in a cool place out of the sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

Starter Battery

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery **MUST BE CHARGED** if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

Miscellaneous

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, props, etc. and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

from Itasca R/C Club News

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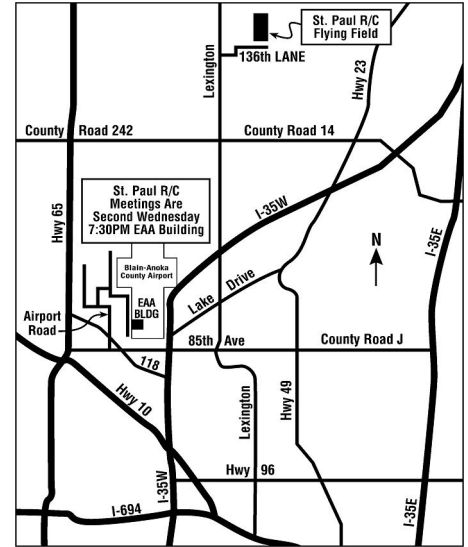
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th and follow it east to the flying field.

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