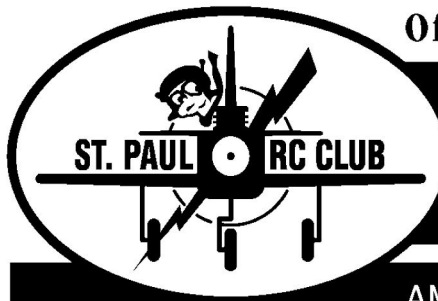


**THE MEETING WILL BE WEDNESDAY, FEBRUARY 11, AT THE EAA**

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



# **PULSE**

**AMA Charter 382 - An AMA Gold Leader Club**

## **WANTED**

Someone to edit the Pulse. I have volunteered to do this on a TEMPORARY basis. Editor gets a free SPMRC membership.

Stan Zdon

## **FROM THE PRESIDENT**

I'm in! It's official now. I was indeed appointed as a committee member for the Arden Hills Parks, Trails and Recreation Advisory Committee for a three-year term. We are a volunteer advisory group who helps to research and formulate policy and practices in utilizing the city's 13 parks ranging from 1 to 20 acres, a Ramsey County park of 217 acres and, of course, the continuing effort to acquire a sizeable portion of the U.S. Government's 770 acre Twin Cities Army Ammunition Plant. There are 10 committee members, the city's Parks, Trails and Rec manager and a City Council Liaison member. I should add the current committee chair flies RC helis.

Our Events Coordinator, Ellie Pflager, published an extensive schedule of club and area events in last month's newsletter. I'd like to add we'll have our Bare Bones event at the February club meeting, our Swap Meet at the March meeting and Finished Projects in April. For our newer members, the Bare Bones is where you bring ANY unfinished project. We've had to take a bit of liberty in classifying what constitutes an unfinished project since a pre-fab ARF simply needs final assembly. The purists wouldn't dare consider that a building project but this officer

holds the position of "Bring what 'ya got". Seriously, it's getting harder and harder to find kits stocked in our local hobby shops. I suppose there was once the attitude that only scratch-built projects would qualify as kits were once considered as "cheating". It's not really much more difficult to build a modern laser-cut kit these days compared to assemble an ARF.

We're still looking for a newsletter editor to handle the duties of assembling the content of each issue of the Pulse. With the majority of our newsletters being electronically distributed, it's not nearly the chore it was a few years ago. If you have a computer and some simple software, call Stan Zdon and offer to help out. There is no rule we have to have a single editor. Several associate editors would actually help to spread out the task.

See you all at the meeting and bring your Bare Bones projects! If you volunteer a show and tell at a club meeting, you benefit by earning a free raffle ticket and we all benefit by the sharing of your experience.

Steve Scott



## **NAME THE PLANE**

## FROM THE V.P.

I was thinking that just hustling around trying to get a model built for flying in the Spring seems to make the winter pass by quicker. Now, youse guys that just unwrapped your (finished) aircraft just have to look out the window and tough it out! Perhaps you'll see a Robin or two and that's not all bad.

I was just reading everything about stalls that I should've read before I made my 5th flight on the Corsair. This article is the best that I've seen and there are a lot of other good items in the web site of Embry Riddle. Look at the featured article named "When Lift Fails"

<http://www.erau.edu/er/newsmedia/featurearticles.html>

At the last board meeting, the question came up regarding the name of the monthly newsletter, THE PULSE. I was supposed to contact Al Schwartz to get the real scoop on it but it slipped my mind and now I'm headed off to see if there are any flying fields in Hawaii. That won't get any model building accomplished!

Bob LaBrash

## SPMRC EVENTS

The 2009 January Freeze Fly was a great time!! We had about 30 pilots and guests that came out to fly and freeze. We had coffee, tea, hot chocolate and cookies for the brave souls that attended the event. The sky wasn't the best and the temp was quite brisk and cold. Dave Kreiner brought out the bottom half of his Weber grill and Doug Pflager brought out cedar wood pieces to burn. We had a fire burning all day long to warm fingers and other parts. I think a lot more people were by the fire chatting about flying than were actually flying. I know that we have a lot of hard-core flyers in our club and I was happy to see how many people came out for the event. I will give pictures to the web master a later date so you will have to check out the SPRC website later on.

February will be kind of quiet at the field for events. The next event will be the Mud Fly on March 28th. Be prepared for a slick time to get to the field, as the drive way is usually pretty wet after the spring thaw. Should be good flying though. We will have hot drinks and treats.

As a reminder, the next meeting at the EAA building will be the "bare bones build" for winter projects so don't be shy and bring in your started projects.

Ellie Pflager

## TIPS & TRICKS

### Balsa Dents

When you accidentally dent a piece of balsa during construction of a model, try this old cabinet-maker's trick. Put a few drops of white vinegar on it instead of using filler. The vinegar will pull 99% of the dent out. Works best overnight. Try it; it really works!

### Construction Tip

When taking an airplane apart for repair, put all the parts into a clear freezer bag with the name printed on the outside. This will save time in looking for the parts needed, as the airplane repairs are being completed. Some freezer bags have a spot for the name to be printed on and, if you put in a piece of the airplane's MonoKote, this will speed up the ID.

—both from the Woodland Aero Modelers, Downers Grove, Illinois

### Servo Connectors

To hold your radio/servo connectors together, use a piece of thin string or dental floss and wrap it around the connectors, looping it through the wires so it pulls the two connectors together. Use a nonslip knot to tie the string so it does not come untied. Don't let an unplugged connector cost you a crash.

### Antenna

When collapsing your transmitter antenna make sure to grab the bottom of each section and pull down. Pushing from the top can easily bend the antenna.

—both from the Privateers, Mills, Wyoming

## FIELD MAINTENANCE

### Crosswind Runway Proposal

Over the years I have heard comments from pilots not wanting to fly on days a *strong wind* is crossing perpendicular to our north/south runway. Because of this I have started a discussion about putting in a marked and more defined secondary runway at our field. All of us have used our great grass field for those days when the wind is pushing everything around. However the use of our large field doesn't promote landing accuracy. My thought is to put in a marked runway either SW to NE, NW to SE or both. This/these runway (s) would be somewhat parallel to our taxiway and would not be paved, but marked by different grass, fertilizer, etc. When you see me, give me your thoughts on this subject. Or drop me a note at [oreomg@msn.com](mailto:oreomg@msn.com).

### Runway Repair

I would like to remind all of you about our runway improvement project scheduled for the morning of Saturday April 18th. Needless to say this is a major improvement project that will require about 50 man-hours, so if we have 40 people the project will take about an hour or so; maybe less. You get the idea. Please clear your calendars if at all possible and we'll make quick work of this needed repair.

Mike Erickson

## SAFETY FIRST

Chuck Nelson

### In the Blink of an Eye

by Don Nix, AMA Safety Column Editor

More often than not, that's about all the time it takes for most accidents to happen. I can think of one personal incident where the quick blink of my eyes saved me from more serious problems.



A couple of decades or so ago while living in Southern California, my wife and I decided to spend a long weekend at a cabin we rented occasionally in a small village up near Big Bear in the San Bernardino mountains. Being born lazy and losing ground ever since, I'm usually quite content to do as little as possible, especially if it requires exerting any physical effort. This time, though, I had an idea about how to both relax and do something productive at the same time. I'd just acquired a new R/C kit I was anxious to get started, and since it was of the type that goes together rather quickly with a minimum of tools or accoutrements, I took it along to build.

Fortunately, the cabin was equipped with a rather large, long table perfect for laying out plans and materials. While my wife lingered over coffee the first morning, I got everything ready to go; punched out all the die-cut parts (pre-laser), identified everything, made sure nothing was missing (even read the instructions!), and reached for the thin CA.

I had been especially careful to bring along a brand new, unopened bottle of the stuff so I wouldn't be stuck without enough to finish or have old material. (Remember that word "stuck.") The container was one where you snap off the top to open, and then reverse it to become the cap to seal it back. Looking at it carefully to be sure I snapped it cleanly, I did so and instantly got a face shower of CA. That's where the blink of my eyes saved me. Amazing how fast our body can spontaneously and involuntarily react when attacked. Not a drop got into my eyes, although one lid was partially glued shut. That stuff does set instantly under the right conditions!

Surprisingly, I immediately knew what had happened. The material was packaged at near sea level, and I was up about 7,500 feet in the mountains. You can figure out the rest. The higher pressure inherent in the package at the lower altitude combined with the considerably reduced pressure at a much higher altitude outside effectively converted it to aerosol form for a split second.

*Continued on Page 5*

# MEETING MINUTES

From January 14<sup>th</sup>, 2009

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

Members Present: 21

New Members: 0

Visitors: 2

## Board Reports

**Vice President:** No report

**Safety:** No report

**Field Maintenance:** We have secured a sod cutter for the runway repair project this coming spring. The field has been regularly plowed so far this winter.

**Membership:** We picked up 6 more members tonight. We're at about the same count as we were at this time last year. Stan Zdon also asked members to send articles to him so he can include them in the newsletter.

**Events:** Ellie Pflager said that we had a great turnout at the freeze fly. There were over 30 people there including Jeremy from Big Sky Hobbies. Jeremy dropped off some coupons and a flyer for a swap meet at his store May.

**Treasurer:** No report.

## Old Business:

Minutes posted in the Pulse from last meeting were approved.

President Steve Scott thanked the outgoing board members from last year for their service.

## New Business:

This spring the EAA building door locks will be changed. Stan Zdon will have access to the building after the locks are changed.

## Show and Tell:

**Don Mowery**, a guest at tonight's meeting, showed a prototype radio controlled parachute jumper that his company is selling. The jumpers are made of plywood and weigh about 2 lbs. Servos on the model's arms control the parachute cords. The right arm pulls the ripcord. The jumpers are fastened to a Hobbico 40 trainer between the landing gear. The sky jumpers will fly against a 10 mph wind. Don said if you go to dogpile.com and type in 'rc skydiver' you'll find a lot of sites dedicated to the hobby. His web site will be rcskyjumper.com. For more information contact Don at 612-385-7601.

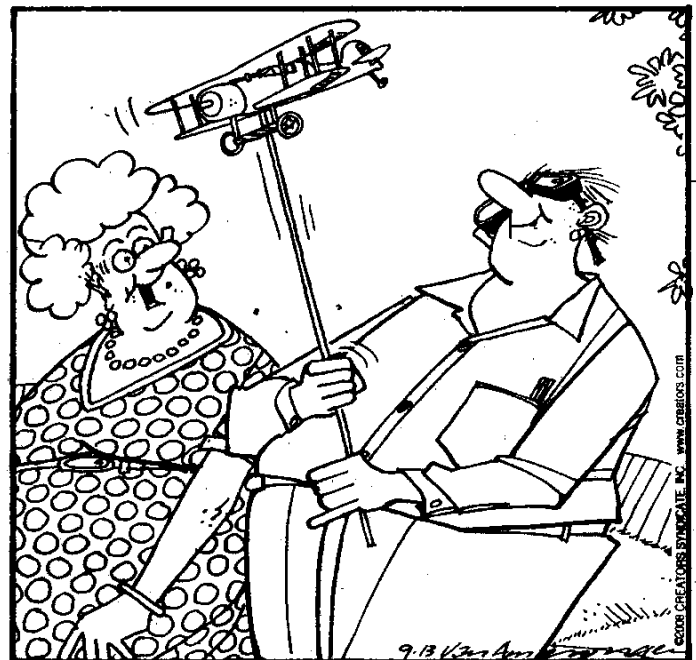
**Paul Rono** showed Tenergy 130mah batteries for the Eflite Blade mcx helicopter. The batteries are available at Hub Hobbies in little Canada for about \$14.00.

## Raffle

1st	Ed Ryan	Nor-Cal BT-13 kit
2nd	John Lecy	Outrunner motor
3rd	Paul Rono	Battery
4th	Mike Erickson	Fuel
5th	Mike Erickson	ZAP glue
6th	Dave Kreiner	Spinner

Dan McArdell

## BALLARD STREET JERRY VAN AMERONGEN



"You're doing some fancy flying today, Al"



*Safety - Continued from Page 3*

This would compare to sudden depressurization in an airliner at altitude, and works exactly the same way. Everything inside responds to an urgent need to go out until the pressure is equalized.

(Brief digression: Don't you die laughing at those disaster movies that show an airliner decompressing with everything and everyone being sucked outside for several minutes? No way, no how.)

I got the model ready to cover by the end of the long weekend, but spent a good deal of time peeling CA from various locations on my face and neck. Incidentally, just plain soap and water will loosen the stuff in most cases so it can be more easily peeled. There are commercial debonders available, of course, but I don't think I'd use them on my face or near my eyes.

Later, in telling the above story to a friend in the CA business, he told me about an experience his company had when installing a new CA filling machine. They got everything—electrical, pipes, hoses, etc.—all hooked up and flipped the switch to give it a trial run. When they did, a hose connection failed and all in the area were pretty well showered with CA ... the thin type that sets instantly.

Point: Most accidents do happen in the blink of an eye, and sometimes it's difficult to anticipate them. Fortunately, most are preventable with a little caution, good sense and forethought, and we'll deal with some of those in future columns. In the meantime, if you've had an experience you'd like to pass on for the benefit of others, I'd be happy to hear from you: [FLYERDON@aol.com](mailto:FLYERDON@aol.com).



2009 SPMRC FREEZE FLY

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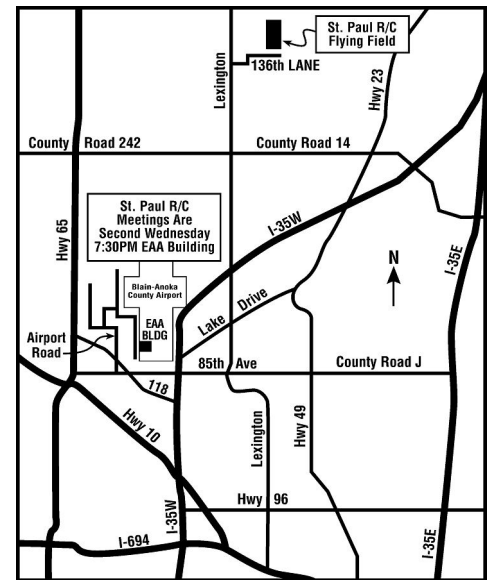
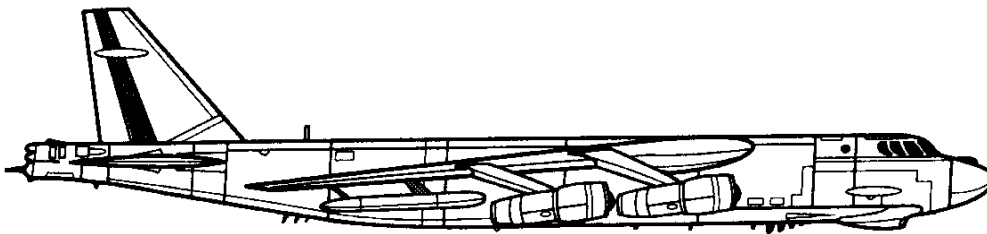
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**SPMRC Club field** is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136<sup>th</sup>. Turn right on 136<sup>th</sup> and follow it east to the flying field.

## PULSE

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

**SPMRC Editor**  
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**BALLARD STREET JERRY VAN AMERONGEN**



Robbie, the couch is no place for a plane