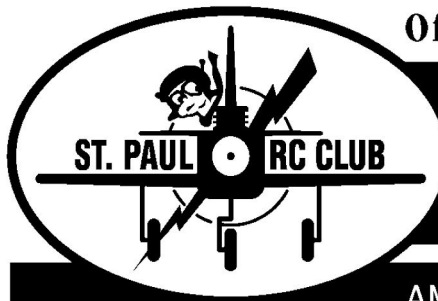


THE MEETING WILL BE WEDNESDAY, JUNE 10, AT THE FIELD!!!

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



PULSE

AMA Charter 382 - An AMA Gold Leader Club

FROM THE PRESIDENT

The Blaine Aviation Weekend event has come and passed - and it appears most of you decided to pass on it. Save for Kevin Barko, Dave Kreiner and myself, that was all who opted to staff our exhibit in the EAA Building. Ed Ryan brought in a kit-bashed P-51D Mustang which was reincarnated as a P-51C in Tuskegee Airmen Red Tail livery. Dave brought in his Hangar 9 Spitfire and Kevin brought his Nitro Models Bobcat for display. I had a my Blade mCX micro heli and Park Zone Vapor which both saw duty Saturday for indoor flying demos.

Saturday was nearly a washout for outdoor activities. It was only 38° that morning and it didn't warm up much above that. Winds of 25 mph kept my control line club huddled inside in one of the hangars. I brought our large SPMRC sign down from the flying field to display outside the door of the EAA and that seemed to help steer quite a bit of foot traffic into the building. Sunday was sunny, calmer and 15 degrees warmer. Kevin opted to move our display outside the building and we got quite a bit of walk up traffic. We handed out around 50 or more of our club business cards so perhaps that will entice a few to take a closer look at us. I am never without amazement how much of the public who are either not club members or AMA members profess to having "fiddled" around with model aircraft. Shows such as this are a great way of reconnecting with these retreads. I just hope we get a better group effort next year.

Our heli fly was a tremendous success with flyable weather and a huge turnout.

As a reminder, the June meeting will take place at the field. A short meeting will start at our regular 7 PM start time with flying prior to and after the meeting. We continue to hold the raffle drawings at the field meetings so bring your cash for a chance to win some stash!

Steve Scott

MEMBERSHIP NEWS

FREQUENCY CONTROL PROCEDURES

1.) 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 it 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.

Continued on Page 6

FROM THE V.P.

It's good to have had a few good flying days at the field. The grass is really dry, the dandelions have slowed down a little, and perhaps the lack of rain will stunt the new corn crop. Now, if we could only get the prevailing winds to come down the runway, we would be all set.

I have been using the Mercury C.A. adhesives and have found that after using a bottle for a month or so, that the thread-on cap has bonded to the covered stem of the bottle. It's a wrench-job to get the cap loose again. The solution for that problem is to take a candle or paraffin wax block and rub it on the stem and the treaded portion of the stem. I've had no cap locking occur since using this trick.

Another building hint is when you need to fill out a low spot on the surface of an airplane or to fill in a larger gap, get some phenolic micro balloons and SigMent model cement and mix some of each together to make paste about the consistency of the proverbial peanut butter and trowel it onto the area to be built-up. It will dry up pretty fast but can be re-thinned with acetone. I use a medicine cup and a tongue depressor to do the job. The material really doesn't shrink down that much and can be easily sanded to a pretty smooth finish. It is not much harder than the surrounding balsa so you can do a pretty decent job. It can be shaped with a blade easily. Use coarse sandpaper to knock down the rough portion of the dried filler just in that location to prevent rubbing the larger chunks across the adjacent surfaces. Then switch to a finer sandpaper and finish blending the surfaces. It is a dark brown color so you will have to put some paint on it to keep it from looking like a mole. Perhaps putting some white dope in the mix might help the color somewhat and still allow the stuff to work. I'll try that sometime soon.

I have been using a fueling valve such as the Du-Bro valve on most of my airplanes that accepts a fueling probe to fill the tank through a line to the tank. When the probe is removed, an internal shuttle operating within some O-rings

connects the line from the tank to a line to the carb through the valve body. To empty the tank, the probe is re-inserted into the valve body and the fuel can then be drawn out of the tank. They work really slick until the O-rings start to leak from wear and tear from the dirt and grime at the field. Then, the valve starts to allow air to be drawn into the line going to the carb and the engine leans out at high throttle and can quit. Hello, cornfield/woods/whatever! Rebuilding the valve with new O-Rings fixes the problem but the problem may re-occur after only several more usages at the field. Checking the internet, all that I found was a recommendation to get rid of the valve and go to a 3-line system, i.e. a vent line, a line to the carb, and another line to fill the tank. But, I like my fuel valves! I am running a pumped carb so I don't have any muffler pressure going to the tank and that allows my idea to work okay. My fix for the fueling valve is to plug the outlet of the valve going to the carb and then connect the carb fuel line directly to the clunk-line in the tank. A filter in this line is recommended. To continue utilizing the valve for fueling and defueling, replace the copper tube inside the tank that connects with the line to the valve with a bent tube that extends close to the bottom of the tank but near the front of the tank to prevent getting tangled with the flexible clunk line. This will allow removing the fuel from the tank through the valve as before without inverting the plane. This modification might even work with a pressurized system until the leakage of the valve becomes too severe and then it would have to be overhauled with new rings. The fuel tank has a standard vent line running into it for the make-up air to replace the fuel being used. It is also advisable to put a filter on this line also to prevent stuff from entering the tank. I also attach the end of this line to the fuel jug to catch the overflow when the tank is full.

I haven't figured out a way to draw a picture of this system on my Mac. A picture here would need no words! More time at the field will prove if this fix is worthwhile.

See you at the field!

Bob LaBrash

FIELD MAINTENANCE

Now that the summer season is upon us I wish to remind the members of several items regarding the care and use of the flying field.

- 1.) When we are mowing the field, there can be no flying to insure the safety of the mower operator.
- 2.) There are no trash receptacles at the field. Please take home any trash that you may generate while at the field.
- 3.) Remember that the posted speed in and out on our access road is 15 M.P.H.
- 4.) The Porta-Potty is serviced monthly. If you know of any concerns regarding the usefulness of it please let one of the board know immediately so it can be resolved.

A final note of appreciation.

I wish to thank Bob LaBrash for taking on the

mower duties again this year. Not only is he mowing, but Bob has also been nursing along our aging mower and all its needs.

Mike Erickson



MiG - 29

JUNE - JULY EVENT CALENDAR

June	6	Grassfield Heli Fly - Dawn to 5 pm
June	6	ACRC Pattern Meet - 10 am
June	6-7	Bismarck Aircraft Modelers Island Hoppers Heli Fly
June	10	SPRC Club Meeting @ Club Field
June	13-14	River Valley Flyers E-Fly and Swap Meet
June	13	SPRC Scale Fly - 10 am
June	13-14	Tri-Valley IMAC Challenge
June	13-14	SIG R/C Fly-in, SIG Field, Montezuma, IA
June	20	TCRC Open House Fly-in
June	20-22	MARCEE Fun Fly Weekend @ 3M Club R/C Flyers Field
June	20	ACRC Funfly - 10 am
June	27	ACRC Warbird Fly - 10 am
June	27-28	North Country Model Controllers Collective Madness
June	27-28	TCRC Electric Fly & Camp-Out
July	8	SPRC Club Meeting @ Club Field
July	11	ACRC Fun Scale Contest
July	11	SPRC Frankfurter Fly - 10 am
July	18	ACRC Funfly - 10 am
July	22	ACRC Float Fly
July	25	TCRC Big Bird Invitational Fly
July	25-26	River Valley Flyers Air Show

ON THE SAFE SIDE

From the Temple Aero Modeler's Newsletter, Temple, Texas

Propeller Sense

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?

If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard which can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller? It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.

When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater is the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

Propeller Markings

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller, but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.

When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material they are made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced.

From the INSIDER, an A.M.A. news letter

Chuck Nelson

SPMRC EVENTS

The next SPMRC club meeting will be held at the flying field on June 10.

We had an awesome turn out for this year's Spring Heli Fly! In the past this event has not had

the best luck for weather but this year it was perfect! There were a total of 24 registered pilots and lots and lots of spectators. Great big thanks to Paul Rono for running the event and being the grill master. Pilots and guests were treated to brats, hot dogs, chips, water and cookies. The heli flying was amazing as usual! We had a lot of great pilots from all around the metro area attend this year's event. There were even four scale helis at the event. I was having camera issues that day so if you have any pictures from the event that you would like to send me I will make sure they get posted on the website.

The next event for the SPRC is the Scale Fly on Saturday, June 13th. As usual this will be an informal event for any aircraft that is totally scale to somewhat scale. I know that we have a few members that own scale helis so I hope to see them at the event. Lunch and water will be provided for the event. Please see the event flyer for more details.

In the RC community there are lots of great events happening in the months of June and July. As a reminder Grassfield R/C's Heli Fly, the ACRC Pattern Meet and the Bismarck Aircraft Modelers are having events June 6th. The weekend of June 13th is also filled with events besides our own Scale Fly. The River Valley Flyers is having an E-Fly and Swap Meet, Tri-Valley is hosting the IMAC Challenge and SIG is hosting a Fly-in at their field in Iowa. June 20th offers the TCRC Open House Fly-in, the MARCEE E-Fly and the 3M field and an ACRC Fun Fly. On June 27th the ACRC is having their Warbird Fly-In, the North Country Model Controllers are hosting a two-day camping Heli Fly and TCRC who is also having a two-day camping E-Fly. Please see the event flyers posted in this month's pulse as well as last month's Pulse. I will review July's events in greater detail in next month's Pulse but for now see the events list below.

Ellie Pflager



MEMBERSHIP NEWS Continued

*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.

OTHER MEMBERSHIP NEWS

SPMRC will be having a Scale Fly In on June 13. Anoka County R/C will be having a Warbird Fly-In on June 27 and a Fun Scale contest July 11. Get your airplanes ready and get out and practice. If you have any questions about the ACRC events, call Stan Zdon at (763) 784-3121.

Earlier this year the short version of the rules were published in the Pulse as a reminder of what is expected when you are flying. Although we all have a **Senior Moment** at times and screw up, there should be no members that consistently fly in an unsafe manner. There have not been any problems so far this year and if all members focus on safety while at the field 2009 is going to be another safe year.

The next meeting will be **AT THE FIELD** on June 10 at 7:00 PM. Get there early and get in some flying. Long-range forecasts say it is going to be an excellent day with little or no wind.

Stan Zdon

MEETING MINUTES

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

Members Present: 18

New Members: 1, Visitors: 2

Board Reports

President: Steve Scott and his son recently flew out at the 3RD Dimension RC field in Nowthen, MN.

Vice President: No report.

Safety: Make sure your frequency cards are up on the board.

Treasurer: We have almost \$2900 in our account and about \$426 in the field fund. Steve asked that we try to hold off spending in the short term. Steve Roman passed out handouts of budget expenses and went over the items in detail. If anyone would like to review the categories of expenses or see more details from 2008 please contact Steve.

Field Maintenance: We had a good turnout on field cleanup day. About 40 tons of new material was placed on the runway. Some adjustments to the fabric still need to be made to remove some wrinkles. It looks very good.

Events: Event Coordinator not present tonight.

Membership: Stan is still looking for a newsletter volunteer. We have 86 total members as of right now.

Old Business:

We are on for having a display for the Blaine Aviation weekend. We need some show and tell items to bring to the EAA building. Two members have signed up so far.

New Business:

The June-August meetings will be at the field. The next board meeting will be at the field.

The ACRC pattern meet is June 6.

Show and Tell:

Mike Erickson: Went to an auction and bid on an old Top Flite kit that is probably 20 years old. The body, fuse and wings had been built, but it was very brittle. He fiberglassed most of the kit and decided to go with a racer scheme. An OS AX55 powers it and he expects it should go pretty fast. There are no retracts. He removed the bellcranks and put in Hitec 225 servos.

Raffle Prizes:

- | | |
|-------------------|----------------------|
| 1.) Eric Wahl | Kaos kit |
| 2.) Fred Mentzer | GWS C-130 model |
| 3.) Stan Zdon | GP Accu-Throw |
| 4.) Bob Labrash | Miter Box |
| 5.) Kim Slogar | CA Glue |
| 6.) Mike Erickson | KKH Gift Certificate |
| 7.) Ed Ryan | Wing Bolts |
| 8.) Steve Roman | CA Glue |

Dan McArdell



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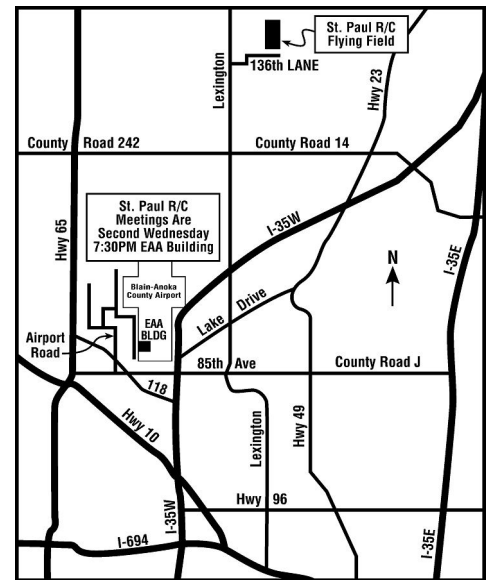
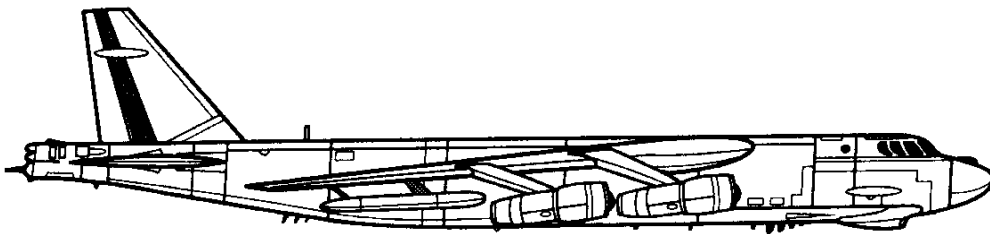
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th and follow it east to the flying field.

PULSE

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

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