

THE MEETING WILL BE WEDNESDAY, NOVEMBER 11, AT THE EAA!!!

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



PULSE



AMA Charter 382 - An AMA Gold Leader Club

FROM THE PRESIDENT

Congrats to our 2010 board members with Bob LaBrash moving up to the President's role, Ellie Pflager sliding over as Vice President, Paul Rono assuming the Events Chair, Steve Roman returning as Treasurer, Dan McArdell also returning as Secretary, Chuck Nelson similarly returning as Safety Officer and Kim Slogar joining the board as Field Maintenance. A great group of dedicated members who will surely plan out a great 2010 season!

We didn't have a raffle last month but had a generous turnout of Show 'n Tell offerings. We issued the complimentary raffle ticket to last month's exhibitors so please bring those tickets to this month's meeting.

Our next event will be our Turkey Fly the Friday following the Thanksgiving holiday. I'll be out of town visiting my family in Oregon this year but will be thinking of all those brave November flyers while I sit next to a cozy fireplace.

See everyone at the meeting November 11. I have the day off but will somehow manage to drag myself to the meeting. And thanks in advance for all of our veterans for their service.

Steve Scott



MEMBERSHIP NEWS

The election for the new board members was held at the October meeting. Dan McArdell, Steve Roman, Paul Rono and Kim Slogar were elected. At the October board meeting the positions were sorted out and the positions are:

Bob LaBrash	President
Ellie Pflager	Vice-President
Steve Roman	Treasurer
Dan McArdell	Secretary
Chuck Nelson	Safety Officer
Paul Rono	Events Coordinator
Kim Slogar	Field Maintenance

There is an application included in this newsletter and there will also be one in the December newsletter. If you lose both of these you will have to pick one up at the meeting or send me a self-addressed stamped envelope. Members who read the newsletter on line can print the application and rules from the online copy of the newsletter or go the SPMRC website (www.SPMRC.com) and download a copy of the application there.

Remember, **ALL** current members have to fill out a 2010 application and have their year 2010 AMA verified before they can be issued a 2010 membership card. Dues for 2010 are \$50.00 and if you rejoin after January 31 there is a \$5.00 late fee. Please rejoin as soon as possible after you get your November Pulse and your AMA card for 2010. It is easier to set the budget if the majority of the dues are in by mid-January.

The next meeting will be at EAA building on November 11 at 7:00 PM.

Stan Zdon

FROM THE V.P.

It's not been too great of a flying month in these parts but I've heard of a couple of you that have ventured forth to fly. Any of the last warm decent days that we had I spent on painting my Corsair. I finally got everything painted last week. (A repainting of the elevators was necessary since I mistakenly painted them in reverse light and dark blues but unfortunately they were not made exactly interchangeable.) I initially had them marked properly as to left and right, but with all the paint layers, that marking disappeared. Now, I stick on a piece of tape on one of the surfaces to identify it for the next color (or to do the other side instead).

My new Randolph dopes seemed to work fine, and the clear topcoat is resistant to fuels. It is a bit slower to harden up compared to the SIG dopes that I had used previously. I can't seem to get the plane painted without some over spray from the clear coat so I have found it necessary to rub it out with some auto finish compounds. My recommendations for those are: For the coarse rubbing, use Turtlewax Rubbing compound heavy duty cleaner. This will definitely leave scratch marks. Remove those with Turtlewax Polishing compound and scratch remover. This does a pretty good job. The final polishing material is Turtlewax premium grade Polishing Compound (with nanotechnology polishing agents, silicone free). The final result is a satin finish rather than the crystal-clear shine of the clear overcoat.

My biggest problem was that I inadvertently scratched some of the window surfaces of the canopy so I had to get those out. I tried all the above products plus some Bluemagic headlight lens restorer. The latter product caused scratches in the canopy as well as the Turtlewax rubbing and Turtlewax polishing/scratch remover. I fortunately found that the Turtlewax Premium grade Polishing compound (Nano-type) was able to smooth everything out without leaving any scratches. These products are currently on the store shelf. To sum up:

Turtlewax Rubbing Compound Heavy Duty Cleaner (Red label) - Causes deep scratches but smooths off over spray

Turtlewax Polishing Compound (and scratch remover) (Green label) - Removes deep scratches, leaves fine scratches

Bluemagic Headlight Lens Restorer
Sort of between the previous two products in scratches - Didn't need to have purchased that one.

Turtlewax Premium Grade Polishing Compound (with Nanotechnology Polish Agents) - This finally got rid of the scratches of the previous products. Note - This product will not smooth out any of the overspray of the clearcoat.

A big THANK YOU to Stan Zdon for putting the Pulse together for the last year. We can't seem to find anyone else to take it over. I did my turn at it back in the 70's. It is pretty tough if people don't make some contributions to the newsletter. Certainly you must have something to brag about, COMPLAIN ABOUT, or say about some subject. I don't think that I've met any R/C addict that hasn't had an opinion of something: wheels, plugs, fuels, kits, RTF's, coverings, or other flyer's flying habits. Let's get it out there; you're brave enough to stick your fingers in the prop, stick a few ideas into the Pulse on a regular basis.

Bob LaBrash



Recently someone cut and stole some of the corn. If you happened to see this happen or have information about this theft, please let the Board know.

MEETING MINUTES

The meeting was called to order at 7:13 p.m.

Members Present: 21, New Members: 1, Visitors: 1

Board Reports

Treasurer: We have not paid our porta-potty bill yet. We're waiting to see how the weather is going to play out the rest of the year and whether we need to order more service. Also, please send your receipts to Steve Roman for reimbursement before the end of the year.

Field Maintenance: The corn will be harvested sometime after October 30. We've heard that corn will be planted again next year. A section of corn was cut without the landowner's permission recently. This has happened around this time of the year for the past few years. If you see anyone cutting corn down please take down their license plate number and we'll get that information to the landowner.

Events: The Chili Fly event was attended by a few die-hard members. The Turkey Fly will be the Friday after Thanksgiving.

Membership: The 2010 membership application form was sent out with the last newsletter. A late fee kicks in after January 31, 2010.

Old Business: We had 4 nominations from last month for 4 board positions. A motion was made to close nominations. The motion was seconded and approved. Motion was made to approve the nominees. Motion seconded and nominations approved. Joining/rejoining the board are Dan McArdell, Paul Rono, Kim Slogar, and Steve Roman.

New Business:

Steve Roman said he has access to a cage that we could use to lock up the propane tanks near the grills. We had a discussion about this topic and it was decided that we'd keep the tanks in the locked garage for now. We also had a discussion regarding whether the porta-potty should be locked up during the winter months. The general consensus was that we wouldn't take any action on locking the porta-potty unless it becomes a problem.

We also had a discussion regarding whether it's possible to pay the landowner to not plant corn on a few acres of land on each end of the field or to rent a few more acres on each side of the runway to prevent corn from being planted. We had a discussion on how many feet to take off from each end of the runway and how much it might cost and whether this was a good idea. Stan Zdon will talk to the landowner to see what our options are regarding the corn issue.

Show and Tell

Steve Scott: Showed an E-flite P40 300 ARF. It has a 300-sized outrunner brushless motor. The power system is a 450mAh 2S lipo pack and a 10 amp speed control. It has a magnetic canopy hatch for easy access to the battery. The motor, prop, and spinner come with the kit. To prepare the kit, just install servos, connect the wing and the electronics. It uses 3 channels and has no rudder control. Torsion rods connect the ailerons. Nice detailing. The kit costs around \$90. They recommend the tiny S micro servos but Steve used Hitec HS55's that friction fit without any problems. He's using the Spektrum 6110 receiver.

Ron Fitchner: Showed his Hangar 9 Camel ARF. It weighs 8.5 lbs. He's flying the electric version using a 4S 3020mAh lipo pack. The wings cannot be removed due to all the rigging. The rigging is cosmetic and he used wire to secure the turnbuckles so he can easily adjust the tension depending on the weather.

Jim Biza: Showed his scratch built Yeoman Cropmaster that was an Australian agricultural aircraft. There are only two remaining airplanes flying now. He ordered the plans from New Zealand Aero products and all measurements are in metric. He's using a 90 4-stroke. Jim wanted the muffler to come out in the center so he used copper tubing to route the muffler where he wanted it to go. The model has a 76 inch wing span and weighs 10.8 lbs.

No Raffle was held this month.

Dan McArdell



What Really Happened?

From the AMA National News Letter

by Jim Rice, District VIII Vice President and former Safety Coordinator

Safety is mostly about crashes and avoiding them or ensuring they occur in safe places. There is a lot more about safety but for this safety note, I want to talk about crashes. When it comes to safety, it is always you first and your airplane is a long way back in second. Try your best to save the airplane and keep it in a safe area but put it in the ground, trees, or water before you endanger someone - including yourself - or someone's property.

As I have said before, there are roughly 1,000 things that can kill an airplane and I have 750 covered, but that doesn't mean that I am rolling over and letting it happen to me. Every time I crash or am present when a crash occurs, I try to do a thorough accident investigation (post mortem if you will) to find out what happened so I (we) can avoid recurrence. I would say in my experience and observation, well more than 70% of all RC aircraft crashes are caused by the pilot, not the airplane or the radio failing. On the other hand, less than 50% of the crashes are acknowledged to be dumb thumbs (careful investigation shows that 43.2% of all statistics are made up ... LOL).

The first thing you have to do in your investigation is to determine if it was you or not. You don't have to tell me or anyone else the truth but if you want to stop the next crash, be honest with yourself about this one. You can tell me you don't know what happened when you know you pulled when you should have pushed. I may know the truth but I am not the one who has to stop your next crash - you are! So if you are the culprit, relive the incident and determine what exactly was going on and what you did to get into trouble or to make trouble worse. Once you figure out what you did, get on a simulator and try to recreate the same scenario and do it until you survive repeatedly. If you don't have a simulator, find a friend with one or go to the field and get to a safe altitude then go higher before you try to recreate. Now if you have been honest and it really wasn't you, then gather all of the pieces you can and see what or who the real culprit is. You will want to inspect glue joints, wires, and connectors, switches, batteries,

receivers etc. If you can put it all together at the field and try it, other people will help you troubleshoot and think through it and it will be fresh on your mind. Careful, it might be too fresh (that is why I don't wear a neck strap with my radio. When I get mad I can't throw it as far ... LOL).

The last crash I helped investigate was a result of a previous crash that had not been completely repaired. In flight, the wing suffered a failure at an old fracture that had not been noticed or repaired. If anything was observed departing the aircraft before the crash, try to figure out what it was and locate it if you can. It may well be the cause and it would be good to inspect it to discover the reason for its failure. Stay on the case until you know what happened or you just can't explain it. If you figure out what caused it, your number of covered items may go above my 750. If you share the information, everyone's number of covered items will improve. Fly safely and have fun!

SPMRC EVENTS

The next club meeting will be held Wednesday, November 11th at the EAA building at the Anoka County Airport.

This year's Chili Fly should be renamed to Chilly -with a "Y" Fly because it was a very cold, gray and windy day. We did have a few die-hard flyers and many chili connoisseurs attend the event. The chili was good thing on such a cold day. Thanks to all who brought a pot out to the field and to Lon for his portable heater. The clouds rolled in later on and the rain started and put another damper on the event. I know I was frozen solid by the time we wrapped things up and called it a day.

The next event at the field will be our annual Turkey Fly which is an open fly held the day after Thanksgiving. Come out to the field Friday, November 27th for some flying and conversation. We will have hot beverages and some type of treat to eat for those that attend. The way the weather has been going Dave's kettle grill will be surely be loaded with wood for a bon fire to warm hands between flights.

November 11	SPRC Club Meeting
November 27	SPRC Turkey Fly - 10 am
December 9	SPRC Club Meeting

Ellie Pflager

2009 SPMRC CHILI FLY

PICTURES BY ELLIE PFLAGER



SPMRC OFFICERS

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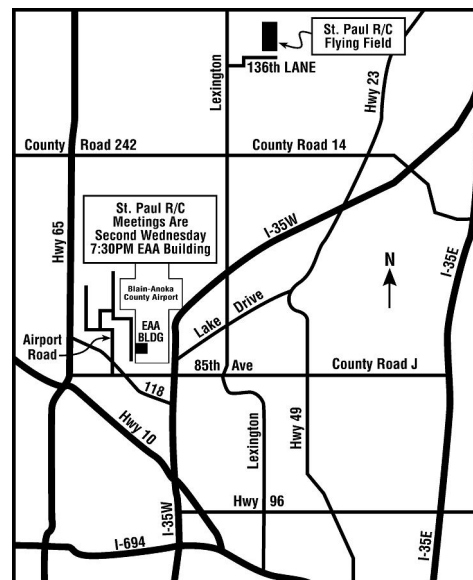
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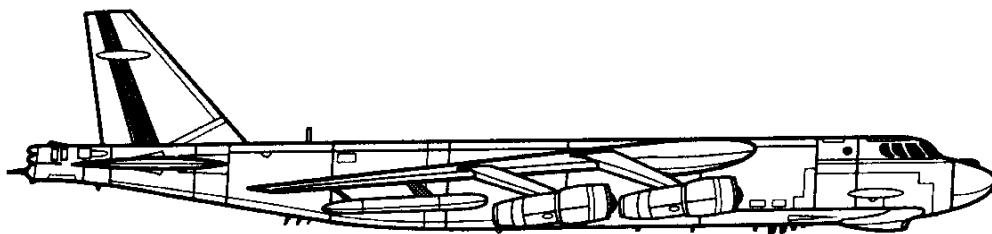
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Membership: Stan Zdon
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th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



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

SPMRC Editor
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MAAC SWAP MEET

The MAAC swap meet will be January 16 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 \$5.00, no table fee. More info will be published in future newsletters.