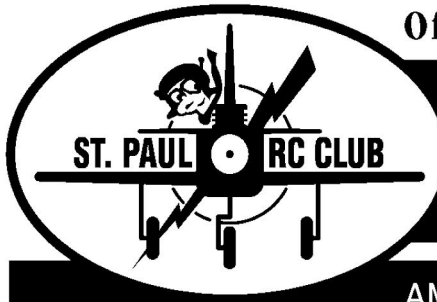


THE MEETING WILL BE WEDNESDAY, OCTOBER 14, AT THE EAA!!!

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



PULSE



AMA Charter 382 - An AMA Gold Leader Club

FROM THE PRESIDENT

It was certainly nice to have the glorious summer we experienced this year, even though it occurred only during the month of September. I hope everyone was able to take advantage of our unusual late summer weather and got some meaningful flying in. About the only glitch was our recent Septemberfest. The FAA's Temporary Flying Restriction grounded us for several hours during the President's visit. Attendance at the Septemberfest was down a bit because of the limited flying hours but those who were there enjoyed pre-lunch flying then some burgers, franks and some serious hangar talk until the order was lifted later in the day.

Our famed Chili Fly is just around the corner and promises to be another resounding success. I've yet to see a crockpot of chili take flight but with a big enough engine...

The club is still accepting nominations for board positions to serve a two-year term starting in 2010. So far we have four open slots and four nominations. If no further nominations are offered at the October meeting, then Paul Rono, Steve Roman, Dan McArdell and Kim Slogar will be the new full term board members.

See everyone at the October 10th Chili Fly and the meeting on the 14th.

Steve Scott

FIELD SAFETY

Wow. October already. If I recall correctly, this is the month of our annual Chili Fly. Always a fun and tasty event to attend.

Two issues came to light this month. Actually on the same day. Both had to do with .60 size or larger aircraft with a tail wheel.

The first I witnessed while the pilot was starting his engine on a run up stand. The big four stroke was being stubborn, but with a little added throttle, it did start. While stowing his starter, the plane pitched forward and ground down the prop. You can see the scar left on the brown run up stand. No personal injury and nothing lost but the prop.

That afternoon I was flying with Ed Ryan. Between flights we talked of the earlier incident. Ed related that he tethered an airplane to his suburban and got it started. He was adjusting for flight, and felt that the prop was very close to his fingers. The plane had pitched forward slightly. No prop hits and no damage or injury was done but if you notice he now uses a small hand weight attached to his tethering strap to hold the tail down while doing his run ups and adjusting.

Bottom line, moral of the story and our daily lesson is to get our aircraft secure before we apply any fire to the glow plug or flip a prop. Short cuts will only lead to cut fingers, broken airplanes or in my case, a torn shirt tail that caught a prop.

Chuck Nelson



FROM THE V.P.

I haven't been out to the flying field for a number of weeks now, choosing instead to try to get my Corsair all painted up before the snow flies. If I wait for spring, there is too much cottonwood fluff in the air for many weeks and that really messes up the paint job. Right now, I can pick the fallen leaves off the paint without too much problem.

I'm finishing the insignia painting now with one more decent day of weather ahead. I'm using Randolph aircraft paints from the nitrate primer to the color coats. I happened to use IPA to wipe down the darker blue paint job and noticed that it marked it up quite a bit. It could be that this paint is not "hot-fuel" proof (resistant to the nitromethane in glow fuels) but since this is a gasoline powered model it won't be a problem. I'm going to do a little comparison of the alcohol and some glow fuels on the same color blue purchased as Brodak (brand) dope to the same color of Randolph dope. Supposedly, Randolph makes the Brodak dope but perhaps the formulations differ as far as to standing up to "nitro" fuels. I'm sure that the Brodak dope will be okay since it is used for U-control glow-powered models. Maybe the final clear-coat will be the key to the glow-fuel resistance. I'll see.

I painted the same insignia on a previous model using the Bob Dively liquid masking film and I simply recoated the entire area each time I wanted to apply another color. The problem with that technique was that the total thickness of the masking film was increasing with each subsequent application such that it was pulled back from the trim line by the shrinkage of the butyrate dope. This left a poor quality trim line that really ticked me off. This time, I am completely removing the masking film from the entire area and laying on a fresh layer of the rubbery latex between each different color application. This results in a really thin masking film and should keep the trim line sharp. At this point, I think that this technique looks quite promising. I'll see how well it worked tomorrow. And another thing, you need to clear-

coat the painted surface first before applying the masking tape around the area where you will be applying the liquid masking material to prevent the marking of the paint job from the adhesive on the masking tape. I use the 3M light-tack smooth blue tape WITHOUT the creping. The creped form allows paint to seep underneath the edge of the tape. Of course, you can't make any bends with the smooth tape as it tends to keep a very straight line as it is being applied.

A couple of weeks ago, the four F-16 fighters that were to make the fly-over at the Gopher game flew over Jim Biza's house, one at a time, and cut in their after-burners right overhead. That was pretty neat! They just leaped ahead when they added the coal to it. Very noisy too!

See you at the meeting

Bob LaBrash

SPMRC EVENTS

The next club meeting will be held Wednesday, October 14th at the EAA building in the Anoka County Airport (Janes Field, Blaine, MN).

The President's arrival in town on September 12th put a twist on the field's Septemberfest event because of the NOTAM no-fly order from 11:50 am until 3:05 pm which included radio controlled flight. The event did happen, just with an extended lunchtime with plenty of time for "bench flying". Regardless we did have a surprisingly good turnout for the event. We did have a good time that day and there was plenty of food to go around but not many leftovers! The grill was going just about the entire time during the no-fly time.

The next event at the field will be the annual Chili Fly on October 10th which is one of our club's favorite events as we always have a really good turn out. Must be the great chili! Bring out a pot of chili to share and the club will provide the bowls, spoons and fix'ns. Club members who do bring a pot of chili will each receive \$10.00 to help cover the cost of their donation. Let's hope for good weather!

Ellie Pflager

MEETING MINUTES

The meeting was held at the EAA building and called to order at 7:04 p.m.

Members Present: 16

New Members: 0, Visitors: 0

Board Reports

President: Steve Scott attended the SPMRC electric fly as a spectator.

Vice President: No Report

Safety: Chuck Nelson will be writing an article in the next newsletter regarding safety issues. Remember to tie your planes down and use holdbacks when starting your planes. Watch your hands around the props!

Treasurer: No money has been spent lately.

Field Maintenance: The field is still looking good.

Events: The Septemberfest event will be on September 12th. ACRC will have a night fly on the 12th as well.

Membership: We have 93 members. Membership is \$25 for the rest of the year, otherwise you can join at full price for 2010.

Old Business: No old business

New Business:

Lonny Heiden is missing his 450-sized helicopter in the northeast corner of the field.

Nominations are being taken for board members this month. There are 4 positions up for election: Steve Scott, Mike Erickson, Dan McArdell, and Steve Roman.

Nominations:

Mike Erickson (absent)

Dan McArdell

Paul Rono

Kim Slogar

Steve Roman

A motion was made to close nominations but after some discussion a motion was made to re-open nominations until next month.

Show and Tell:

Jim Biza showed his rebuilt Ida. It was his first attempt to fiberglass using a water-based polycrylic finish. It's powered by a 108 engine and weighs 16 lbs. He used automotive paint from Carquest.

Ron Fichtner showed his E-Flite Stearman PT-17 ARF. It's powered by an E-Flite 32 motor with a 2100 mAh battery. The kit includes the engine and most of the electronics and costs around \$200.

Stan Zdon showed his Seagull models Yak 54. It's his second ARF. He won it at the Anoka Fly-In in May. It has an OS 120 Surpass III engine and weighs 11 lbs.

Paul Rono showed an Army helicopter model pilot he purchased on eBay for his MD500.

Raffle Prizes:

- | | |
|------------------|----------------|
| 1.) Lonny Heiden | SIG Fazer |
| 2.) Fred Mentzer | Servos |
| 3.) Lonny Heiden | Fuel |
| 4.) Paul Rono | Zona miter saw |
| 5.) Dan McArdell | Watt Meter |
| 6.) Lonny Heiden | CA glue |
| 7.) Stan Zdon | Fuel tank |
| 8.) Fred Mentzer | Spinner |
| 9.) Kim Slogar | 6.5" hemostat |

Dan McArdell



NAME THE PLANE

FIELD MAINTENANCE

This last week has shown a strong change in the weather that made for poor flying opportunities. The up side to that change is the signaling of harvest, where we can all look forward to the corn being brought in and our horizon being brought closer because of that.

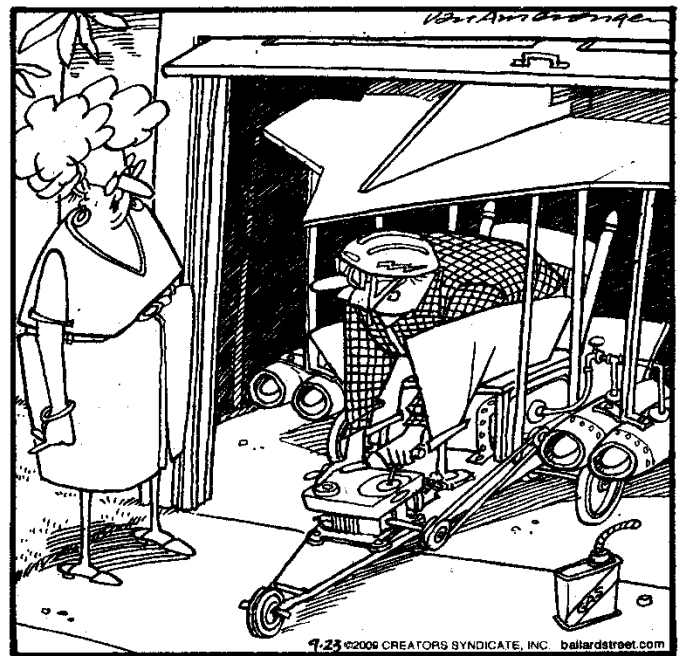
The advent of fall has signaled the start of building season for me. My winter project is a 72" wingspan Air Tractor crop duster. I am converting it to one of its secondary rolls as a fire fighting slurry dumper. I will be making my plane functional for dropping grass seed or what ever from the belly tank. Real Air Tractors are turbine powered and have a pointy nose because of the shape of the engine. Because of the engine shape I chose early on to use a RCV SP 90 motor as the power source for the model. SP motors have a unique design where in the cylinder rotates with the propeller. There are some other unique features of the motor. It can be started from behind the propeller using a starting shaft similar to the heli's.). The motor has a unique sound, hard to describe. Motor sounds are different because of several factors in the engineering of the unit, i.e. the piston travels horizontal to the ground, and the cylinder is connected to a gear rotating at half the speed of the crankshaft prompting the need for a very deep pitch propeller. I have a 3 blade, 15.75" diameter prop with a 13 pitch connected to the motor. In August

I ran a seven-hour break in of my motor at the field (recommended by the manufacturer). I plan on doing a "show and tell" of the motor the next meeting that I attend.

This next year I have chosen not to run for the board position I currently have due to the time constraints of my schedule (being retired that sounds like an oxymoron). I have enjoyed being one of the shorter tenure members of the board (1 year) and working with the other members. I leave the field in good shape.

Mike Erickson

BALLARD STREET JERRY VAN AMERONGEN



If you make it to the Lewis', ask Kristin about Saturday night

OCTOBER-DECEMBER EVENT CALENDAR

October 3	ACRC Fall Fly Out	10 am
October 3	Grassfield NCPL Q-500 and Shoot Out	
October 3	Sodbusters Float Fly	10 am
October 3	Big Sky Hobby's Anniversary Sale	10 am - 6 pm
October 10	SPRC Chili Fly	10 am
October 14	SPRC Club Meeting @ EAA Building, Janes Field, Blaine, MN	
October 17	ACRC Fun Fly	10 am
October 17	Sodbusters Float Fly	10 am
October 17	TCRC Season Finale Fly	
November 11	SPRC Club Meeting @ EAA Building, Janes Field, Blaine, MN	
November 27	SPRC Turkey Fly	10 am
December 9	SPRC Club Meeting @ EAA Building, Janes Field, Blaine, MN	

MEMBERSHIP NEWS

It's time for another board election. Four board members, Dan McArdell, Steve Roman, Mike Erickson and Steve Scott are finishing their two-year term in December. The nominees for the 2010-2011 board term are Steve Roman, Paul Rono, Kim Slogar and Dan McArdell. Mike Erickson was also nominated but declined the nomination. The election is at the October meeting and the new board transitions in November and December. Now that nominations are over it is safe to come to the meetings. I hope we have a larger turnout than last month.

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 DOWNWIND flight station 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 14th of October, the following events will take place in October and November.

October 10	Chili Fly	SPMRC Field
November 11	SPMRC Mtg	EAA
November 27	Turkey Fly	SPMRC Field

The next meeting will be at the EAA building on October 14 at 7:00 PM.

Stan Zdon



KLEMM KL-35

SPMRC OFFICERS

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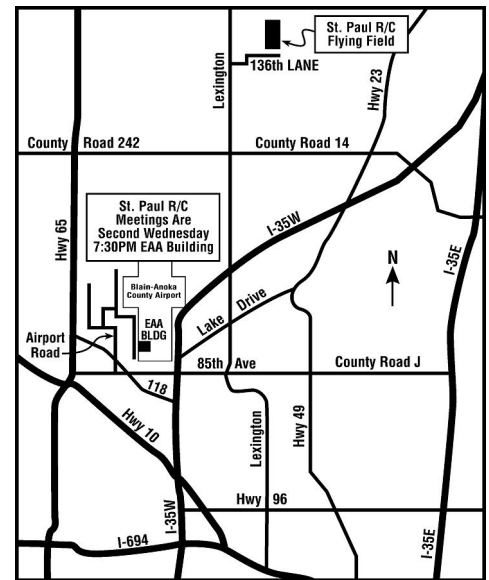
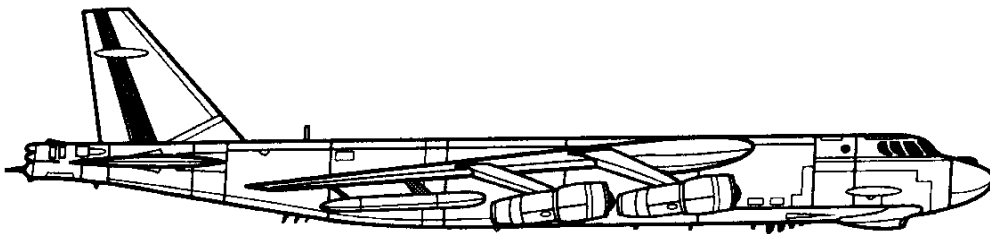
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th and follow it east to the flying field.

PULSE

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