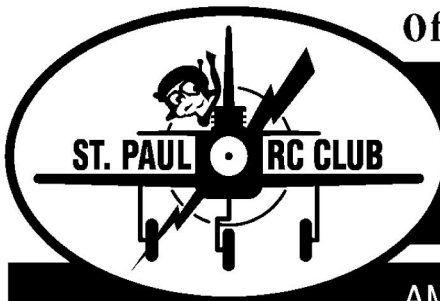


THE MEETING WILL BE WEDNESDAY, APRIL 14, AT THE EAA!!!

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



PULSE

AMA Charter 382 - An AMA Gold Leader Club

FROM THE PRESIDENT

We had a good time last Saturday at the March Mud-Fly. Not too windy and what there was blew almost right up the runway. It started out a bit cool but warmed up later in the afternoon. Nobody had to bag up any aircraft parts, either. The Ball Park wieners were nice and toasty, rolled over the grate with a delicate use of the tongs by Paul Rono. Well done, Paul!

Our field maintenance officer, Kim, has a number of things scheduled for field clean-up day, April 17. He has suggested that we make some new post-it boards for the shelter, make and install a better windbreak panel, and redo the club sign at the entrance to the flying area plus a number of other things.

Some of you may recall that our original club emblem was bordered with a red oval, had red lettering across the wings, a red lightning bolt, and the pilot had a red scarf flying in the wind. But, unfortunately, over the years, the emblem became all black on a white background. That really looks pretty sick compared to the original. So, we have undertaken to bring back the original look and it should be set up on the Club website as I write this. I have one of the original sewn large patches stuck to the cover of my club folder so you can check it out at the next meeting.

The board members proposed at the last meeting that it would be in the best interest of the club if we increased the dues by \$10.00 for the last half of the year for new members and then for all new and renewing members for the following

years. We will have the membership vote on this proposal at the April meeting. Be sure to attend. Board members have agreed to forgo their free membership and are paid up for 2010.

My attempt at a fiber-glassing sheet balsa demonstration was ready to present at the last meeting, but we ran short of time. I'll bring the box of stuff with me again for the next meeting.

I saw a notice at the Cactus Aviation website that 3W engines have ready to sell several displacements of modified ignition engines specifically made for use of heavy fuel. I assume that means kerosene or jet fuel. This evidently is for the purpose of powering your bigger than average model aircraft. I don't know if it is a sparker or a diesel engine.

We don't know at this time if the field areas adjacent to the flying area will be planted in soybeans or corn but if it is the latter, the corn will start 100 feet further north than before so we will have a much better landing approach angle from the north than the last several years. If planted in soybeans, they'll be right up against our regular field boundaries, but unless the farmer plants Jack in the Beanstalk seeds, we should be able to make our approaches and departures okay.

If you would like to make latex foam rubber boxes for flight batteries and receivers rather than just wrapping them in the foam, I have found a water-borne latex adhesive that works better than any other adhesive I have ever tried. It is called SuperPhatic. It sets up very fast and forms a totally foam tearing bond that is as flexible as the foam itself.

Bob LaBrash

FROM THE V.P.

It has actually been warm enough for me to be at the field although I haven't flown yet because the breeze we have had is still a little chilly. It was good to get out there again and I do have to say that I can't wait to get my new T-Rex 450 into the air. I think I will start with my old T-Rex 450 "bug" first and get the hang of things again. Also need to get my planes into the air.

For my article this month I put together a glossary of flying terms. I know that it has taken me quite some time to get used to some of the R/C jargon and I think something like this would have helped me when I was starting out. I search the web and found many sources for flying terms and combined them into one dictionary that is a combination of plane and heli terms. I know that I learned a lot about R/C while doing this. The glossary turned out to be 27 pages of text but I am sure that I am still missing a lot of terms. Stan will send the glossary out to everyone via email but if you would like a hard copy mailed to you just let one of us know. Also if you find any discrepancy with the definitions I used just let me know, I would be happy to correct them.

Here are the sources that had the best information:

www.towerhobbies.com/intros/introdictionary.html

<http://www.r-c-airplanes.com/term.html>

<http://www.futaba-rc.com/glossary.html>

http://www.copters.com/aero/lift_dissymetry.html

<http://www.heliguy.com/nexus/glossary.html>

<http://www.cybercom.net/~copters/>

By the way, I am looking for another topic to write about next month. If you have an idea that you would like me to research and write about please tell me about it the next time you see me or email me.

See you at the field!!

Ellie Pflager

WANTED Old style bumper jack to be used for pulling up the flightline fence stakes. If you have one of these old jacks lying around please call Bob LaBrash and let him know. 651-484-6226

FIELD MAINTENANCE

At last spring is upon us, the days are getting longer and warmer, the road to the field is drying up and we have a runway with no snow on it. It won't be long before the grass starts greening up and the blue skies are filled with all sorts of flying machines.

As you know, spring clean up is April 17 and we will need all hands on deck to spruce up the field. Here is a list of proposed items we would like to accomplish:

- Install one or two 4X8 sheets of plywood on the inside west wall of the shelter for local club postings and safety items.
- Raise pilot station pads located along runway, they are starting to sink below the grass.
- Reset two railroad ties at parking area that have been pushed up due to frost.
- If we can get new wire spools, spray the new spools with water seal and disassemble/remove old spools.
- Remove old five-gallon containers used for cigarette butts, install two five gallon buckets with sand and drain holes as replacement for this.
- Clean off picnic tables and chairs and rotate the picnic tables east and west so everyone has a better view of the field.
- Dispose of old launching device and old plywood.
- Replace orange construction fence.

Other goals for the year would be to re-shingle the shed (not the flying shelter) and replace the sign located by the port-a-potty.

We are still looking for volunteers to help with lawn cutting. Many thanks to Lonny who has volunteered to take the month of August! We will be passing around a signup sheet at next meeting so please consider volunteering.

See you at the field!

Kim Slogar

MEETING MINUTES

The meeting was held at the EAA building and called to order at 7:13 p.m.

Members Present: 23

New Members: 1, Visitors: 0

Board Reports:

President: We had another good Pulse newsletter this month.

Vice President: No report.

Safety: The road to the field is very muddy.

Treasurer: Steve Roman handed out copies of the treasurer's report to those in attendance and went over the details for each budget item. Our budget this year is based on what we spent last year. For security reasons we will not be publishing the details of the budget in the Pulse or on the SPMRC web site. See Steve if you want a budget report, have questions or want to discuss anything in private.

For people that want reimbursement for purchases we will be using the envelope program again. Steve has envelopes he will provide to anyone requesting reimbursement. Place your receipts in envelope, fill out the information on the envelope and turn into Steve. This way he will be able to track expenses more closely.

Field Maintenance: Kim Slogar went over a few projects to work on for this year. We'll need people to break up the old wire spools and replace with new spools. Kim is also donating 200 feet of fencing to the club and is looking for some help with the fence installation. Another thing we'd like to do is re-roof the garage sometime later in the summer. It would take about 12 bundles of shingles. Kim is also looking for volunteers to mow the field. Volunteers can sign up for a specific month. We also have a sign at the entrance to the field that once had some lettering on it and it would be nice to replace that with a new sign.

Events: Our next club event is the Mud Fly on March 27 and the Field Cleanup day is April 17. The ACRC fun-fly is the same day. The TCRC

float fly is in May. The EAA Aviation Days event will be May 22-23.

Membership: About 77 members have renewed this year so far. We had about 89 members last year. All the area clubs seem to be down in membership this year.

Old Business:

Bob LaBrash and Stan Zdon talked to the landowner about the corn at the field. The landowner thinks they are planting beans this year. If it turns out to be corn, we should be able to push back the corn on the north end beyond the area where the land drops off. On the south end we have more space now that the road is no longer there. We also don't have to leave the field until half an hour past sundown. You can fly until sundown then pack up and leave within the half hour. We also talked about rules about closing the gate. If the gate is closed when you leave, please close the gate behind you. There will be no flying on the pond unless you make special arrangements with the landowner individually.

New Business:

Construction will begin on Lexington Avenue this year. We're not sure how they will be routing traffic, but there will be a road to the field.

A reminder from Steve Roman - we still have a large supply of AMA plane identification cards and frequency tags for 72 MHz radios available.

Bob LaBrash discussed trying to start beefing up our club funds. We need about 65 members to break even on the rent.

A motion was made to increase the annual dues to \$60 after May 1 . Dues for new members and members renewing after May 1 will be \$60. The motion was seconded and discussed. We will vote at the April meeting because according to the by-laws we need to wait one month before we can vote on this motion.

Jim Biza asked about having a discussion on attracting new members. Ideas discussed included taking out an ad in the Roseville Review or another local paper. Another idea would be to write an article as a community news item.

Continued on Next Page

Show and Tell



Paul Rono showed an Indy Heli AH-64 Apache helicopter. It weighs about 30 lbs, is all electric, with a 5345 electric motor. It's powered by a 10s LiPo pack. Flights last about 4-5 minutes. Indy Heli built the model Paul is showing. The cost is around \$14000, ready to fly. This specific model was featured in an issue of RC heli magazine. It's had about 7 flights total. A separate receiver and battery pack are dedicated to operating the moving gun and other toys in the model. The model is flown with two transmitters, one for flight, the other is for moving the gun. The model is painted with Krylon. It also has a cooling fan to keep the motor cool.



Jeff Hedberg showed a J10B jet that he picked up from Big Sky Hobbies. It's powered by a 2200 mAh battery and has an AR500 receiver.

Raffle Prize Winners

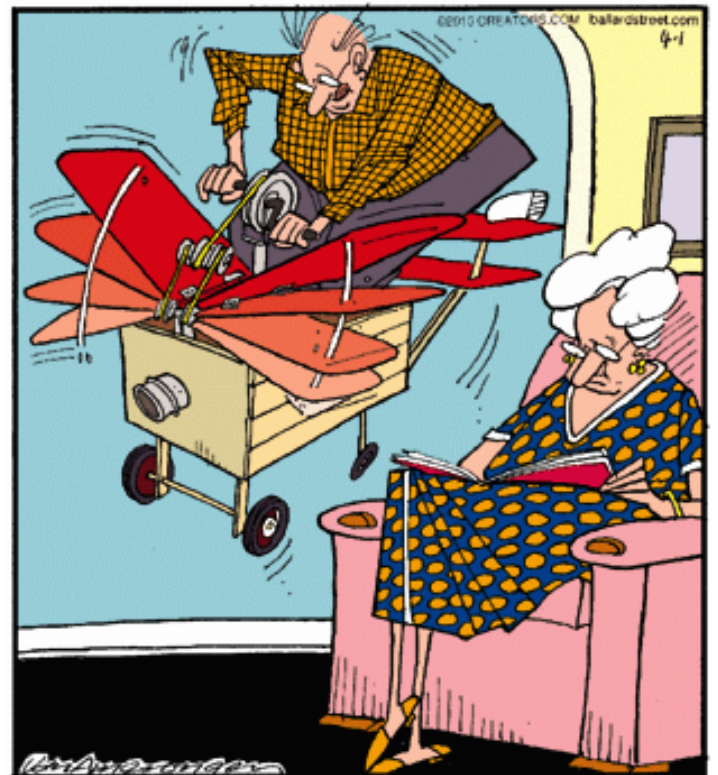
1st	Jeff Hedberg	Twist 40 ARF
2nd	Bob LaBrash	Two servos
3rd	Dave Kreiner	Fuel
4th	Ted Sander	Servo
5th	Ted Sander	Battery pack
6th	John Kletzin	Glue

Dan McArdell

BALLARD STREET by Jerry Van Amerongen



Ron Jesberg showed a SE-5A scratch build of his own design. He made it with his own plans and used documentation off the Internet. He used vintage construction techniques. The model weighs 3.5 lbs and is powered by a .25-sized engine. Solidworks CAD software was used for his plans and estimates he spent about 40 hours of modeling time.



Al is starting to achieve pretty good lift.

ON THE SAFE SIDE

The Need for Speed

From the National News Letter

By Don Nix, Insider Safety Column Editor

Bear with me for a couple of minutes. I've gotta work up to the title subject, after writing a little more about the importance of preflighting.

I first participated in competition modeling more than 50 years ago, in U/C Stunt, Rat racing, and Combat, then added Free Flight a little later. I only competed for a few years, and wasn't particularly good at any of the four events. During that time, the only safety incident in which I was involved was at a Free Flight contest in Dallas, circa 1960.

After a couple of official flights, I failed to check out the trim settings after the last landing and hand launched a big Class C model. Apparently the Up trim in the elevator had gotten slightly out of kilter. Instead of screaming straight upward, it screamed straight forward at shoulder height directly toward the score keepers' open-sided tent about 50 yards away.

Horrified, I screamed a warning and the several occupants took cover. Fortunately, the left wing hit a tent pole, spun around from whence it came and splattered into the ground. That was the closest I ever came to hurting anyone with a model airplane. The lesson was clear: always, check the model before every flight.

Fast forward to 1991 when a couple of friends dragged me kicking and screaming into Sportsman class Quickie Pylon Racing. I enjoyed moderate success for about 10 years, mostly because that class had relatively few entrants.

During a several-month RV tour of the western states, we found ourselves near Phoenix in January of this year at the same time one of the earliest Pylon Races in the US always takes place. We decided to go see some old friends and watch a little Racing. I hadn't been to a Pylon Race, even as a spectator, in several years. I was amazed at the changes made to enhance safety since the last time I saw one.

For the benefit of those who aren't familiar with the fastest event in modeling, these airplanes are in a big hurry to get to the finish line. The Quickie Sportsman class is now running 120+ mph; the

Advanced approximately 170 mph and Q-40s are nudging the 200 mph mark. From a racehorse start, they fly in heats of four models for 10 laps around three pylons, making up a 1/4-mile circuit - 2.5 miles total. Most of them fly at heights of 30-75 feet.

Until a few years ago, every heat required 19 - count 'em - 19 people on the course: four pilots, four callers, four lap counters/timers, four judges at Pylon 1, one judge at Pylon 2, one at Pylon 3, and one race starter/flagman. The lap counters/timers and pylon judges were all protected by heavy steel wire cages. The pilots, callers, and starter were exposed.

A few years ago, a Pylon judge had his head leaning against the cage at Pylon 1, so he could look straight up to catch any pylon "cuts." One pilot, flying too low and too tightly, hit the cage and the spinner poked through an opening directly into the back of the judge's head, killing him. Not long after, in a Texas race, a very experienced Pylon flier hit one of the cages with such velocity it went through the cage wall, shredding itself in the process. Fortunately, it didn't hit anyone.

Understandably, the Racing group became concerned (as did the AMA), and decided something had to change. Rather than wait until they were forced to do so, they took action to correct the situation.

Some 10 years earlier, 1991 World Pylon Champion Dub Jett had conceived the embryo of an idea that would require only the pilots, callers, and the starter to be on the course. The 10 others would be several hundred feet away. A group of racers, mostly from Texas (including Mike Helsel, who has been racing since the earth cooled), got to work on the project. Veteran Pylon Racer Jerry Small of Dallas devised the first off-course electronic timing system.

With the help of many others from all over the country, Pylon Racing evolved to its present status: No one is on the course but the pilots, callers, and the starter. The current models are going faster than ever, and, to the best of my knowledge, there have been no serious incidents since.

For those who are inclined to take safety a little too lightly - or ignore it altogether - I urge you to adjust your thinking and your method of flying. As full-scale pilots learned over the decades, if we don't police ourselves, some entity will do it for us, usually much stricter than we like.

Submitted by Chuck Nelson

SPMRC EVENTS

The 2010 March Mud Mayhem Fly is now in the history books. The day was 50+, breezy, and overcast, but fifteen hearty SPRC members came to the field for some stick time and my infamous Ballpark Franks! A fire in the Weber grill kept us all warm: Thanks to Doug Pflager and Robbie Provance for the firewood. During our jaw flapping sessions at the field, we came up with the idea of moving the fence six feet towards the runway, this would enlarge the pit-taxi-run up area. There are many reasons for this: the fence is going to be redone with new material and will already be taken apart, it will make the pit area larger - specifically the taxi area to and from the runway, and closer to the runway will help stop errant aircraft that are taking off or landing as it cuts down the angle. We also came up with the idea of hinged bi-folding plywood panels on both ends of the shelter to block the wind without making the shelter feel like it's been broken up and confining you to smaller areas. The next event is the Spring Clean Up day at the field on April 17. Kim Slogar will head it up. The more people that show up, the faster the work gets done and flying can commence. At the end of May we have the Rotorheads Heli Fly that I hold on May 22. Events are ramping up, are you ready?

UPCOMING EVENTS

- Apr 17 SPRC Field Clean Up Day-10AM
- Apr 17 ACRC Fun Fly-10AM start
- May 8 TCRC Float Fly - Bush Lake - 11AM
- May 8-15 Joe Nall Fly-In
Triple Tree Aerodrome
South Carolina - www.joenall.com
- May 15 ACRC Spring Fly-in-10AM
- May 15 Hobby Warehouse Swap Meet 8AM
- May 15-16 Blaine Airport - Aviation Days!
- May 16 Hobby Warehouse Swap Meet 8AM
- May 22 ACRC Fun Fly-10AM start
- May 22 SPRC Heli-Fly - 10AM-5PM
- May 22-23 North Country Model Controllers
Spring Fun Fly
(NCMCRC.com) - Fee \$20

- May 23 Big Sky Swap Meet 8AM-12AM
- June 5 ACRC Pattern Contest-10AM
- June 12 TCRC Open House Fly-in (All with AMA welcome!)
- June 4-6 Bismarck Aircraft Modelers Island Hoppers Heli Fly
- June 12 SPRC Scale Fly -10AM

Paul Rono

MEMBERSHIP NEWS

Although the rule concerning the use of designated flight stations was changed a few years ago, pilots still have to use the downwind set of flight stations but may now use whatever station is available. The maximum number of planes in the air at any given time still remains 5. This means if all 5 stations are being used you will have to wait until one is available. You still have to clip your SPMRC membership card on the proper channel on the impound and guests must use their AMA card.

REMEMBER - It is every member's job to make sure all members are flying safely.

Although our lease specifies that we have to be out of the area by sundown, Tom the landowner has extended that time until 1/2 hour past sundown. You can get the sundown time from the newspaper or you can get it from the SPMRC website. www.SPMRC.com It is listed on the right side of the page just below the club logo. When you go, leave the gate as you find it. If it is open, leave it open; if it is closed, close it after you open it and drive through.

Anoka County R/C will be having a Pattern contest on June 5 and a Fun Scale contest on July 10. Get out there and practice. You will have some purpose to your flying other than just boring holes in the sky.

FIELD CLEAN-UP DAY – APRIL 17

The next meeting will be at EAA building on April 14 at 7:00 PM. See you there.

Stan Zdon

2010 SPMRC MUD FLY

PICTURES BY ELLIE PFLAGER



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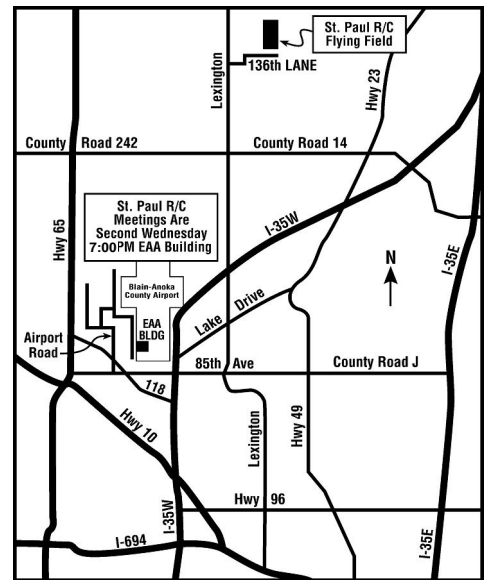
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th and follow it east to the flying field.



PULSE

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SPMRC Editor
902 - 88th Lane NW
Coon Rapids, MN 55433

