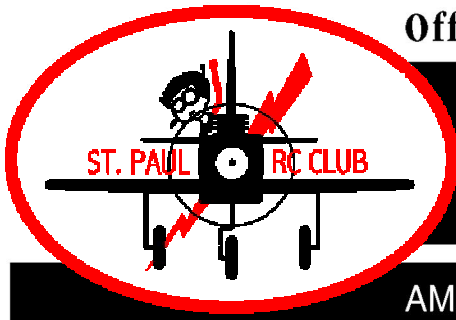


THE MEETING WILL BE WEDNESDAY, AUGUST 11, AT THE FIELD!!!

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



PULSE

AMA Charter 382 - An AMA Gold Leader Club

FROM THE PRESIDENT

Greetings:

Sort of the summer doldrums, isn't it? Not enough breeze to keep the deer flies away and definitely not enough to flatten the corn, which in case you haven't been to the flying field for the last month, is "as high as an elephant's eye" or any other bodily orifice of that animal. Speaking of which, I noticed a pile of peanut shells left in the spectator area. Nice mix: rubber bands, cigarette butts, and now, elephant bait. We'll see if it works. A couple of them would make "short" work of the corn!

At any rate, the heli fliers need pay no attention to the corn so they have it pretty good. Gary Hauble did a really nice job keeping the field mowed during July and did not encounter any problem with the engine killing except for his first mowing. Dave Kreiner has pretty much determined that there is a slug of something sliding around in the gas tank that occasionally settles over the gas line opening and starves the carburetor. Once it has found that location, it seems to like to stay there. We will try to empty the tank enough to see what the crud is and try to remove it. If that fails, the tank will be removed and flushed properly.

We have had a number of spectators show up at the field after noticing the SPMRC sign Paul Rono placed near Lexington Ave. Tom, the land owner, would like to have another sign put up just across his business intersection pointing down the trail to our field. Apparently he has been pestered by a number of people that get to that point and

don't know which way to go. The new club sign, partially visible from in front of Tom's shop, is unreadable at that distance so a small additional sign in the vicinity of Tom's shop would be helpful to direct the curiosity seekers and perhaps even some future new club members to our field.

Curt Olson has several You-Tube videos of some early morning flights around our field that you can access from our new SPMRC web site. Go online and check them out. You'll be surprised what our field and surrounding area looks like from the air.

Dan McArdell's flying wing that he showed at the last club meeting is a great flyer. It likes to stay up in the air a lot better than my Zagi! It is a really lightweight model. I'll have to get the specifics from Dan again and write it down this time.

Bob LaBrash

VEEP REPORT

We have had a very hot and humid flying season this year. So hot that it has kept me home on several blue-sky days. If you are one of the few brave flyers and you have gone to the field, you probably found your normally very peppy RC aircraft was very sluggish and just didn't want to perform as well as it should. And after landing you found that your motor or engine and batteries were slightly warmer than normal. Well, you were experiencing Density Altitude.

Density Altitude is the atmospheric condition of the outside air.

Continued on Next Page

If the air is hot and humid, it will affect the performance of any aircraft in a negative way. It will affect the power output of the engine and the climb rate of the aircraft. When the air molecules start to warm up they expand, and thus the air gets thin. It then takes more power to create lift or to move more air over the aircraft. Also remember that propellers and rotor blades create forward lift (thrust) so they are affected as well. Your aircraft is flying in less dense air, so it's natural it will fly sluggishly and with a lower capacity to carry away the heat from engine or motors.

Here is a great link for more details:

http://en.wikipedia.org/wiki/Density_altitude

Ellie Pflager

FIELD MAINTENANCE

After sitting on the board this year in charge of field maintenance, I quickly realized just how much time and energy those before me have committed to this effort. With that said, thanks to all those who worked so hard to maintain a field that I enjoy so much.

I never really thought about who mowed the lawn, maintained the equipment, and purchased the fuel, etc. in fact, even now, it's not me but the volunteers that continue to make this happen. What I've also realized is that it takes many volunteers to make an RC club work and the more people willing to pitch in the better the club becomes.

So, this month I really don't need to update everyone on the status of the field, all you need to do is grab your plane or heli and head to the field. It looks great!

Kim Slogar

MEMBERSHIP NEWS

September is almost here and the summer is almost over. An important event that will take place next month at the September meeting is the nominating of members to run for the board of

directors of SPMRC. Three members are finishing their two-year term in December: Bob LaBrash, Ellie Pflager and Chuck Nelson. It is time start thinking about who you would like to nominate for the board. The election is in October and the new board transitions in November and December.

The next meeting will be at the field on August 11 at 7:00 PM. This will be the last meeting at the field for 2010. Starting in September the meetings will be at the EAA building.

SPMRC membership is currently 88 members total with 79 paying full dues. The other 9 include spouses and junior members that get a reduced rate. There has been a downward trend during the past few years so if you know of anyone who is interested in joining SPMRC give him my phone number (763-784-3121) and have them contact me.

Upcoming Events:

August 11	SPMRC Meeting at the Field
August 28	ACRC Scale Fly In
September 4	ACRC Electric Fly
September 8	SPMRC Meeting at EAA

Emergency Info:

When you are at the field you should be aware of the locations of the local hospitals. The three closest hospitals are Unity in Fridley, Mercy in Coon Rapids and Fairview in Wyoming, just north of Forest Lake. So far it looks as though Fairview is the easiest to get to and the emergency room is open 24 hours. Go north on Lexington to Hwy 18, east on 18 to Hwy 35, north on Hwy 35 to the Wyoming exit, east on Hwy 22 to Hwy 61 and south on Hwy 61 to the hospital which is on the right side of 61 as you are going south. The other hospitals are about the same distance but there are a lot more stop lights and stop signs. FLY SAFELY!!!!!!!

Stan Zdon



MEETING MINUTES

The meeting was held at the SPMRC field and called to order at 7:03 p.m.

Members Present: 17

New Members: 1, Visitors: 0

Board Reports:

President: Bob LaBrash reports that the new club sign is done and is in the shed.

Vice President: Ellie Pflager was not able to make it tonight.

Secretary: Dan McArdell purchased more items for the raffle.

Safety: Chuck Nelson noticed a few incidents of taxiing in the pits. Remember to hang onto your plane when taxiing until you get to the red fence.

Treasurer: Steve Roman reports that all major bills paid for the year. The landlady has been paid.

Field Maintenance: Kim Slogar is out of town tonight.

Events: Paul Rono mentioned the event schedule is posted in the PULSE, and a copy is posted at the field. Upcoming events are also listed on our web site.

Membership: Stan Zdon said that we are in the upper 80's for the membership count. The total is around 89 now.

Old Business:

We have a Certificate of Appreciation to give to Jeff Hedberg for his years of service in acquiring raffle prizes and managing the monthly raffle. Thanks for your help, Jeff!

New Business:

We're going to need a planting party for the sign. The sign can be put in line with the ties at the corner of the field so we can see it at a distance down the road that leads into the field. Bob LaBrash and Lon Heiden will work on the sign.

Show and Tell:

Dan McArdell: Showed his MS Composite Swift wing that was purchased from Northeast Sailplanes (nesail.com). The wing is made of EPP foam with a pre-printed design on the top. It builds quickly with regular CA glue.

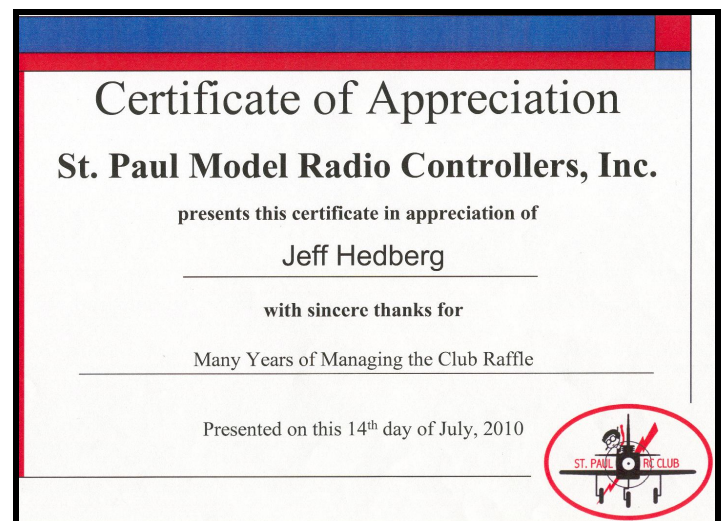
Paul Rono: Showed his Twist fun airplane. A Jeti 45 brushless motor powers it. He is using a 45-volt Castle speed control. Paul made a reinforced battery box in the top of the airplane. He uses a 6s 5000 mAh battery and DuBro landing gear.

Tom Stratton: Showed his build in progress G480 from Stevens AeroModel. It's a laser-cut electric model. It has a little bit of Ply and a lot of balsa. There is a write-up of this model in the MA Jan 2010 issue. He'll use Ultracote light for covering.

Raffle:

- | | | |
|-----|--------------|-------------------------|
| 1. | Jim Biza | Scale |
| 2. | Lon Heiden | ElectriFly Rifle ARF |
| 3. | Lon Heiden | 15% fuel |
| 4. | Dan McArdell | 2100 mAh Lipo battery |
| 5. | Eric Wahl | Caliper |
| 6. | Eric Wahl | Fuel tank |
| 7. | Stan Zdon | Hemostat |
| 8. | Paul Rono | 2.5 inch red spinner |
| 9. | Stan Zdon | CA glue |
| 10. | Paul Rono | 2.5 inch yellow spinner |

Dan McArdell



ON THE SAFE SIDE

*From the A.M.A. Insider and the
Mid-Missouri Radio Control Association*

Improving Your Helicopter Flying Skills

by Bob Ackerman

I have watched most of the helicopter pilots around the area over the past few years and I have seen great improvements with their flying skills. And this is great. But I have noticed that many helicopter pilots are rushing to get into forward flight and on to aerobatic flight without working on the basics. With any helicopter, every flight starts in a hover and ends in a hover (hopefully). Everything in between doesn't matter. To improve your flying skill you need to practice hovering.

If you watch most helicopter pilots at the field, they place their helicopter on the ground 20 to 30 feet in front of them, bring the helicopter up to a stable hover, then quickly turn around and head off to fly around. For the most part that is okay. Approach to landing is another story. Many pilots come in too short or too long and end up hovering backwards to in front of the pilot, and then landing. Other pilots enter a high hover in front of the pilot and then descend backwards to a lower hover for landing.

I propose to all the helicopter pilots out there to spend some time on the hover circles just hovering. There are a couple of skills you need to do while hovering. Some of these are real basic, but they lead to the harder elements of hovering.

Start in your normal hover with the nose pointed away from you. Don't watch the tail; you should watch the nose because that is the direction the helicopter normally flies in. Now turn the helicopter so that it is 45° from you and hold that hover. Now turn back to the other 45°. Work your way up to 90° on both sides.

Now here is the hard part. Do you know where you just placed your helicopter on the ground for the first takeoff? Do you know where

you stand all the time? Good. From now on you stand at the same spot. From now on you do not place your helicopter on the ground at the same spot. Spend your practice time by practicing taking off and landing at different spots on the field.

Next, take the two elements mentioned above and practice that 45° and 90° turn at different places around the field. Hard, isn't it? How about changing the altitude? Instead of five feet in the air, try the hovering at three feet, or 10 feet. Helicopter pilots get comfortable with their helicopter in a hover at a certain altitude and a certain distance in front of them. The idea here is to move around and try different locations. The above is all good but you would be surprised at the number of helicopter pilots who do not, or have not, practiced any of the above.

Now we take hovering to the next level. Pick several points around the field. Hover the helicopter to that location and stop over the mark. This could be a clump of grass or an imaginary spot on the ground. Slowly bring the helicopter straight down and land on that spot, then back up into a hover. Move to another point. You will be surprised how really hard that is at first.

Next make it more difficult. As the helicopter move from point to point, the helicopter must fly in a hover motion only. You must keep the helicopter pointed in the direction of flight. After stopping at a selected spot, turn the helicopter to face the new direction of flight and then fly at hovering flight to the next stopping spot. Yes, I know, it can be difficult.

If you think about it, you should be able to come up with dozens of drills to practice your hovering. Flying side to side for most beginners is the first thing they learn. Turning the helicopter and flying in a forward direction is more difficult. Flying backwards, except when pointed away from you (the nose that is), can be very difficult. But the more you practice the better you get. And the more different types of practice you do, the better you become.

Continued on Next Page

Another area I would like to discuss is flying pattern. Many helicopter pilots start from a hover and head off almost straight up to have some fun. Helicopter pilots should concentrate on a hover taxi out onto the runway, just like our fixed-wing friends do, turn to face down the runway, and fly out in a pattern.

When done flying around and after doing whatever you want to do while in forward flight, you should practice arriving in the pattern. Fly downwind just like the airplanes, turn onto the runway, and in a controlled approach descend and slow down so that the helicopter flies into a hover right in front of you. Once you have a nice hover in the middle of the runway, turn the helicopter to the side of the runway, hover fly to the sideline, turn to face the runway, and land.

The general point of this entire article is to practice what you don't do, and practice what you normally do but in a little different fashion. Helicopters are all about the hover, and the helicopter can hover anywhere on the field. The problem is most pilots have not practiced hovering all over the field.

Attitude recognition gained from all that hovering practice will to become second nature. Knowing how to correct the attitude of the helicopter from any attitude will help the pilot to progress with aerobatics many times faster than relying on sheer luck, which is what most people do rushing into forward flight. The hard work up front will pay off later learning aerobatics because every angle of the helicopter will be familiar and therefore more easy to correct, carry-out, or bail from to avoid a danger.

Contributed by Chuck Nelson

SPMRC EVENTS

This month we have the E-Fly on August 7th for all aircraft that are electric powered and will be CD'd by Dan McArdell. Also this month is the Weiner Wringout on Saturday, August 14! The menu for the Weiner Wringout will be

HOTDOGS along with chips, cookies, and water. On the weekend of July 29th-August 1, I attended the MRCHA Rotary Ring Out Heli Fly. We had about 30 registered pilots flying over the three days along with the Assurance RC Rep Bill Jackson showing us how it's done. During the event my MD-500 suffered a catastrophic tail failure and started pirouetting while drifting towards the pits, so I did the right thing and stuffed it into the ground just inside the fence. The fuselage will not be flying again. I also managed to stop by the SMMAC field which is about 3 miles from the Owatonna Modelers field for the E-Fly going on there. They also had about 30 registered pilots and Blackdog RC was there with goodies for sale. While I was bumbling around I found my good buddy Dan McArdell taking part in the festivities. The variety of aircraft was incredible, as electric power has really evolved since I started dabbling in it a long time ago. Summer's starting to run short so get out there and fly!!!!

Paul Rono

EVENT CALENDAR

- Aug 7 SPRC E-fly-(Rain Date)
- Aug 11-15 IRCHA Heli Jamboree- Muncie, Indiana
- Aug 14 SPRC Weiner Wringout Fly - 10am-?
- Aug 13-15 Northern Alliances Fly-In Owatonna
- Aug 19-22 Rushford Jet Fly @ Rushford Airport-CD Dave Dennison
- Aug 21 ACRC Funfly-10am start
- Aug 28 ACRC Scale Fly-In
- Sept 27-30 Bismarck Aircraft Modelers(BAM) Open Fun Fly
- Sept 4 ACRC E-fly
- Sept 10-12 North Country Model Controllers Fall Fun Fly (NCMCRC.com)
- Sept 11 SPRC Septemberfest -10am-?
- Sept 11 Sodbusters Super Fly 16 Fun-Fly
- Sept 18 TCRC Fall Float Fly-Bush Lake
- Sept 18 ACRC Funfly-10am start
- Sept 18 Grassfield Big Bird Fly In

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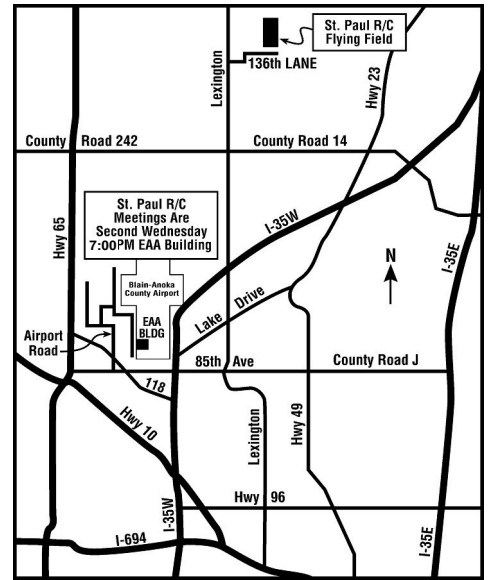
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SPMRC Club field is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136th. Turn right on 136th and follow it east to the flying field.

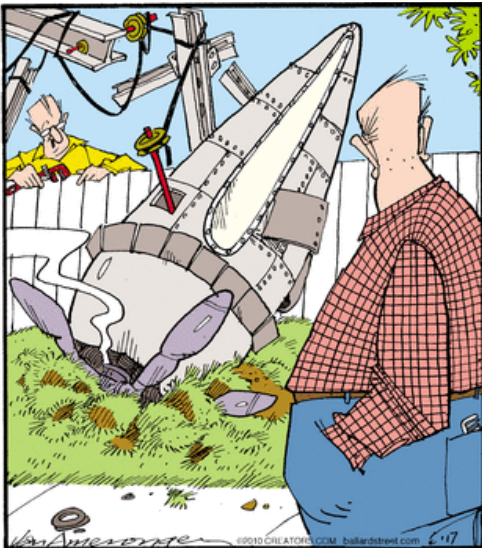


PULSE

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BALLARD STREET - Jerry Von Amerongen



Well, Ted, it turns out old airplane engines aren't good for much!