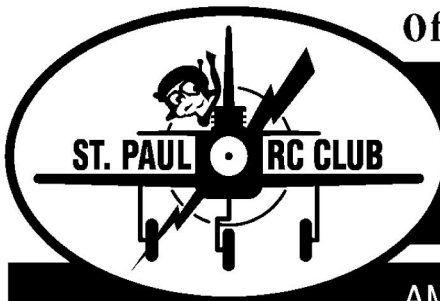


***THE MEETING WILL BE WEDNESDAY, FEBRUARY 10, AT THE EAA!!!***

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



# PULSE



AMA Charter 382 - An AMA Gold Leader Club

## FROM THE PRESIDENT

It would be a seemingly shorter winter if I was building some sort of aircraft but I have passed on doing that for this season. I'll strip down and recover a well-used Sukhoi when it gets closer to painting season. My main focus for the winter is attempting to learn how to weld aluminum. I have to make a duplicate of the muffler that I have on my 3W-50 engine on the P-47. Since the 80-year-old gentleman that had been making them retired from the business and no-one has taken up the task, this model is simply no longer available. I need to use the wrap-around inverted Pitts style muffler for the Corsair to fit to my second engine. (It's a redheaded beauty!) There is no other outfit that has one that fits to the canted exhaust port found exclusively on the 3W engines. I bought a 3W side-mount muffler but it won't fit entirely within the Corsair cowling. It would be just butt-ugly!

The joining work on the original muffler is exceptionally well done. I've decided to go to the old-fashioned oxy/acetylene welding technique just because!! The WW-2 aircraft manufacturers did a lot of welding of aluminum on the aircraft using the oxy/fuel technique and didn't start TIG welding them until the war. They actually had rationed the acetylene gas for exclusive use for ship building (it did a really good job in cutting port-holes in thick steel) and used oxy/hydrogen for the aircraft. The women were the better welders... maybe I need to have my wife learn how to do it instead of me!

I've got most of the pieces of aluminum tubing cut out to make the muffler except that I

am having a tough time in making the manifold of 1" diameter tubing that is NICELY bent to a 2 1/2 inch radius (on center-line). I really need a rotary mandrel bender operation to do that job (just a 33 grand device)! Other than that, my first attempt to actually weld some of the tubing together as a mock-up resulted in a melted puddle of aluminum pretty quickly. Subsequently, I have purchased the required materials to do a brazing operation on the tubing pieces. The brazing is accomplished (attempted) at just below the melting point of the aluminum tubing whereas the welding operation is actually done at the melting point of the parent metal. I've put in quite a few hours of practicing on the welding operation and have decided that this is much harder to learn than doing a rolling circle with a plane! I'll keep at it and if I can start to make some nice welds, I'll bring the outfit to the field for you guys to try your hand at it. It would be an interesting demonstration for the club meeting during the off-season but there is a rule against having a flame inside the EAA chapter meeting facility.

I have checked into quite a few R/C web sites and have found that [www.RCScaleBuilder.com](http://www.RCScaleBuilder.com) has an exceptionally good website for anyone interested in scale aircraft. I would encourage you to check it out. There are discussion threads on the aircraft being built from the plans of well-known aircraft designers and some threads have a lot of pictures representing the various stages of building some of the models. What strikes me most is that there is virtually none of the backbiting and sniping in the forums that I have seen in some of the other sites. Check it out.

*Continued on Next Page*

**Check the Raffle Notice on Page 8**

Stan has renewed my subscription to the entire set of rules and regulations that have been developed and adopted over the years for the operation of our club. I remain impressed by the good thinking that has gone into forming these rules. However, I think that we need to look at and discuss the rule that might prevent a person not an AMA member from being on the flying end of a buddy-corded TX controlled by an AMA member. I think that in the past, we have had the Boy Scouts or Cub Scouts out to the field and have let them have a shot at the buddy-box system, but I might be wrong about that activity. Let's talk about it at the next club meeting.

I found this web address for a new design of an in-line rotary piston 4-cycle engine that seems pretty neat. The site has some good information. The address is:

<http://www.simplicitymotorworks.com/index.html>

See you at the Feb. 10th meeting!

Bob LaBrash

## FROM THE V.P.

Low and behold I went to my email box and found a club member's request for me to write about Tips for Winter Flying. We live in state where our fellow winter hardy Minnesotans think this is the land where summer is considered to be three months of bad ice. For the rest of us, we either become couch potatoes or brave the weather RC flying. In speaking with flyers and in doing some online research I have found the following suggestions for winter flying:

- First of all dress for the cold. Layering works the best.
- Use chemical hand and foot warmers.
- Biggest problem is cold engines because they are a bit harder to start. Keep your plane inside your car to keep it warmer than in the trunk or outside.
- Open the needle valve a couple of clicks to allow more fuel to the motor.
- If it gets really cold, fuel can start to gum up a bit as the oil component gets progressively thicker.

- Increase the nitro mix of the fuel up 5 points just to help counteract the cold.
- After each flight cover your plane's engine to help retain the warmth. Slide an oven mitt over the cowl.
- Keep your glow starter warm.
- Keep your batteries warm.
- Watch your battery packs carefully because you won't be able to do as many flights as normal. Batteries will drain quicker in the cold.
- Note that in cold air, the plane floats a bit more (denser air).
- On planes, watch the covering material and glue joints as they can get brittle.
- On helis make sure you acclimate your gyro to the cold before flying.
- Use a transmitter glove (google "rc transmitter glove" or "rc transmitter mitt" for plans and ready-mades to purchase).
- Keep your transmitters warm by keeping them in your car or set them on a chemical hand warmer.
- Keep a chemical hand warmer in your transmitter glove.

The last two suggestions do have my own personal warning. I searched all over trying to find out anything on how safe they are to use with electronics but I couldn't find anything substantial either way. Air activated chemical warmers contain iron powder, water, salt, activated charcoal, cellulose and vermiculite. They obviously have a chemical reaction which may not be the best for your radio, just my opinion though.

While winter flying, pilots need to be conscious of the possibility of getting frostbite. Common warning signs include numbness, tingling and/or burning feeling. As the condition worsens, the pain begins to fade or eventually disappear. The skin will change colors, first white, then red, and finally white-purple if frozen. Frostbite can affect any part of the body, but the tip of the nose, ears, fingertips, and toes are the most likely areas.

Thanks for the great idea, I really appreciate it. Keep them coming!

Ellie Pflager

## MEETING MINUTES

The January meeting was held at the EAA building and called to order at 7:03 PM.

Members Present: 26:

New Members: 0, Visitors: 0

### Board Reports:

**President:** Thanks to everyone for their contributions to the last Pulse newsletter.

**Vice President:** If anyone has ideas or topics for Ellie they would like her to report on, let her know.

**Safety:** No issues.

**Treasurer:** Our finances are looking good right now but if anyone has any ideas on how to generate more income for the club let Steve know. Postage costs are down and we're breaking even on the raffle. We saved a lot of money by purchasing the porta-potty purchase instead of renting it.

**Field Maintenance:** Spring Cleanup Day is Saturday, April 17.

**Events:** We're planning a Mud Fly in March. The TCRC auction is Saturday, February 6. The MRCHA Freeze fly is February 21 in Prior Lake, and the E/xpo at the UNI Dome in Cedar Falls, Iowa will be Feb 20-21.

**Membership:** We've picked up 5 more members tonight and some through the mail. Membership checks from last year were deposited last Monday. Stan has no new news on the field extension and the corn thief has been caught.

### Old Business:

Thanks to Stan Zdon for doing the newsletter again. The club sign will be portable so we can move it around since we don't have permissions for a permanent sign.

### New Business:

It's time to start planning for what we want to do at Aviation Days May 15-16.

### Show and Tell

**Steve Scott:** Steve showed his E-flite Ultra Stick 25e. The Power 25 or Power 32 motor is recommended. The 32 is recommended if you use floats. He's using Hitec 225 metal gear servos, a Phoenix 60 amp controller and a 4S 4400 battery.



**Ed Ryan:** Ed showed his Seagull Models Super Decathlon 120 with Sea Commander sport floats. The wing is built as one piece. It came out a little nose heavy. He's using a Spektrum 9000 receiver with satellite remote receiver. It's powered by a Zenoah 20Ei engine with a 16 oz. tank.

**Kevin Barko:** Kevin showed his new Hitec Aurora 9 radio. The radio has touch screen controls and is capable of receiving telemetry from the airplane such as the receiver battery level and other measurements..

Dan McArdell

## ON THE SAFE SIDE

From the National News Letter

Don Nix, Insider Safety Column Editor

I began to recall some incidents where distraction at the flying field had caused crashes. Here are two in which I was personally involved. As I've mentioned in past columns, when I lived in Southern California most of my flying was done at Mile Square Park in Orange County. Mile Square was the busiest RC park I ever saw, and quite possibly the busiest in the US. I say "was," because it was closed to model flying some years ago. The runway was an abandoned WW II military airfield, the RC part 2,000-feet long. There were 12 pilot stations, and on good weather weekends it was not unusual to have 50 or 60 fliers at the field and all 12 stations "hot" at the same time. One particular distraction incident remains clear in my memory although it took place more than 20 years ago. A good friend of mine did a lot of teaching. When newbies came to fly for the first time, they were usually directed to George to get them on the buddy box and start learning. One Saturday, George called me over just before starting a beginner's engine. "Don, before I get this fellow on the buddy box, you take his transmitter. After takeoff, I'll trim mine, then turn it over to you to get his box trimmed out so he won't have to struggle with it." I agreed, and after George made a couple of circuits said, "Okay, Don, you take it and trim his box." I had control of the model for perhaps a hundred yards when we heard someone scream, "HEADS UP!" followed by the unmistakable sound of a model under full power and, even without seeing it, could hear it was coming toward us. Naturally, we ducked and a split second later the airplane crashed hard on the pavement three or four yards from our feet. As soon as we realized we had not been hit, our attention turned back to the model we were test flying. This happened to be at a moment when almost all the other stations had models in the air at the same time. The sky looked and sounded more like a swarm of large bees than a model flying field. Scanning the air

for our model, George yelled, "I've got it!" quickly followed by, "No, that wasn't it; I think it's that one!" The sun was at the point where most of the airplanes in the air appeared to be almost silhouetted against the sky and were hard to distinguish from each another in the flock on the far side of the circuit. George repeated the phrase two or three times over the next 15 seconds, until it was obvious that none of the models were ours and that it was apparently gone into "Never-Never Land" out of sight somewhere beyond the trees in the distance.

There was nothing to do but hand the owner's transmitter back to him, tell him we had no idea where his model had gone, followed with a heartfelt apology. Understandably, the fellow was somewhat bewildered and heartbroken, having no idea such a bizarre thing could happen. However, this story does have a happy ending. About a half-hour later, while the owner was packing up his gear to leave, a van bearing the logo of a gas station/auto repair shop came driving up. The driver got out, picked "our" model, totally unblemished, out of the back and asked, "Does this belong to someone here?" After we got control of our astonishment, he explained: He and another mechanic were working on a car when one of them looked up in time to see the model, propeller stopped, rolling up quietly into an empty service bay. One exclaimed, "Where the (bleep) did that come from?" By then, several had gathered around, and one commented that a lot of such models were flown at Mile Square Park, a couple miles distant, so they decided to give it a try. Obviously, the plane, perfectly trimmed by George, had flown the distance, run out of fuel and glided to a stop, just yards from a busy street. I realize the above sounds totally unbelievable, but I was there. There is also a good lesson hidden in that incident. The last time I looked, a couple of lines in the AMA rule book clearly state that each model should have the owner's name, address, and phone number somewhere on or in it. This is a rule that is rarely taken seriously.

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The second incident of distraction disaster took place back in the 1990s after I had moved back to Texas and was living in a small town near Austin. A friend from out of state was visiting, expressed curiosity about RC flying, and I, anxious to show off, said, "Hey, I have permission to fly models at our little local airport. C'mon, I'll show you how these things work!" I took my favorite, a big 1.20-powered aerobatic model. As I was putting the wings on, getting fueled up and ready to go, I was being a smart guy, explaining how everything worked. My friend stroked my ego with admiring comments. I started the engine, taxied to the takeoff spot, shoved the throttle full forward, broke ground and started a great climbout. What happened next wasn't pretty. Almost immediately, the model became uncontrollable, trying to roll from side to side. Within another two or three seconds it rolled on its back, diving straight into the pavement. I was stunned. We went over, picked up the wreckage and took it back to my van. I took the wings off, commenting lamely that the only thing I could think of was radio interference, which I had never experienced at that field. I unbolted the wing, lifted it off and reached to disconnect the aileron servo leads from the receiver and found I didn't have to. In my eagerness to impress my friend and basking in the glow of his comments, I had never connected them. Having been a full-scale pilot for decades and thousands of flying hours in addition to years of flying RC, I truly believe this was the single, solitary time in either that I never checked for full movement of all the controls before takeoff. We should never, ever be complacent about safety, no matter what the level of our experience—novice or expert.

[Flyerdon1@yahoo.com](mailto:Flyerdon1@yahoo.com)

## MEMBERSHIP NEWS

At the end of 2009 SPMRC had 96 (118,121) members on the roster. So far 61 (58,90) have renewed their membership for 2010. The numbers in parenthesis are the numbers from the two previous years at this time. As you can see the 2009 membership was down quite a bit from

the previous two years. The renewals are a little ahead of the renewals at the same time last year, but not by much. If any of your friends or relatives have not rejoined, please encourage them to do so ASAP. The 2010 budget will be much easier to set if we have most of the members signed up as soon as possible.

The following link is for the ONLY flying Spitfire Mk. 11. The sound alone makes it worth pulling it up.

<http://www.flyingmachinestv.co.uk/SpitPL965.wmv>

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

Stan Zdon

## SPMRC EVENTS

February is the Bare Bones meeting. Bring in your newest project for spring to show to the other members! It's still a bit cold for flying, but the weather should start turning around soon and we'll all be complaining about the Minnesota State Bird, the dreaded MOSQUITO! If you're lucky you just misread that to be MOJITO! This month is the huge TCRC Auction at Cross Point Church. Located at 98th Street and France Avenue, Bloomington Registration starts at 8:00AM and the Auction starts at 9:30AM. Admission is \$3. For all those that fly helicopters the MRCHA Rotary Freeze Fly is on February 21 at 5630 Fairlawn Shores Trail, Prior Lake and Admission is \$5 for non-MRCHA members. The end of the month brings the E/xpo located at the Cedar Rapids Iowa Unidome more information can be found at [www.crskyhawks.org](http://www.crskyhawks.org). The March meeting is our clubs swap meet, and possibly a demonstration on fiberglassing! March also brings our first Fly-In at the field the March Mud Mayhem on the 27th. If you haven't given your equipment a once over this winter you may want to think about getting around to it! As promised here is the Event Schedule as it stands at the moment. Some local clubs still have not finished their schedules and I will add them as they become available.

Paul Rono

# Events Calendar 2010

- Feb 21 MRCHA Rotary Freeze Fly- 5630 Fairlawn Shores Trail, Prior Lake- Admission \$5  
for non-MRCHA members
- Feb 21-22 E/xpo - Cedar Rapids Iowa Unidome- [www.crskyhawks.org](http://www.crskyhawks.org)
- March 27 SPRC March Mud Mayhem Fly-In-10am-?
- April 17 SPRC Field Clean Up Day-10am CD-Kim Slogar
- April 17 ACRC Funfly-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](http://www.joenall.com)
- May 15 ACRC Spring Fly-in-10am
- May 15 Hobby Warehouse Swap Meet 8-12am
- May 15-16 Blaine Airport(Jane's Field) Aviation Days!
- May 22 ACRC Funfly-10am start
- May 22 SPRC Heli-Fly - 10am-5pm - CD Paul Rono
- May 22-23 North Country Model Controllers Spring Fun Fly ([www.NCMCRC.com](http://www.NCMCRC.com)) - Landing Fee \$20
- May 23 Big Sky Swap Meet 8-12am
- June 5 ACRC Pattern Contest-10am-CD Matt Campson
- June 12 TCRC Open House Fly-in (All with AMA welcome!)
- June 12 SPRC Scale Fly -10am-?pm(Not a contest, Stan!) CD- Dan McArdell
- June 9 ACRC Funfly-10am start
- June MARCEE 3M E-fly
- June 26 ACRC Warbird Fly-10am
- June 26-27 North Country Model Controllers Collective Madness ([www.NCMCRC.com](http://www.NCMCRC.com)) - Fee \$20
- June 26-27 TCRC Electric Fly & Camp-Out
- July 10 ACRC Fun Scale Contest -CD Matt Campson
- July 24 TCRC Big Bird Invitational Fly-In
- July 17 SPRC Frankfurter Fly-10am-?pm
- July 17 ACRC Funfly-10am start
- July 17-18 TCRC AirExpo2009 club display
- July 21 ACRC Float Fly
- July 29-Aug 1 Rotary Ring Out Heli-fly - Owatonna R/C Club
- Aug 7 SPRC E-fly-(Rain Date ) CD- Dan McArdell
- Aug 11-15 IRCHA Heli Jamboree- Muncie, Indiana
- Aug 13-15 Northern Alliances Fly-In - Owatonna
- Aug 14 SPRC HotDog Wringout Fly - 10am-?
- Aug 21 ACRC Funfly-10am start
- Aug 28 ACRC Scale Fly-In
- Sept 4 ACRC E-fly
- Sept 10-12 North Country Model Controllers Fall Fun Fly ([www.NCMCRC.com](http://www.NCMCRC.com)) - Landing Fee \$20
- Sept 11 SPRC Septemberfest -10am-?
- Sept 18 TCRC Fall Float Fly-Bush Lake
- Sept 18 ACRC Funfly-10am start
- Oct 2 ACRC Fall Fly Out-10am
- Oct 16 SPRC Chili-fly-10am-? CD- Chuck Nelson
- Oct 16 TCRC Season Finale
- Oct 23 ACRC Funfly-10am start
- Nov 26 SPRC Turkey Fly-10am-? CD- Ellie Pflager

## FIELD MAINTENANCE

Spring clean up is just around the corner so mark your calendars for Saturday, April 17. As you know we are all looking to increase membership and a well-groomed field will help when potential new members come to take a look at the field. So bring your rakes, shovels, large leaf and lawn bags, etc. We will start at 10:00AM and enjoy burgers and brats at noon and flying in the afternoon.

If you have any suggestions for sprucing up the field, feel free to let us know. We are also looking for volunteers to help with keeping the grass cut short for optimal off runway landings, so if you can help, please email me at [kslogar@hotmail.com](mailto:kslogar@hotmail.com).

Kim Slogar

## MEN'S TOOLS EXPLAINED

### DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

### WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, sh\*t!"

### CIRCULAR SAW:

A portable cutting tool used to make studs too short.

### PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

### BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

### HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a

crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

### WISE GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

### OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

### TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

### BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

### PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

### FLAT-TIP SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

### PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

### HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object you are trying to hit.

### S.O.B. TOOL:

Any handy tool that you grab and throw across the garage while yelling, "S.O.B." at the top of your lungs. It is also, most often, the next tool that you will need.

## SPMRC OFFICERS

**President:** Bob LaBrash  
rndlbrash@aol.com (651) 484-6226

**Vice President:** Ellie Pflager  
horsepower440@comcast.net (763) 767-4743

**Treasurer:** Steve Roman  
SREsteve@aol.com (651) 786-1774

**Secretary:** Dan McArdell  
dan@mcardell.org (612) 770-9265

**Contests/Events:** Paul Rono  
pjrono@msn.com (763) 434-3952

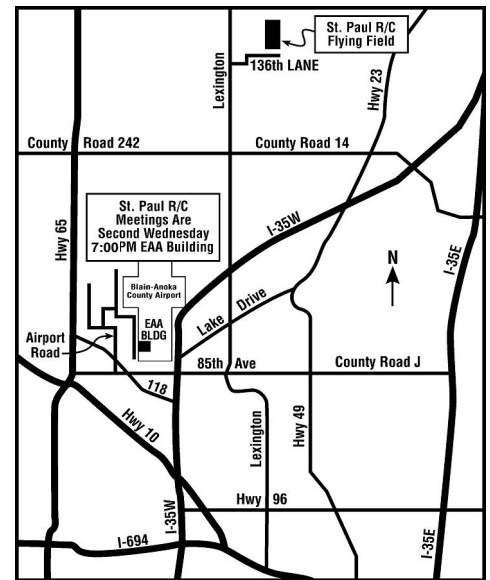
**Web Master:** Curtis Olson  
curtolson@gmail.com (763) 780-5287

**Safety Officer:** Chuck Nelson  
nelson5376@msn.com (763) 755-5376

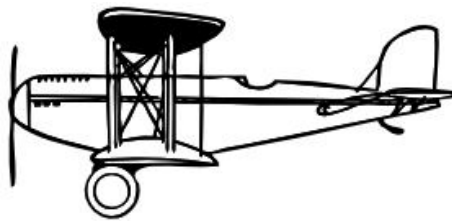
**Field Maintenance:** Kim Slogar  
kslogar@hotmail.com (763) 286-6170

**Flight Instruction:** Dave Kreiner  
kwazydave@hotmail.com (612) 817-0018

**Membership:** Stan Zdon  
szdon@yahoo.com (763) 784-3121



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 136<sup>th</sup>. Turn right on 136<sup>th</sup> and follow it east to the flying field.



## PULSE

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

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



## RAFFLE PRIZE UPDATE

A Hangar 9 Twist 40 ARF Kit will be one of the great items included in the raffle at the February 10 meeting. Hope to see you there!