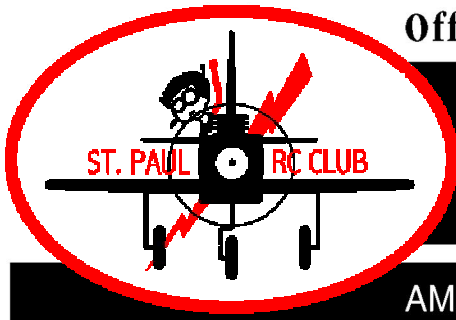


**THE MEETING WILL BE WEDNESDAY, JUNE 9, AT THE FIELD!!!**

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



# PULSE

AMA Charter 382 - An AMA Gold Leader Club

## FROM THE PRESIDENT

Some things don't go as planned. The crop adjoining our flying field is once again going to be the gigantic corn for another season. About all we can do is get out flying early in the growing season before it starts to interfere with our flying. Practice your short field landings now.

The new club sign design was selected at the last club meeting and we may see the final results perhaps at the upcoming field meeting. If not then, certainly for the next meeting. Thanks to Ellie and Stan for getting this sign redesigned and taken care of.

The Blaine Aviation Weekend turned out pretty well. We had quite a few visitors on Saturday, as it was a lot dryer inside the EAA building than outside and these people were either heading to the big hanger or returning to their cars when the rain started. The wind was up a few knots too. Sunday was a very nice day and we had a lot of visitors checking out our display aircraft, both fixed wing and helicopters. Of course, we had two flight simulators available and the kids were lined up to them all the time.

We handed out a lot of SPMRC cards and also Anoka R/C club cards. We answered a lot of questions asked by the visitors about how the aircraft were controlled, what the expenses were for the models, and where we flew.

The club members on duty for Saturday and/or Sunday were: Kevin Barko, Wally Barko, Chuck Nelson, Gary Hauble, Paul Rono, Pete Rush, and Bob LaBrash. If I missed anyone, I

apologize. A couple of our members were on the grounds but were occupied with EAA business or with the SAWBONES Reno Racer. Our thanks to Dan McArdell and Paul Rono for bringing the flight simulators installed on their laptops.

I had a recording of the 1990 Aviation Expo at Ida Grove, Iowa and it played all weekend. It showed a lot of full-sized and model aircraft activity and the many explosions of a mock naval attack that caught the interest of a lot of the visitors.

Paul gave frequent flight demonstrations of his scale military helicopter in the area adjoining the EAA building. A lot of people obviously enjoyed that. Steve Scott had his U-Control club members down on the south end of the field and they were putting on flying demonstrations most of the time.

I've visited our new club website and many thanks to Dan McArdell for designing it and getting it set up. It looks very good so far and Dan will be adding the finishing touches to as time goes on. Check it out!

I've begun flying the giant Corsair and it flies great! I had some interesting hooked to the left take-offs but finally realized that the tailwheel had been set up wrong to steer to the right and correcting that mistake has straightened out the take-offs. The landings are strictly tail-high on the mains and let the tail come down on its own.

Paul Rono held his Heli-Fly at the field on Saturday, April 22, and had a good turnout.

*Continued on Next Page*

Fortunately, our shelter was available and much appreciated when the rains came up that day. Gary Hauble will have the field mower duties for June. The club rules state the field is closed to flying while it is being mowed.

See you at the next general meeting, at the field!

Bob LaBrash

## VEEP REPORT

Hello Everyone! We sure have had some great weather lately and I hope that everyone has been able to make it out to the field for some flying. The field this year is looking good thanks to the great work on clean up day and the new spools. The new sign at the driveway end of the field has been ordered and once that is up it the field will be looking even better. I was at the field recently and noticed the corn is growing and already several inches high. I know that a lot of flyers were hoping for soybeans this year. The farmer will have to rotate crops eventually so cross your fingers for next year. Another exciting change for this year is the SPMRC website. The new site is interactive now and allows members and guests to login and post conversations and pictures. Dan McArdell (Thank You!!) has been busy getting the site up and posting the older Pulse newsletters and pictures of events from previous years. The site already has 20 users signed up and posting. Check it out for yourself if you haven't already done so.

Ellie Pflager

## SPMRC EVENTS

We finally got some warm weather on a weekend I'm off! R/C events abound everywhere on every weekend! My heli fly went off well despite wind, clouds, rain, heat, and sun! Fifteen pilots showed up to brave Minnesota's attempt to thwart our fun! The field looks GREAT and was commented on by several of the pilots from the

south end of town, so hats off to all that helped with the fieldwork! I attended Blaine Aviation Weekend on Sunday to help promote our club and would call it a total success! I talked to many, many people and demonstrated my MD-500 hovering in the front yard of the EAA building seven times. We handed out lots of club cards and the simulators were well used. This month our club will be holding the Scale Fly that will be run by Dan McArdell in my stead, as I will be working. Please buff up those scale models and show off what they can do! Also remember our Scale Fly is NOT a contest and even stand off (STAND WAY OFF) will be able to fly! There are many events going now so please refer to my schedule and attend some!

Paul Rono

## MEMBERSHIP NEWS

SPMRC will be having a Scale Fly In on June 12. Anoka County R/C will be having a Warbird Fly-In on June 26 and a Fun Scale contest July 10.

Earlier this year the short version of the rules were published in the Pulse as a reminder of what is expected when you are flying. Although we all have a **Senior Moment** at times and screw up, there should be no members that consistently fly in an unsafe manner. There have not been any problems so far this year and if all members focus on safety while at the field 2010 is going to be another safe year.

REMEMBER - Fly every chance you can; you never know when you'll not be able to, and then it's too late.

The next meeting will be **AT THE FIELD** on June 9 at 7:00 PM. Get there early and get in some flying. Long-range forecasts say it is going to be an excellent day with little or no wind.

Stan Zdon

Check out this website.. Bob LaBrash found it while roaming the web.

<http://www.rotocradialengines.com/>



## MEETING MINUTES

The meeting was held at the EAA Building and called to order at 7:11 p.m.

Members Present: 21

### Board Reports:

**Vice President:** Based on feedback from the membership we went with the simplest design for the sign that will replace the one at the entrance to our field (near the porta-potty). (See motion in old business below).

**Secretary:** Dan McArdell talked about the SPMRC web site being down and what plans are being made for the new site. The new site will be interactive and will give members the ability to post messages and photos. The site will have the same name ([www.spmrc.com](http://www.spmrc.com)).

**Safety:** No issues

**Treasurer:** We have received deposits from memberships and raffle recently. We decided we will have a more formal accounting twice a year of what is in the club funds .

**Field Maintenance:** We need to work on a gopher problem out at the field. The dandelions have been sprayed.

**Events:** This weekend is the heli fly at the 3DRC field and next weekend is the heli fly at SPMRC.

**Membership:** Nothing new to report.

### Old Business:

A motion was made to approve design #1 shown at the last monthly meeting for a new field sign. The motion was seconded and after a discussion was approved by the members present. We also had a brief discussion afterwards regarding the materials the sign should be made of.

We have two volunteers for the Blaine Aviation Days. A few members have models they will drop off at the EAA building.

Steve Roman asked Stan Zdon to talk to the landowner to see if we could tag a small sign onto

the landowners existing sign that would mention our name and arrows that point to the field. Stan said he would be seeing the landowner this coming weekend.

### New Business:

Kevin Barko would like to see new DVDs in our library. Steve Roman said he'd reimburse Kevin if he'd like to purchase some DVDs for the club. Bob LaBrash will take some of the VHS tapes home and copy them to DVDs.

### Show and Tell:

**Steve Roman:** picked up an RC flying Dragon-Fly from [www.Woot.com](http://www.Woot.com) (daily web deals). The Dragon-Fly will fly in a basketball court or outside in the calm.

**Ed Ryan:** showed his Top-flite P47 Thunderbolt ARF. It's fully sheeted and nicely finished. It's powered by an OS 91 4-stroke. He's using an A123 battery pack for the receiver, it has mechanical retracts and weighs about 10.5 lbs.

**Paul Rono:** showed his Multiplex Twin Jet (twin Jet #3). He crashed #1 at a MARCEE event a few years ago. He had BEC issues with #2 and the plane dove straight into the ground. Multiplex is no longer making Twin Jets so he got this one on clearance. Using his past experience, he modified this plane to account for previous issues he had seen. It has dual brushless motors that draw between 90 and 100 amps. He is using a 3S pack.

### Raffle:

There was no raffle this month.

Dan McArdell



## NAME THE PLANE

## ON THE SAFE SIDE

*From A.M.A. Insider and the newsletter of the Silent Electric Flyers, San Diego*

### A Lesson in How to Crash

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermak 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated due to the larger-

than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zipped when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 PM when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.
4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control. Q

I wish I had read this a week ago.

Submitted by Chuck Nelson

## REAGAN QUOTES

"The most terrifying words in the English language are: I'm from the government and I'm here to help." -Ronald Reagan

"Of the four wars in my lifetime, none came about because the U.S. was too strong." -Ronald Reagan

"I have wondered at times about what the Ten Commandments would have looked like if Moses had run them through the U.S. Congress." -Ronald Reagan

"The taxpayer: That's someone who works for the federal government but doesn't have to take the civil service examination." -Ronald Reagan

## EVENT CALENDAR

- June 5 ACRC Pattern Contest-10am  
 June 5 Grassfield Heli Fly  
 June 11-13 XFC @ AMA National Flying Site  
 June 12 TCRC Open House Fly-in  
 June 4-6 Bismarck Aircraft Modelers Island Hoppers Heli Fly  
 June 12 SPRC Scale Fly -10am-?pm  
 June 13 Sodbusters Scale Fly-In  
 June 19 ACRC Funfly-10am start  
 June 26 ACRC Warbird Fly-10am  
 June 26 Marion RC Open Fun Fly  
 June 26-27 MARCEE 3M E-fly  
 June 26-27 North Country Model Controllers Collective Madness (NCMCRC.com)  
 June 26-27 TCRC Electric Fly & Camp-Out  
 June 26-27 AMA National Electric Fly-In @ AMA National Flying Site Muncie, Indiana  
 July 9-11 3DRC Great Northern Pitch Fest  
 July 10 ACRC Fun Scale Contest  
 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 24 TCRC Big Bird Invitational Fly-In  
 July 29-Aug1 Rotary Ring Out Heli-fly Owatonna R/C Club  
 July 29-Aug1 WATTS over Owatonna SMMAC Field  
 Aug 7 SPRC E-fly-(Rain Date )  
 Aug 11-15 IRCHA Heli Jamboree Muncie, Indiana  
 Aug 14 SPRC HotDog Wringout Fly - 10am  
 Aug 13-15 Northern Alliances Fly-In Owatonna  
 Aug 19-22 Rushford Jet Fly Rushford Airport  
 Aug 21 ACRC Funfly-10am start  
 Aug 28 ACRC Scale Fly-In

## TIPS AND TRICKS

### Gluing on Canopies

Before gluing on your airplane's canopy, put a small hole in some obscure place to allow air circulation under the canopy. This will keep your canopy from popping off in the summer when the air inside expands or from collapsing in the winter when the air shrinks.

### Soldering Wires

Unless you have nerves of steel, it's difficult to hold two wires still while you solder them together, even if one is clamped to your workbench. An easy solution to this problem is to glue two wooden clothespins to a wooden base, about an inch apart. Now, slip the wires to be soldered into the clamping part of the clothespins, and they will be held together without jiggling. You can put the clothespins side by side rather than nose to nose. This keeps them from interfering with longer wires. You will probably have to sand the gripping part to create a larger grip area.

—both from the *Beachmasters RC Club newsletter, Ocean Park, Washington*



Douglas B-66D Destroyer



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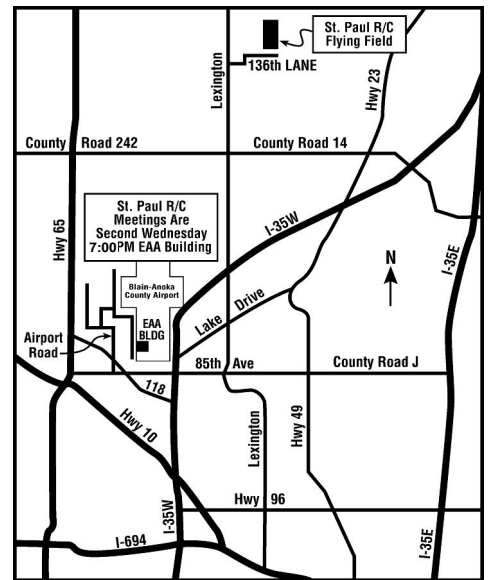
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**SPMRC Club field** is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136<sup>th</sup>. Turn right on 136<sup>th</sup> and follow it east to the flying field.



## PULSE

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

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



Ted is better able to think when he keeps that special spot on his head slightly warmer.