

PULSE



AMA Charter 382 - An AMA Gold Leader Club

OCTOBER 2007

Upcoming Meetings and Events

The next meeting will be at the EAA Building on Wednesday, October 10, 2007 at 7:00 pm.

Don't forget – Board elections will be held at the next meeting.

From the President

By Ed Ryan

Hello All - Welcome To October

Man, time flies. Septemberfest was a hit, good turnout, lots of food, great weather. This months Pulse comes out early so every one is informed of the upcoming election.

Although it won't matter if anyone else is nominated because we have the same amount of people as positions available. The people nominated are incumbent Dan McArdell, Steve Roman, and newly nominated Doug Lewis and Steve Scott. So, show up nominate, and vote at our next meeting. Or we will see you at the Chili Fly.

Contests/Events

By Paul Rono

Hello Fellows,

Well the days are getting shorter and colder. The events season for 2007 is nearing its end.

This year we have four board members whose term is up. If you would like to serve on the board there is still

time to show up at the October meeting and be a write-in.

Back to events!!! Septemberfest had a good turnout and lots of hamburgers were eaten, I'm sure nobody went away hungry!!! The next event is the Chili Fly on Oct 13. Remember the club pays you \$10 if'n you bring a crock of Chili!! Last year we had 6 pots of delicious chili. Plenty to keep warm while flying!!! After that we have the Turkey Fly on November 23. Just in time to fly off all that turkey you ate!!! If you haven't flown this summer get out there before the *gasp* SNOW hits the runway!!!!

As always your humble events coordinator!!

| | |
|--------|------------------------|
| Oct 6 | ACRC Fall Fly Out-10am |
| Oct 13 | SPRC Chili-Fly-10am-? |
| Oct 20 | ACRC Funfly-10am start |
| Nov 23 | SPRC Turkey Fly-10am-? |
| Jan 1 | SPRC Freeze Fly-10am-? |
| Jan 1 | ACRC Freeze Fly-10am-? |

MEMBERSHIP NEWS

by Stan Zdon

MEMBERSHIP NEWS – OCTOBER 2007

IMPORTANT!!!!

It's time for another board election. Four board members, Steve Roman, Dan McArdell, John Kletzin and Wally Barko are finishing their two-year term in December. The nominees for the 2007-2008 board term are Steve Roman, Dan McArdell, Doug Lewis and Steve Scott. The election is at the October meeting

and the new board transitions in November and December.

About this time last year the procedures used with the transmitter impound were simplified. Instead of using both a channel clip and the membership card, the membership card would be clipped over the channel number being used. Fliers using the new Spread Spectrum radios are also required to put their membership cards on the frequency board in the Spread Spectrum area. This is being done so that if a member is flying using SS it can be assumed he is not on a 72 MHz channel. The number of fliers in the air at one time would still be limited to five and fliers would still use the downwind flight stations. To refresh your memory the language adopted is reprinted below.

FREQUENCY CONTROL PROCEDURES

1.) Upon arrival, immediately place your turned-off transmitter in the impound rack. You may not have your transmitter unless your membership card is clipped over the correct number on the frequency board. Guests* must clip their current AMA membership card to the board. If more than one person is using the same frequency, it must be shared in a fair manner (typically a 15 minute maximum usage per person). When you are finished with your transmitter, place it in the impound rack and remove your membership card from your frequency number. Either take your card with you or clip it in the waiting area of the frequency board if you plan to fly again. Only AMA and FCC authorized frequencies are allowed at the field.

2.) An individual member may never remove someone else's card from the board. Ask the owner to do it. If it becomes obvious that the owner is no longer present at the field, TWO members may remove it and place it elsewhere for later retrieval.

3.) Only official club Membership Cards (or A.M.A. card for guests) will be used on the frequency board. No other items (such as credit cards, business cards, pieces of paper, driver's licenses, etc.) may be substituted.

*Note - Guests may fly once at the field before joining the club. This does not limit guests to only one flight. It refers to spending one day at the field.

The summer is winding down and the number of events is dwindling. Besides the meeting on the 10th of October, the following events will take place in October and November.

October 13 — Chili Fly – SPMRC Field
 November 14 – SPMRC Meeting – EAA
 November 23 – Turkey Fly – SPMRC Field

The next meeting will be at the EAA building on October 10 at 7:00pm.

From the Secretary

by Dan McArdell

Meeting Minutes from Sept 12, 2007

The meeting was held at the EAA building and called to order at 7:09 p.m.

Members present: 21

New Members: 0, Visitors: 0

Board Reports

Vice President: Wally Barko was not present, no report.

Safety: No issues

Field Maintenance: We have a big gopher problem out at the field including some tunneling under the runway. Doug Lewis has been setting traps.

Membership: No report.

Events: SPMRC is having its Septemberfest Sept 15th and Sunday the 16th is the Swapaganza at Sky's the Limit Hobbies in Richfield. The ACRC fun fly is Sept 22nd. The Boy Scout fly is Sept 29.

Treasurer: Steve Roman is looking for feedback as to whether the Treasurer's report should be

published in the Pulse and to what level of detail and how frequently. If you have an opinion or any ideas please let Steve know.

Old Business: The scout fly will take place Sept 29th now that the troop has committed. Steve Scott asked if someone from the club would visit their next scout meeting and bring some old magazines and models to display. Ed Ryan expressed interest in attending their meeting. If you have a trainer plane and are available to help on the 29th, please come on out to the field.

Steve Roman talked about his visit to the Park Rapids R/C site. There is also a hobby store in Park Rapids called Area 51. It's a Radio Shack store that also carries R/C parts.

New Business: Board members with terms that are up this year are Wally Barko, Dan McArdell, Steve Roman, and John Kletzin. Nominations were taken for the 4 open board positions. Motions were made and seconded for the following members:

Steve Roman
Dan McArdell
Doug Lewis
Steve Scott

Voting will take place at our next monthly meeting on October 10.

Paul Rono provided an update as to finding a new location for our club sign. The sign was initially put up next to an existing sign on Lexington Avenue just to the south of the road to the field. It had to be taken down because it was not on the landowner's property. Paul has done some research on the rules and the board will discuss the next steps to take. Even though we don't have a home for the sign yet, we should thank Doug and Ellie Pflager for their work in making the sign. It looks great!

Show and Tell

Paul Montgomery: Paul brought out some old airplane and R/C gear to show. He plans to hang some of the models up for display in the EAA building.

Bob Labrash: Bob demonstrated an active model airplane locator. The locator consists of a handheld unit and small tags that can be placed in the airplane. It has a 600 foot range. The handheld unit has a directional display along with an audio tone to locate the tag. The unit is about \$100 and two tags are about \$45.00. The web site for this product is www.loc8tor.com. Bob also showed a Top Flite P-47 giant scale model. It is powered by a 3W 50 and weighs about 25 lbs. The wingspan is 85". He also built a carrier/holder for the fuselage.

Larry Gaalaas: Larry showed his new eFlite Brio 10. It has a 41 inch wingspan. He is using the Park 480 outrunner motor.

Paul Rono: Paul showed his Raptor 80 heli that he converted to electric with his new MD500 canopy installed. He gets a 7 minute flight using 4s-4000 20c lipo batteries.

Dan McArdell: Dan showed an MSComposit BF-109 that he purchased from Northeast Sailplane. It's made of EPP foam and weighs about 14 ounces. It was very quick to build using foam safe CA and kicker. The airplane is powered by a Himax 2808 brushless motor, Thunderbird 36A speed controller and an 11.1v 800mAh lipo battery pack.

Raffle

1st place: Larry Gaalaas, Great Planes Gee Bee profile model
2nd place: Steve Scott, glow driver
3rd place: Dan McArdell, BF-109 12th scale model
4th place: Paul Rono, Futaba 3151 digital servo
5th place: Dan McArdell, set of wheels

6th place: Paul Rono, #64 rubber bands

From the Treasurer

by Steve Roman

Nothing much has changed in the club finances. A little came in a little went out. Waiting for comments on how we should handle the Treasurer's Report information. The next big expenditure will be the second half port-a-potty bill.

Reminder. We are trying to set a purchase up for the "Old, Outlaw style" red club jackets. These are the ones with the Corsair on the back. We have three people interested and need six. Call or email me. Steve Roman 651-786-1774
sresteve@aol.com

From the Editor

by Dave Van Deusen

From the Casper Aeromodelers Association
Casper, Wyoming
Turning Your Trainer into a Fun-Fly Airplane
by Ed Moorman

You've got a club fun-fly coming up and want to enter. Which one of your airplanes should you use? Your low winger? Your old trainer? Should you build a new one? Some clubs restrict you from using specialty fun-fly airplanes in local club meets. You know, the ones with the carbon-fiber boom and the single big wheel. If this is the case, the best airplane you can use is your old trainer!

The first thing you want to do is find out what kind of events are typically in your local fun-flies. Usually you'll have Most Loops in a certain time, Taxi Race, Spot Landings, Climb 'n Glide, Limbo, and other events similar to these. The Loop Landing, Touch 'n Goes, Dixie Death (take off, 3 loops, 3 rolls, land for time), and inverted limbo events are generally left to the real competition fliers and usually not flown locally unless your

club is a hotbed of fun-fly activity. So for your local events, you'll need a light model with a lot of lift and a good engine. What does this sound like? Sounds like a trainer with a hot .46 to me. Pull out your old FP .40 and drop in a .46. Add a lot of control throw and you are in business.

Here are some modifications you can do to turn your trainer into a ringer for fun-fly events.

1. Replace the original landing gear with a much wider one. Your old trainer's worst event may be the Taxi Race. It might have a tendency to tip over, especially if there is any wind. You will also want to add a wire between the gear legs. The wire gear normally found on trainers always tends to spread out letting the tail sit lower. This makes it easy to hit the nose wheel first, insuring a bounce. You want the airplane level, so take some 1/16 wire, bend to shape, and wrap and solder it between the gear legs down by the wheels. Pull the legs together so the airplane sits level.

2. Install your most powerful .40 to .50 engine. If there are events that require you to loop, set the needle valve so the engine runs slightly rich in level flight. Under G-forces during the loops, the engine will lean out to max power.

I sometimes have trouble convincing people to do this. Go up and do 10 loops in a row and see if your engine sags or not. If your engine is set screaming lean, you won't get 5 loops before it sags. Most people's engines will sag at 7-8 loops. You need to set it a little richer for loop events and also for Climb 'n Glide.

Set your elevator throw by going up and doing several loops at full back stick. As the airplane goes through the loops it may slow down and try to stall. This is why you need a powerful .46 engine, to keep your speed up in maneuvers. If the airplane stalls and rolls out of the loop or drops a wing, land and reduce the elevator movement. If it can

do continuous loops, land and increase throw. Do this until you can do 10 of the tightest loops possible without stalling.

3. Next, if you get a chance, remove the ailerons and replace them with 2-inch-wide aileron stock. Going to ailerons wider than 2 inches would probably require two aileron servos which many people might not want to undertake. If you do, look for "The Moorman Flies: Using Two Aileron Servos" on RC Online.

After you install the wider ailerons, seal the aileron-wing gap on the bottom with tape or MonoKote. If you are not going to change out the ailerons, seal the ones you have. Sealing the ailerons will increase their authority, giving you a higher roll rate. Install your most powerful servo on ailerons. If there are going to be events with rolls in them, set the throw for all you can handle. Guys with computer radios will need exponential.

There is a one-time way to make wider ailerons. Go to a drug store and pick up some poster board. Cut a strip 4 inches wide, fold it down the middle, and tape it to your original ailerons. You will have to clean them off with alcohol or acetone first to get the tape to stick. Remember, you are going to need a strong servo on ailerons.

4. Flaperons and Spoilers: Here's how you can have flaps without the aid of a computer radio. Make up three sets of aileron pushrods. This includes the servo arm, pushrods, and devices. One set will put the ailerons level for normal flying and events like Climb 'n Glide. A second set will be short and pull the ailerons down about 20-30 degrees or so. You'll have to experiment to get the best setting. These are your loop ailerons. Down flaps will give you tighter loops. You'll need to test fly to see where the elevator trim has to be for flying with flaps.

The final set, or premade aileron pushrods, is for Touch 'n Goes. This set gives you about 10-15° of up ailerons. Up ailerons, or spoilers, will kill some of the lift your trainer is making and keep it from floating. This will let you make faster Touch 'n Goes.

All right, let's see what we have. We have a trainer that should have the same power as the other guys and it ought to be as light or lighter. It ought to glide much better than any airplane with a fat, thick, symmetrical airfoil. With flaperons down it ought to loop with just about anything. Even without flaperons, the light-weight, high-lift, flat-bottom airfoil and lot of power should keep you in the ball game. All trainers are floaters, but setting the ailerons slightly up like spoilers should help you get down quicker. This should be a very competitive airplane in local fun-flies.

If you don't have a trainer and want a good club fun-fly airplane, I suggest a Sig Kadet Seniorita. It is big and light. This model is built from sticks and ribs. Build the wing flat and replace the spars with spruce. If you can, leave off the cabin and just build a box fuselage out of sticks. The airplane was originally a three-channel trainer without ailerons, so use two servos and make some 3-inch wide ailerons out of sticks and cover with MonoKote. Use Kevlar cord for bracing on the tail. Use a wide and fairly long gear for good propeller clearance. This airplane should be very light and, with a hot .46, should be a sleeper in local fun-flies.

Classifieds

Field Chargers For Sale:

Triton Charger w/green dot (\$60): 1-24 cell Nicds or NiMH, 1-4 cell LiPO, and 12V lead acid

Hobbico Double Vision Peak charger (\$15): Peak charges Tx and Rx (4-5 cell) and Glow Driver

Contact: Paul Rono 763-434-3952

SPRC Officers

President: Ed Ryan
edryan@comcast.net 651-484-6966

Vice President: Wallace Barko
wbarko@netzero.com 612-781-5180

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: Larry Gaalaas
larry@circleg.net 612-799-5620

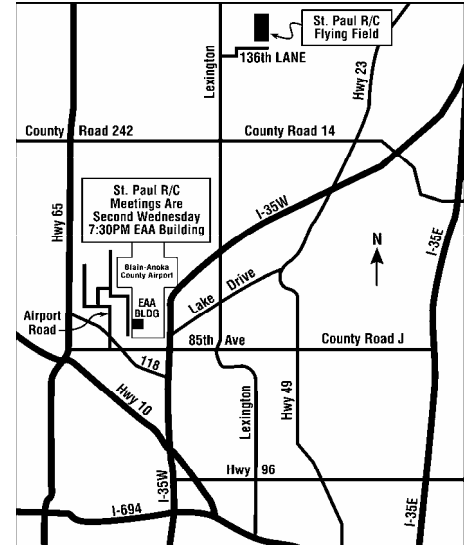
Safety Officer: John Kletzin
bigjk@visi.com 763-781-4044

Field Maintenance: Dave Kreiner
kwazydave@hotmail.com 651-777-0351

Newsletter Editor: Dave Van Deusen
dvdeusen@comcast.net 651-659-9346

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

Instruction Coordinator: Jim Biza
jbiza@aol.com 651-484-1131



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

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

C/O SPMRC Editor
2017 Wheeler Street
Roseville, Mn 55113