

# PULSE



AMA Charter 382 - An AMA Gold Leader Club

FEBRUARY 2008

## Upcoming Meetings and Events

The next meeting will be at the EAA Building on Wednesday, February 13, 2008 at 7:00 pm.

The SPMRC Spring Clean-up is April 12, 2008 at 10 am.

## From the President

*By Ed Ryan*

Hello every one and welcome to February.

This month is our bare bones meeting so you are suppose to bring your almost finished winter project. You did start your winter project, right? Well, if not you better get going; spring is a lot closer than you might think. Anyways, bring what ever it is you're working on and tell us about it. Or if you're already finished bring it in and let us have a look. This has been a very productive winter for me, so far I have already completed two ARFs and am currently working on two kits and another large ARF. We will see how much I can get in the car for the meeting. Speaking of meeting we will see you there.

Ed Ryan

## From the Vice President

*By Steve Scott*

Hey! I just noted the club website has a new look. It features new easy to navigate drop down menus. I like it! Speaking of websites, I was browsing our directory of past Pulse newsletters and found my introductory article from May 2003 detailing Alex and my first buddy flight with Kevin Barko assisting us on our LT-40 trainer - the same yellow LT-40 I still fly today. This venerable bird has somewhere around 200 flights

I was a brand new member back then and still consider myself one of the newbies. That given, I've decided this column might be an opportune time to give you all a bit of background information about who I am and where I've been.

My sister and I were born and raised service brats with the (late) old man's service career spanning WWII, Korea and Vietnam before he retired in 1966. He started out by jumping out of C-47s with the US Army's 17th Airborne Division, 513th Parachute Infantry Regiment. Whenever passing an old "gooney bird" he'd always comment what a fine airplane that was. "Twenty-three takeoffs and zero landings," he'd comment. He broke his foot in a practice jump and spent time in a London hospital long enough to watch the V-1s and V-2s fall on the city. He got out of the army after returning from Europe but reenlisted in the new USAF with the Medical Service Corps. Carrying a litter was preferable to carrying a Browning 30 cal machine gun around.

I was born in Ft. Wayne, Indiana and lived there for all of 8 months. In fact, until I got into 2nd grade we lived all over the place - mostly down in the SE USA. Once he got to Sewart AFB just outside Nashville, TN, we managed to stay there for 5 years. It was here I had my first experience with flying models. I remember a couple of the Cox control line .049 powered stuff - a Cessna L-19 Bird Dog which I wasn't able to fly more than a half lap followed by a Cox P-40 which never even saw fuel. After completing 7th grade while still in Tennessee we prepared for the move of our life - and my successful start in model aviation.

To be continued...Steve Scott

**Contests/Events**

*By Paul Rono*

Fellow Fliers,

It's February and if you are anything like me, wanting that 70 degree summer day! If you have a simulator make sure to use it a couple times to keep the rust off. Even the simplest simulator will help keep your fingers nimble! The February meeting is the Bare Bones meeting, so be sure to bring the project you're working on. The March meeting is the club swap meet and the April meeting is the finished projects meeting. There have been some Metrodome dates which will be over by the time you read this. The easiest way to watch for these is the MARCEE website ([www.MARCEE.org](http://www.MARCEE.org)). When at the field please remember to put your card up on your frequency even if you fly spread spectrum. Also keep your planes on the other side of the no fly zone (Shelter, Parking Lot, and Flight Stations). Let's all be safe and have fun out there!!! Here's the 2008 Event Schedule so far:

Apr 12	SPRC Field Clean Up Day-10am
Apr 19	ACRC Funfly-10am start
May 10	TCRC Float Fly @ Bush Lake - 11am (rain date 11th)
May 17	ACRC Funfly-10am start
May 23	SPRC Heli-Fly-10am-5pm-CD Paul Rono
Jun 14	SPRC Scale Fly -10am-?pm (Not a contest, Stan!)
Jun 21	ACRC Funfly-10am start
Jun 20-22	MARCEE 3M E-fly
Jun 28-29	North Country Model Controllers Collective Madness (NCMCRC.com)
Jun 28-29	TCRC Electric Fly & Camp-Out
Jul 12	TCRC Big Bird Invitational Fly-In
Jul 13	ACRC Funscale Contest
Jul 19	SPRC Frankfurter Fly-10am-?pm
Jul 19	ACRC Funfly-10am start
Aug 2	SPRC E-fly-(Rain Date )
Aug 2	ACRC Scalemasters
Aug 16	Weiner Wringout - 10am-?

Aug 22-24	Rotary Ring Out Heli-fly - Marion R/C Club
Aug 23	ACRC Funfly-10am start
Sep 13	SPRC Septemberfest -10am-?
Sep 13	TCRC Fall Float Fly-Bush Lake
Sep 20	ACRC Funfly – 10am start
Oct 4	ACRC Fall Fly Out-10am
Oct 11	SPRC Chili-fly-10am-?
Oct 18	ACRC Funfly-10am start
Nov 21	SPRC Turkey Fly-10am-?
Jan 1	SPRC Freeze Fly-10am-?
Jan 1	ACRC Freeze Fly-10am-?



**MEMBERSHIP NEWS**

*by Stan Zdon*

It's getting closer to summer. Let's get those new planes built! The Bare Bones Show And Tell is at the February meeting and the Finished Project Show And Tell is at the April meeting. The SPMRC swap meet for members only will be at the March meeting.

At the end of 2007 SPMRC had 121 (129) members on the roster. So far 90 (82) have renewed their membership for 2008. The numbers in parenthesis are the numbers from last year at this time. The renewals are a little ahead of the renewals at the same time last year. If any of your friends or relatives have not rejoined, please encourage them to do so ASAP. The 2008 budget will be much easier to set if we have most of the members signed up as soon as possible.

If you qualify for an All-Season patch for 2007 let me know at the February meeting or call me and let me know. I will be ordering patches in March and giving them out in April.

The next meeting will be at the EAA building on February 13 at 7:00 PM.

## From the Secretary

*By Dan McArdell*

### Meeting Minutes from January 9, 2008

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

Members Present: 27, New Members: 0, Visitors: 0

### Board Reports

Vice President: Nothing new to report.

Safety: No issues.

Field Maintenance: The field parking lot has been plowed very well. The road to the field is fairly good. We should send the snowmobile club a thank-you note when the season's over.

Membership: 60% of members have renewed for this year.

Events: The MAAC Swap Meet is Jan 19th at the B-Dale this year. The TCRC auction is Feb 9th. Our field clean-up day is April 12th.

Treasurer: Steve Roman hasn't made a yearly report yet but it will be ready by the next meeting. And, we now have a porta-potty back on site. We had entered into a verbal contract with the new company and the contract we thought we had would be for 8-months with weekly service and no service through the winter. However, they changed their mind and suggested that we buy a used porta-potty instead and then they would service it. So we purchased a used one for the club. We should break even this year and next year we should be ahead. It has a flimsy chain on it so we need to chain it down better. Tom Stratton recommended we arrange to have it cleaned the second week of the month. Steve Roman will check with them on the scheduling.

### Old Business

None

### New Business

Ed Ryan: The new Model Aviation magazine has a write up on the new park flyer program and we will be discussing how to incorporate the program into our club. Their AMA dues are less and their insurance is less. The AMA is trying to set up flying sites for them. The idea is that once they have these set up someone with regular AMA can go there and fly if they have a small plane. AMA is trying to build up membership.

Jeff Hedberg: Concerning the raffle, everything he has left is here. He didn't buy anything at the last auction so our stock is down and we might have to adjust. The board will discuss at its next meeting. Jeff also brought a bottle of Mercury CA glue for the raffle.

### Show and Tell

Robbie Provance: Robbie showed his slow-poke which was built from a die-cut kit. It's not quite finished yet. He's going to have an animated pilot/toy. The radio he is using will be DX7. He'll be using a Magnum 52 engine. Robbie also made a video of some SPMRC events that he showed during show and tell.

Ron Fitchner: Ron showed his scratch built Arco Kent. It's electric with an Astro 05 geared with 3-cell li-poly battery. It weighs 3 lbs, 12 oz with 2 lbs of pull. The plans weren't that good and the parts didn't quite fit so he had to make some adjustments. He made his own cowl using a plug and fiberglass.

### Raffle

1st place:	Steve Scott: Sig Fazer kit
2nd place:	Ron Hals, perma grit sanding tool
3rd place:	Ellie Pflager, Super Stand
4th place:	Dave Kreiner, battery
5th place:	Chuck Nelson, Mercury CA
6th place:	Eric Wahl, Great Planes Wheels

### Editor's Corner

By Vincent P. Lipton  
R/C Report, July 1993  
Submitted by Stan Zdon

### SOLDERING CLINIC

Many modelers have so much trouble with soldering; they cease to rely on this very useful, strong, and

economical method of making good connections and bonding steel wires together. As an Electronics Engineer for 24 years, I have consistently relied upon soldered joints in critical areas such as complex aileron/flap linkages, servo extension leads, and music wire undercarriage assemblies. I can honestly say that no solder joint has ever let me down. The following guidelines will help you achieve good, reliable solder joints, and will hopefully encourage you to be more adventurous with your model's on-board control systems.

**RULE 1** Use a small soldering iron for small jobs (small wires and connectors) and a large iron for large jobs (U/C wire, tinplate, music wire, etc.). In a pinch, you can wrap a piece of thick copper wire tightly around the tip of your “blunderbuss,” extending the copper wire tip about 1/2” beyond the tip of the oversize soldering iron or gun, thereby creating a 'small' iron. Be sure to run solder around the contact region between the big tip and the coil of wire, to make a good thermal contact.

**RULE 2** A good solder-joint is usually made from the standard 60/40 blend of lead and tin. If this alloy is allowed to oxidize by being overheated, or heated for too long, the binding-properties of the solder degrade seriously. DON'T USE solder that has been sitting molten on the iron-tip for more than five seconds. Wipe it all off. Discarded solder blobs are useless. Don't save them. Always use fresh solder.

**RULE 3** Keep a piece of dampened (not soaked) sponge nearby to clean oxidized solder off the iron tip. This must be “natural” sponge, not one made from foam or plastic (which melts). You'll find the green “Scotchbrite” kitchen pads (one side bristly, other side sponge) ideal. Clean off your soldering iron tip on this just before you make any solder-joint. The tip of your iron should look bright and shiny just before you apply it. Oxidized solder looks dull and grainy. Get rid of it! I find that I discard 70% of my solder by cleaning it off and replenishing it with fresh. But it's well worth it.

**RULE 4** Always use resin-cored solder. You should never need liquid or paste acid-flux if you prepare your work correctly. The resin core melts when you apply

solder to the job and acts as a cleaning and flow-agent so the solder will bind properly.

**RULE 5** Use only enough solder to bind the two objects together. Extra solder does nothing to increase strength, but only adds weight.

**RULE 6** ALWAYS ALWAYS ALWAYS “tin” both parts before joining together. “Tinning” means heating the areas to be joined, applying solder to the junction of the hot tip and the part, and ensuring that the part is evenly coated with a good, shiny film of solder.

#### JOINING ELECTRICAL WIRES

1. Strip off 3/32” to 1/8” of insulation.
2. Tin the wire so it looks uniform and shiny.
3. If the solder “drags” and looks dull and grainy, apply the iron again, apply more solder, and clean off the excess.
4. Slide a piece of heat shrink tubing (available from Radio Shack, Ace R/C, and elsewhere) approximately double the wire diameter and about 3/8” long over one of the wires.
5. Lay the two tinned ends side-by-side.
6. HEAT BRIEFLY with the iron, so they flow together.
7. Slide the heat shrink tubing over the joint and heat with your heat-gun or the barrel of your soldering iron. Once it cools, pull on the wires to make sure the joint holds.

#### JOINING STEEL WIRE

1. Prepare the joining surfaces by thoroughly sanding them with sandpaper. This provides a good surface for the solder to stick. Treating each piece separately, heat the contact-area with the iron and apply solder. Rub the tip all over the contact area, while applying fresh solder and flicking off oxidized solder, until the contact-area is shiny and well-tinned. While the steel wire is still hot and the surface solder is still molten, quickly wipe off the solder with a dry cloth. You'll notice a different

color between the rest of the steel wire and the tinned surface indicating that solder has penetrated the wire surface and has prepared the contact area for binding.

2. Place the two tinned areas together and wrap with fine copper wire. Strands taken from multi-strand heavy electrical cable is ideal, but have the strands ready for use before you start. After wrapping tightly, twist the ends of the binding-wire together (so they don't unwrap). Heat the whole joint with the iron and apply fresh solder. Because you pre-tinned the steel wires, you'll find the solder will readily flow into the joint and adhere properly to the surfaces. Any time you see convex blobs of solder you can bet the joint has not soldered properly. Apply more heat, flick off the old solder, and apply fresh.



From the Windom Eagles, Windom, Minnesota  
A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small airplane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough a small Cessna airplane was waiting.

He jumped in with his equipment and shouted, "Let's go!"

The tense man sitting in the pilot's seat swung the airplane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes."

"Why?" asked the nervous pilot.

"Because I'm going to take pictures," yelled the photographer.

After a long pause, the pilot replied, "You mean, you're not my instructor?"

**Tips and Tricks**

from the January, 2008 issue of the AMA Insider

Good Cleaner

Here is a concoction I came up with. In an empty spray bottle, add a tablespoon of dish washing detergent, then fill the bottle halfway with regular rubbing alcohol, and top off with hot water. I have found this to work really well for cleaning the oil off of the wings and fuselage after a days worth of flying. Strong cleaner but will not hurt the covering or take the colors off.

New Life To Old Wire Landing Gear

Did you ever have a problem where your wire landing gear seems to get weaker and weaker? A possible solution is to remove the gear from the airframe and remove all the hardware from the gear wire (i.e. the wheels, collars, pants, etc). Preheat your kitchen oven to 450°F. Place the wire on a cookie sheet in the oven for one hour. Turn off the oven and toss the wire into cold water to cool it off quickly. What you have just done is to retemper the music wire and you should have put new life into that old gear. Note that soldered joints should not be harmed as solder doesn't melt until about 700°F.

Mixing Epoxy

When mixing epoxy use an old coffee can lid, after the epoxy hardens just flex the lid and the epoxy will pop off.

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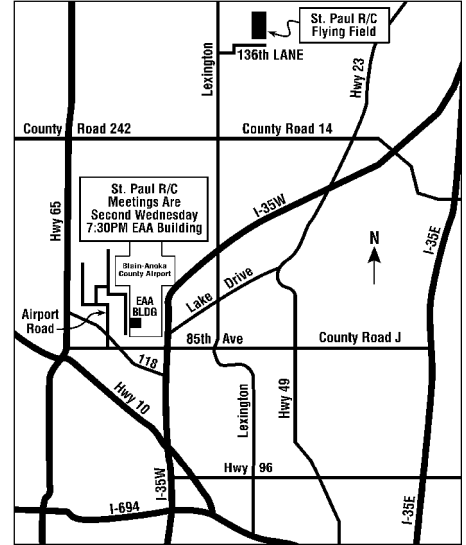
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**SPMRC Club field** is located 15 miles north of the Mpls/St. Paul area. From I-694 head north on I-35W, exit at Lexington. Follow Lexington north to 136<sup>th</sup>. Turn right on 136<sup>th</sup> and follow it east to the flying field.

**PULSE**

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

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