

# The Marion Eagle Newsletter



<http://marionrcflyers.info>

**MRCF**

**PO Box 9202**

**Rochester, MN 55903**

March 2018

Volume 118

Editor: Wayne Brown

## **Club Officers 2018**

**President:** Wayne Brown (507) 319-4406

[rotoman@charter.net](mailto:rotoman@charter.net)

**Vice President:** Dallas Gardner (507) 867-4269

[Dallas.Gardner@mchsi.com](mailto:Dallas.Gardner@mchsi.com)

**Treasurer:** Judi Snyder (507) 990-8470

[Jsndolly057@gmail.com](mailto:Jsndolly057@gmail.com)

**Sec. /Newsletter:** Wayne Brown (507) 319-4406

[rotoman@charter.net](mailto:rotoman@charter.net)

**Safety Officer:** Bernie Drier (507) 288-1231

[Bernie104@juno.com](mailto:Bernie104@juno.com) [bernie313@charter.net](mailto:bernie313@charter.net)

**Field Maintenance:** Skip Gram

[Skip Gram <klgram@charter.net>](mailto:Skip Gram <klgram@charter.net>)

**Flight Instructors:** Ray Dray (507) 261-0930 cell

[rijdmid56@gmail.com](mailto:rijdmid56@gmail.com) ; Skip Gram (507) 273-2748

[Skip Gram <klgram@charter.net>](mailto:Skip Gram <klgram@charter.net>)

**Program Chairman:** Open volunteer position

**Club Dues accepted at the Club meetings or send your dues to:**

**Marion RC Flyers  
PO Box 9202  
Rochester, Mn 55903**

**Adult Membership \$75.00 per year**

**Family (Spouse) Membership \$75.00 per year**

**Student (19 years of age or under) \$1.00 per year**

**No Initiation Fee for New Members**

**Electric Indoor Flying at the RCTC Field House**

Tuesday nights starting at 10:00 pm.

**\*\*\*\*\*Winter Club Meetings second Tuesday of the month \*\*\*\*\***

**Meetings switched back to the second Tuesday of the month.**

**2018 Winter Club meeting Schedule:**

**The winter club meetings are held the second Tuesday of the month and will be held at the Bowlocity Entertainment Center 2810 N Broadway, Rochester, MN (former Recreation Bowling Alley) starting at 7:00 pm. Enter through the west doors parallel to North Broadway and the large meeting room will be the 2nd door to the left inside the building.**

**2018: March 13th; Apr 10th; May 8th.**

**Summer meeting schedule for 2018 will resume on June 12th.**

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## Wayne's Corner....

Clyde Einar Norell, 87, of Rochester, died of cancer on February 4, 2018 at Seasons Hospice in Rochester, MN. His parents, older brother and sister were all born in Sweden, but Clyde was born in Duluth, MN on October 22, 1930. He was proud to be "made in America with Swedish parts."

Clyde graduated from Superior Central High School in Superior, WI in 1949 and joined the U.S. Navy. He flew in a long-range maritime service reconnaissance aircraft, the Lockheed P2V Neptune, as a flight engineer. He flew on deployments out of Whidbey Island, WA and Kodiak, AK to cover the Aleutian Islands, Bering Sea, coast of Russia and the Arctic Circle. Later he flew air cover over Hawaii and Guam. The purpose of the trips was protection of the maritime shipping lanes for supplies to the front lines in Korea.

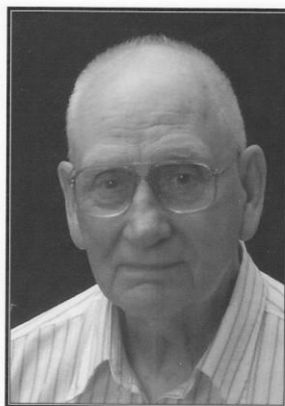
At the end of the war, Clyde left the navy and enrolled in college with the aid of the G.I. Bill. He graduated five years later from what is now University of Wisconsin-Superior with a BS degree with majors in Chemistry, Physics, Mathematics and Secondary Education.

Clyde joined IBM Rochester as a Chemist in 1958 and over a 32-year career he supported engineers in the Materials Laboratory, Manufacturing Engineering and the Development Laboratory working on advanced magnetic recording storage files. He retired in 1991.

Clyde married Susan Jane Schartau on October 17, 1959. They made their home in Rochester, where they raised their two children. Clyde enjoyed traveling with Susan, bowling, golfing, playing cards, fishing, and watching the Minnesota Vikings. He spent many happy years with his family at their cabin on Lake Pepin. Clyde had a lifelong passion for building and flying RC model airplanes. He was currently a member of Marion RC Flyers, the IBM Quarter Century Club, the IBM Retirees Club and various other model airplane clubs.

The family wishes to thank the wonderful caregivers at Mayo Clinic and Seasons Hospice. Donations in memory of Clyde are suggested to Mayo Clinic Study of Aging or to Seasons Hospice.

### *In Loving Memory*



*Clyde E. Norell*  
1930 ~ 2018

Clyde's family honored his request to leave the MRCF a monetary donation. We thank them for their generous gift.

I would like to name our club's June Fun Fly "The Clyde Norell Memorial Fun Fly" in his honor. This will be our club's 20<sup>th</sup> Anniversary Fun Fly as well.

On February 19th I had cataract surgery on my right eye and on March 1<sup>st</sup> the left eye. I can hardly believe how well I can see now. For over 60 years I have been considered legally blind without my glasses or contacts. Now I can go to bed and get up in the morning and see everything. This coming flying season I will concentrate on learning how to fly my planes again.

## **The Student Flight Instruction Program will resume in June 2018**

**Beginner's Night: Wednesday afternoons/evenings. Contact our qualified Flight Instructors for free flight instruction. It is recommended that you make an appointment with Ray Dray or Skip Gram for flight instruction.**

**Call Ray Dray at (cell) 261-0930 or (home) 775-6933.**

**Call Skip Gram at (507) 273-2748**

### **Student Flight Instruction Program**

Student flight instruction is provided free of charge during the flying season, June through September, by one of our qualified flight instructors.

- Please call Ray Dray at 261-0930 (cell) or 775-6933 (home) or Skip Gram at 273-2748 to set up an appointment for flight instruction. They can answer any questions you might have.
- You should read and understand the club rules that are posted online and at the field. If you have any questions have your instructor clarify them during the first flight lesson.  
[http://www.marionrcflyers.org/index.php?option=com\\_content&view=article&id=20&Itemid=16](http://www.marionrcflyers.org/index.php?option=com_content&view=article&id=20&Itemid=16)
- Please call our club instructor to make an appointment for flight training. This will assure that there will be somebody at the field to assist you.
- After completing your lessons you will need to join the AMA and our club to be allowed to fly at our club field. Join the AMA at <https://www.modelaircraft.org/joinrenew.aspx>. To join our club, contact Wayne Brown at 319-4406. Our membership forms can be found in the New Pilot Info link to the left.

The available instructors are listed below:

| Instructor | Phone Number                   | Special Information  |
|------------|--------------------------------|----------------------|
| Ray Dray   | 261-0930 cell<br>775-6933 Home | Airplane Instruction |
| Skip Gram  | 273-2748                       | Airplane Instruction |

- If using your own airplane for flight lessons you should make sure your radio equipment has been charged and the switches are in the off position before you arrive at the field. If you do not own your own airplane you can use the club training aircraft at no charge to you.
- When you arrive at the field ask for your instructor. He will provide direction on where and how to set up the airplane for instruction.
- Pay attention to what your instructor has to say and show you. He will show you proper flying field procedures and etiquette. You can learn by observing how pilots set up and fly their aircraft.
- Relax and take your time. If you feel tired or worn out call it a day and schedule a lesson for another day. When learning to fly it may take more lessons than expected.
- When your instructor says you are ready you will complete a check flight, where you will be asked to do three takeoffs and landings, demonstrate the correct pattern and flying field etiquette. After successful completion you will then be considered a qualified R/C Pilot and allowed to fly solo without an instructor.
- You can request additional lessons at any time. These can include aerobatic maneuvers.

### ***Meeting Minutes from February 13, 2017***

***Call to order:***

***Meeting cancelled***

***Officers present:***

***Members present:***

***Treasurer's Report:***

***Old Business:***

None

***New Business:***

None

***Adjourn:***

## ***For what's it worth!!!***

From Model Airplane News: 10 Tips

### **1: MOTOR-BACKPLATE SLIPPAGE**



Almost all motor prop adapters are smooth; they don't have a knurled finish. This means that when you install a prop and try to tighten the nut, the adapter often slips. Small pieces of 220-grit sandpaper CA'd to the backplate surface will prevent this and secure the prop tightly. This easy fix is well worth the bit of time it takes to do.

### **2: REMOVING COVERING FROM Balsa SHEETING**



Removing covering over balsa sheeting can be tricky. If you cut too deeply, you can compromise the wood's integrity. By placing the blade in the knife handle as shown in the photo, you can easily adjust and control the depth of the cut. To set the blade's depth, use it on a scrap piece of sheeting and make test cuts before you make the actual cuts on the model.

### **3: FAST, EFFICIENT, GLOW-PLUG IGNITER CLEANER**



Oil residue can prevent glow igniters from working properly. If you carry yours in your pocket, even the lint in there can cause your igniter to malfunction. A good way to clean igniters is with alcohol and an old electric toothbrush. A clean tip on the igniter will allow more current to reach the glow-plug element for more reliable starting.

### **4: CONTROL-HORN MOUNT**



Mounting a control horn on a tapered surface makes it difficult to align the screw holes. To keep the control-horn base square to the hinge line, install a few tapered shims. CA the control horn into place, and match-drill the holes with a drill press so that the horn aligns perfectly with the nut plate on the far side.

## 5: CUSTOM TRIM TAPE



When it's time to apply trim tape to your model's canopy (or anywhere else), and you need a special color, paint the tape with Testors Model Master water-soluble paint. It comes in a rainbow of colors, and you don't have to buy a lot of it. It comes in 1-ounce bottles.

## 6: PRESSURE-GAUGE HELPER



When you encounter a leak in an air line or air cylinder in your retract system, there is a handy way to discover where the problem originates. Hook up the retract cylinders and the air-supply tank individually, and then check each component separate from the rest of the retract system; it will be much easier to find the leak.

## 7: SAFE COMPONENT TIE-DOWN



Mounting a plane's electronic components takes some planning. You want them to be secure but not so tight that they absorb engine vibrations. Here, everything has been safely tied down in a neat and orderly fashion. To do this, place the component on a piece of foam, and then tie it in place with a plastic strap. Add a piece of fuel line across the top to help absorb the vibes.



## 8: MAGNIFICENT TRAILER



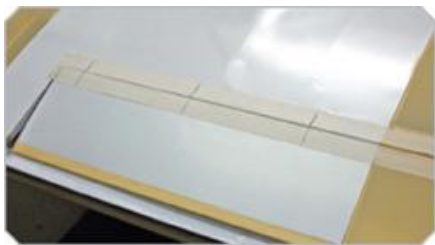
A friend of mine built this unusual trailer to haul his airplanes to the field. He found the rear end of a pickup truck at a junkyard and modified it. The great thing about this trailer is that when he pulls out the bed, all of his airplanes are within easy reach! Somehow, though, the trailer doesn't seem to go with that expensive Hummer pulling it.

## 9: EXTRA WEIGHT



Often, you have to add extra weight to the nose or to the tail of an airplane to achieve the proper center of gravity (CG), and lead seems to be the material of choice for this task. Shower-base liners are made out of lead, and you can cut them into small pieces easily with scissors and then bolt them on. The lead is approximately 1/16 inch thick, and you can cut it to fit almost anywhere. Used and new shower-base liners can be purchased from plumbing-supply houses.

## 10: MARKING HINGE LOCATIONS



When it's time to mark the locations of hinges, you could do it with a ruler and a pen, but there's an easier way, and you won't have to put a single mark on the plane! Lay a strip of masking tape on the leading edge of the control surface and on the trailing edge of the wing. Mark the hinge locations on the tape. When you've finished, remove the tape and apply it to the other control surface. That's it!

BY JERRY SMITH

***Think Spring!***