



FLIGHT LINES

THE MONTHLY NEWSLETTER FOR MEMBERS OF THE SPIRITS OF ST. LOUIS R/C FLYING CLUB

Club Racing August 18

President's Notes:

By Eric Langston

The summer heat is upon us, as I'm sure you have all noticed by now. Please remember to take something cold to drink to the field with you. We do not need any heat related injuries at the field.

If you are unlucky enough to have to go into the corn to look for a plane, please remember it is even hotter and more humid in there. Let someone know that you are in there so they at least can send for help if you don't return in a reasonable amount of time. Please be careful.

Again, thank you to those who participated in this month's meeting. Steve Ramonczuk gave a great demonstration about different ways to link your servos, and push rod types. Jim Rawlings also gave a great presentation about the "math" that goes into designing your own plane. Wing incidence, wing to horizontal stabilizer size proportion, and plane proportion "moments" and the effects that they all have on each other. We also had members bring one plane to show and others to sell. See the pictures on the following pages. Go fly. If it's too hot to fly, go build, or do anything else that's fun.

*Serving you,
Eric*

Meeting Minutes: JULY 11, 2001

By Walt Wilson

President Eric Langston called the meeting to order at 7:03 P.M.

Members signed in: 31 members and one new member applicant were present.

New Member Applicants:

Name Phone Number

James Olvitt 314-727-6886

Darren Deatz N/A

Members present accepted the applicants unanimously.

Secretary's Report: Minutes were accepted as

published in last month's Flight Lines. I want to thank Paul Geders for taking minutes last month.

Treasurer's Report: We still owe the contractor the second half of the payment for the pavilion.

Eric explained that he had been trying to contact the contractor to discuss a price adjustment, considering the five month delay in building the pavilion after we had paid the first half, and the subsequent difficulties in it passing County inspection. With minor structural modifications the pavilion has now been approved. The contractor has not returned his calls. the balance will be paid immediately upon reaching an agreement. The Treasurer's report was accepted as presented.

Field Report: No representative for the Field Chairperson was present. Eric thanked the grass mowing teams for doing a great job. There are enough teams that no one is overworked. Tractor and lawn mower fuel has been moved to the new storage locker.

Safety Report: The Safety Chairman was not present. There were no flying safety issues noted.

Activities Report: Steve Ramonczuk reported that training is available on both Tuesday evenings, from 5:00 P.M. until dusk (or until the mosquitoes carry everyone away) and on Saturday mornings, from 10:00 A.M., until everyone gets tired or the heat kills off the older flyers.

The next Four-Star 40 and Warbirds race will be at Vichy on July 22. That's a Sunday and racing will start at 12:00 Noon.

The next race at our field will be on August 18.

C.D. Eric requested a change from August 11 due to several scheduling conflicts for participants.

Paul Geders made a motion, which was seconded and passed unanimously, to accept the date change.

The Open House event will be on September 29.

FLIGHT LINES

OLD BUSINESS:

Club Credit Card: The bank requires more information about the club. Eric will provide the information and do what is necessary to complete the transaction.

NEW BUSINESS:

A classic Morton M-5 five-cylinder engine was stolen from a garage in Lake St. Louis recently.

A reward is being offered for its recovery. See the ad on page 5. It was noted that collectible engines are frequently advertised on ebay and other internet auction sites. It will be difficult to dispose of, if people are vigilant.

George Cooper is manufacturing a "Corn Horn" buzzer for finding planes lost in the corn or "Rain Forest". He passed a sign-up sheet for anyone who wants one.

Les Richman publically thanked George for flying a full-scale Piper Cub and finding his lost Roadrunner in the corn.



Steve Ramonczuk gave a presentation on the "do's" and "don'ts" of pushrods.

Recommendations included not to use plastic clevises, ball connectors, or nylon or other flexible pushrods. Always use metal, threaded clevises, rigid pushrods and solid, reliable connections.

Meeting Activity: My sincere thanks to Don Fitch and Carolyn Schlueter for folding approximately 175 Spirits tri-fold brochures during the meeting. Joe Naber is moving to Florida and wants to sell all of his big airplanes and easily replaced equipment. He had a Giles 1/4 scale plane at the meeting and sold several items. Various members gave presentations (see photos).



Walt Wilson showed and discussed the Altech EZ Mustang 45 ARF he is reviewing for R/C Modeler. It has a highly detailed, weathered skin that looks very much like aluminum and is powered by an Enya 50 CX. The kit comes with retracts and a retract servo as well as a spinner. The P-51 was not completely finished and had not been flown at meeting time

Westy Westhoff went to the Scale Nationals at Muncie, Indiana, recently. Charlie Baker and Spirits member, Bob Underwood, both from the St. Louis Area, competed.



Jim Rawlings gave a presentation on aerodynamics, ideal proportions, airfoils and various aspects of design. Many questions were asked and an extensive discussion developed. This kind of discussion answers questions and provokes thought on a variety of R/C subjects.

Meeting Was Adjourned at 8:45 P.M.

Spirits Entertain Cub Scouts

by Walt Wilson

On June 23, 2001 the Spirits entertained Cub Pack 593 from Rossman School in Town and Country by flying demonstration flights while Les Richman, who organized the event, explained what was going on. Members brought eighteen planes of most types to display and fly. Paul Geders put on a violent aerobic show with his .25 VFDF-powered Little Stik while everyone watched with awe. Lee and Tim Volmert staged a mock pylon race and George Cooper, along with Mark Been, Steve Ramonczuk, Frank and Anna Nolle and Steve Purdy, flew. Mark Been showed very impressive, low-level, knife-edge and inverted flight

Lee and Tim Volmert staged a mock pylon race (they were really trying to beat each other, Tim was quicker). George Cooper flew his modified Sig Four-Star 60 and the Nolles flew an Advance 40 in a training demo.



Les Richman explains various points about R/C flying while Cub Scout Pack 593 and Scout Leaders look on. He also described maneuvers performed by Paul Geders and other flyers. The Spirits do much to promote the hobby to young people who may be the R/C flyers of tomorrow. Time came for the first Cub to fly. Les' big Roadrunner was fired up after some technical difficulties and Steve Ramonczuk took it off. The Cub was on a buddy box and put the plane through some wild gyrations, always saved by Steve at the last moment.



Tim and Lee Volmert prepare to put on a mock pylon race for the Cub Scouts. Both have Four-Star 40's with spec Super Tigre GS .40's.



Steve Ramonczuk, Les Richman and Bob Underwood work out a technical problem with the Super Tigre 3000 that powered Les' eight-foot span Roadrunner. This bird was to be used for hands-on flying by several of the Cub Scouts, but met an untimely end on the first flight.

FLIGHT LINES



Mark Been fuels up one of the eighteen planes present to demonstrate R/C flight to the Cub Scouts. Dad Mel looks on.



Gene Jones displays his G-Shark ARC. It's built in Mexico and powered by a German Wankel displacing 2.2 cubic inches and spinning a 20-8-14 prop. Weight is 25 to 30 pounds.



Les Richman helps with the sticks and Steve Ramonczuk mans the buddy box while a Cub Scout takes his first flight.

. After a few minutes flight, the Roadrunner became unresponsive and dove straight into the north corn field, from altitude, at full throttle. A search party, complete with radios and spotters, went into the corn. After an extensive search, they were unable to find the remains.

Other people flew some more demonstration flights and the Cubs went home with wild tales to tell their friends



Claud Wade holds his scratch-built variation on a Moonraker. It's powered by a Fox .50.

GSLMA MINUTES: JULY 2, 2001 MEETING

By Pat Keebey

No Quorum. No official meeting was held for lack of a quorum.

Treasurers Report: Field Fund: \$2673.30

Field Report:

A. Entrance to Buder Park expanding for bicycle path.

FLIGHT LINES

B. The purchase of grass and weed killer for grass on runway. Old Business:

A. GSLMA is no longer incorporated. Pete George will check into re-establishing the organization as a corporation.

B. Mall Show: Chesterfield Mall has been contacted and we are waiting for a response. A winter date will be requested.

C. A new sign for Buder is being put up. It says "You must have a Buder Park Permit to fly at this facility".

D. Frisbee Contest July 28 and 29. The entire park will be closed for this event.

E. Oct 2, 2001, the Thermaleers will sponsor a Free Flight Contest. The park will be closed to R/C activity.

F. Buder Park will be closed to all flying activities August 10, 11, and 12. They may also close the park on August 9 and 13 for set-up and take-down.

New Business:

A. The bulletin board will be redesigned. Too much clutter.

B. Buder Park is run by the Park Rules and AMA Rules. No engines should be started inside the pavilion. This applies to helicopter and airplanes. Helicopters should take off at the opposite end of non-active runway. If you are not hovering, you must fly pattern with the fixed wing aircraft.

Next GSLMA Meeting will be August 1, 2001. The time is 8:00 P.M. to 9:00 P.M. The meetings are open to the public.

\$50.00 REWARD

A reward is being offered for the return of a Morton M5 five-cylinder, four-stroke radial engine that was stolen at Lake St. Louis recently. It is serial number 1428, has spark ignition and has a three-blade metal propeller. If you see it, or someone tries to sell it to you, contact Duane C. Seymour at: 636-625-1039.

Wanted

We have started doing presentations of various technical items at Spirits' meetings. This makes the meetings informative and much more interesting. We need some more experienced builders to make presentations and discuss building techniques and details. If you have something you think would be interesting and you are willing to talk about at a meeting, call

Bob Rolf at 636-240-0039, or e-mail him at: bobrlf@aol.com.



Jerry Quist holds his scratch-built profile plane. The engine is an O.S. .32.



Former Spirits' President, Al Poole, visited recently and flew his Four-Star 120. It's powered by a Magnum 120 Four-Stroke and has an interesting radio setup consisting of a Futaba transmitter, Hitec receiver and Cirrus servos. It works! The big bird flies majestically.

FLIGHT LINES

Airplane Trailer For Sale

This special-built trailer will hold a seven (7) foot wingspan plane, plus wings and field box. It's fully padded, lined with rug material and has tie-downs. It's licensed, inspected and titled. It includes lights, U-Haul plug, fits a 1-7/8 inch ball and has a spare wheel and tire.

This is the trailer Nobel Heider once used. I'll take \$350.00 for it.

Call Les Richman at 314-434-8080
or e-mail at: citabria77@aol.com.

The Last Word

By Walt Wilson

If you are interested in great model building, you have to look at this web site! It's all Tether Race Cars, but it's fantastic!

www.edsracecars.com.

We have a couple of problems that need attention! At this writing, there are two planes lost that I know of, one in the corn field and one in the "Rain Forest". We need to devise a way to find planes in the corn and deep woods without searches that may become life-threatening to the participants. Normally, a walk in the corn is no problem for young to middle aged, healthy people. It can be life-threatening for a senior citizen or someone with a heart condition, asthma, or serious allergies. Many of our members fall into that category. Besides that, it's very frustrating to know it's there, and not be able to find it, even though you may be within a few feet of it. I know! I've crashed in corn at our previous fields. Large numbers of searchers tramping through the corn will eventually lead to bad relations with the farmer and possibly with our landlord. I wouldn't expect anyone to go tramping through the "Rain Forest" at this time of year, because of poison ivy, snakes, ticks and who knows what else. If you crash in there, good luck!

George Cooper makes a "Corn Horn" buzzer that is activated when the receiver is on and the transmitter is off. This can be a great help if there are no distracting sounds and the buzzer circuit isn't damaged in the crash. You can just turn off your transmitter and listen. If you're in

the neighborhood, you should be able to hear it.

I don't know how far the sound carries through dense woods or corn fields, but I bought a couple for my "frequent flyers". He's selling them as fast as he can make them!

Joe Hodge is modifying a Sig Senior Kadet to carry a video camera. Besides the fun of taking pictures from the air, the idea is to fly over the cornfield and search with a camera. I don't know the whole plan, but it has possibilities.

Good luck with it Joe!

George Cooper enlisted a friend who has a Piper Cub to fly low and slow over the corn field recently and they found Les Richman's Roadrunner. George brought the remains out of the cornfield in a trash bag, so you can imagine it's condition. Great job George! Claud Wade's smaller plane wasn't visible in the corn field from the air and my Stik could be anywhere, since the Missouri came up into the "Rain Forest" recently.

There's been some discussion about getting bicycle flags for searchers to carry while in the corn. This will enable spotters to see where the searchers are more clearly.

Do any of you have any ideas how to find planes without damaging the farmer's crops or endangering lives, if you can't fly over the site? I've heard some grumbling about the trees on the west approach to our runway. Most reasonably good flyers can judge the distance and make an approach on our side of the levee.

The nearest trees are at least 400 feet beyond the end of the runway. Less experienced flyers, or someone with a plane that needs an inordinately long approach or laborious takeoff distance, may find the trees unnerving. I would like to see the whole area cleared. Short of that, clearing the closer trees in line with, and 50 to 100 feet on each side of the runway would be very beneficial. It would even aid lining up with the runway on approach. I thought I heard last winter that our landlord was going to have some of them removed. Maybe we could open discussions to help make it happen?

Gotta go build!

FLIGHT LINES

FLIGHT LINES is the Spirits of St. Louis R/C Flying Club newsletter and is published on a monthly basis. Club members may submit personal classified ads for inclusion in the newsletter free of charge. Businesses wishing to advertise in the newsletter should contact the editor or an officer of the club for details.

Newsletter Editor:

Walt Wilson
3000 Persimmon Dr.
St. Charles, MO 63301-0131
(636)-946-6167
e-mail: rallyo@home.com

Newsletter submissions must be in by the Monday following the club meeting in order to make publishing deadlines. The preferred format for article submission is via e-mail. I have Macintosh and PC computers and use QuarkXpress and Microsoft Word, so send the copy as the e-mail message (not an enclosure) to avoid cross-platform or incompatible software problems if you don't have the same equipment and software. Typed or clearly written copy on paper or, a Word or Word for Windows file on a

3.5 inch 1.44MB floppy disk are acceptable if you don't have access to the internet. Photos are welcome and may be in the form of glossy prints or, if scanned or digital, in jpeg, gif or tif format.

General Membership meetings are held the second Wednesday of each month at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd. (1/4 mi. south of St. Charles Rock Road) at 7:00 P.M.

Membership information can be obtained from:

Bill Lindewirth
1046 Pinecone Trail Drive
Florissant, MO 63031
Phone number (314) 839-0282
e-mail: MrBillSTL@aol.com

Flying Field: Our field is located on Amrein Road, off Greens Bottom Road in St. Charles County. It's open for flying from 9:00 A.M. to dusk. Flight training is available on Tuesday evenings and Saturday mornings.