



FLIGHT LINES

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

GUM BALL FLY-IN JUNE 22

President's Notes:

By Steve Cross

With all the rain we've been having, I guess everyone has retrofitted their planes with floats! George has (see picture inside), and since he's our field committee chairman, maybe he knows something we don't. Somebody told me he was building a great big boat, but I haven't confirmed that yet! Actually, even though there is a ton of water around us, our field is in very good shape. A few puddles here and there (some bigger than others), but nothing we can't live (or fly) with.

Believe it or not, it's May already and our first race event, on May 25th, is only two weeks away. Paul Geders is the CD for this event and I'm sure he would love to have more participants and certainly more workers. Please let Paul know if you want to race or if you can help out as a worker. Here's your chance to win a nice plaque as a racer, or possibly win a new Four-Star-40 kit for helping out.

We had a bit of vandalism recently. Someone decided to take our Kubota tractor and do some joy riding with it. No real damage done, just a lot of mud on it, but we were lucky it wasn't worse. George has taken steps to try and eliminate something like this from happening in the future, but if any of you see or hear anything suspicious regarding our field, or the equipment in the barn, please notify a Board Member immediately. We've alerted the land-owner to be on the watch, but we need your eyes and ears also.

Finally, welcome again to all the new members of our club. We are growing steadily (we have 119 members now) and look forward to your participation in our club. Don't forget that Steve Ramonczuk (our Chief Flight Instructor) and many others are there to help you learn to fly. Just ask. We have buddy boxes available when needed.

*See you at the field.
Steve Cross*

Meeting Minutes: May 8, 2002

By Walt Wilson

The meeting was called to order at 7:00 P.M. by President Steve Cross.

Members signed in: 27 members and one applicant.

Secretary's Report: The April minutes were accepted as published in the May Flight Lines.

Treasurer's Report: The Treasurer's report was accepted as presented.

Field Report: George Cooper read the Field Report as published, starting on page three. The Field Maintenance crews were given a round of applause for improvements on the field. If weather keeps your mowing crew from completing their job, please see to it that the grass is mowed at the first opportunity. **Plane Restraints:** George Cooper has built a number of "Y" shaped restraints for planes that work in conjunction with the sockets installed at the field. He will sell them for \$6.00 each.

Safety Report: The Safety Chairman was not present. No safety issues were presented.

Activities Report:

Four-Star 40 and Warbirds race: Paul Geders will be C.D. for a Four-Star 40 and Warbirds race on May 25.

Gum Ball Fly-In: Frank Nolle is the Contest Director for the Gum Ball Fly-In on June 22. See the Contest and Events schedule on the Spirits' web site at: www.spiritsofstl.com.

Boy Scouts Flight Training Day: Les Richman is Event Director for our introduction to R/C flying for the Cub Scouts on June 29, at 11:00 A.M. Trainers and instructors are

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needed. Spirits are encouraged to bring planes for demonstration flights or display.

New Member: Vic Bunze, who was accepted at the December meeting, joined the Spirits at the May meeting.

OLD BUSINESS:

Insurance: Treasurer Les Richman noted that except for the pavilion, he was withholding payment of the club's insurance bill pending a go-ahead from President Steve Cross. Steve is seeking competitive bids.

NEW BUSINESS:

Buddy Boxes: Buddy boxes are available for use by members in helping each other to improve their skills. Contact any Board Member for information.



George Cooper brought his Sig Four-Star 60 equipped with floats built from Balsa U.S.A. plans. The O.S. .61 FX makes it fairly leap into the air after a very short run on the water.



Steve Cross talks about his Sig Four-Star 40. George Cooper built it for him and Steve Ramonczuk made the maiden flight. It's ready to race!



Steve Cross shows his Royal "Little Stinker" Pitts Special. It's modeled after the one flown by Betty Skelton in many air shows. Jim Rawlings built it and says many modifications were necessary to make a working R/C model. The kit is not recommended! It's powered by an O.S. .90 FS and is covered with Ultracote.



Newcomer Harold Mantz asks advice about a "Sportster", scratch built by a member of another club, before buying it.

Meeting Activity: There was an extensive discussion regarding after-run oils. Marvel Mystery Pneumatic Tool Oil is favored by some because it prevents accumulation of moisture. Automatic transmission oil, Shaler's Rislone and Hoppe's No. 9 Gun Oil are also favorites. (Continued on the next Page)

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Claud Wade brought his scratch-built Vultee BT-13 "Vibrator". He requested and received drawings from the U.S. Air Force Museum at Wright Patterson Field. It has a Fox .50 for power.



Paul Geders discussed his scratch-built "Predator". He designed it about three years ago to show all the ways flyers could deviate from the intent of the racing rules existing at that time. It has the wheels buried in inverted gull wings along with several other trick features. It turned 134 mph with a Rossi .40 at that time. Now it's powered by an O.S. .25 VF DF for sport flying.

Meeting Activity (Continued from the previous page)

Vegetable based oils, such as 3-In One, are said to gum up over long periods of storage, though not everyone has had that experience. The tank should be drained and any remaining fuel should always be run out of the engine at the end of the day's flying. Even though it's an excellent lubricant, castor oil based fuels should never be left in an engine, as it will gum up over a period of time.

Members brought five planes for show and discussion. See the photos for details.

Attendance Prize: Carolyn Schlueter won the attendance prize of a gallon of fuel.

The meeting was adjourned at 8:45 P.M.

MAY FIELD REPORT

By George Cooper, Field Chairman

The mowing season started with a rainy Saturday, April 20, so the team couldn't mow.

Pat Keebey, Bob Abt and I finally got it mowed on Monday and it was tall and tough. The next Saturday, more rain! Greg Pugh and his team couldn't mow, but all came out Monday after work and did a great job, got it all mowed and trimmed up and it looked really nice. Thanks to Greg, Steve Cross, Mike Roederer and Eric Riggs for the extra effort. We got excellent germination on the seed we planted in March and the field is filling in with new grass and looking good.

The flag was fraying badly so I took it home and my wife hemmed it. If it looks a little short, it is. She had to cut about 6 inches off to get rid of the fray, but it looks OK and should last quite awhile yet.

Les Richman and Joe Hodge came out and looked at the MTD tractor which is not working very well.

Joe volunteered to try to repair it, as he has one like it, so I trailered it to his house on May 1.

He will look at it when he has time, but I am not very optimistic that it can ever be made into a smooth running mower and am reluctant to put much money into it.

We are depending on the LawnBoy now to mow the pits and some of the grassy infield area.

The Super C Farmall tractor has a stripped ring gear on the flywheel and barely starts. After mowing with it last Saturday, Frank Nolle and I pulled it up to Brinker's to be repaired, using

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John Ostmann's trailer with his permission and Frank's truck. The trailer wiring had to be repaired and the tires pumped up, but it served the purpose and saved us \$150 in transportation costs by Brinker. Thanks to Frank for his truck and assistance. Bob Rolf and I plan to go pick it up using Ostmann's trailer late this week to have it ready for the Saturday mowing session. The repair bill will be in the \$300 to \$400 range, or more if the clutch needs repair while they are in there. I plan to get Mr. Ostmann a 30-pack of his favorite beverage to show our appreciation. I sprayed all the weeds in the parking lot and road and around the trees, benches and posts.

They are all dying now and it has cut the weed-eating down to a very small job, mainly at the entrance and around the culverts. The mowers can get up close enough to mow without trimming. We finally got it mowed around all the water holes.

I want to give a special thanks to Chris Reed.

One of my mowing team didn't show up. Chris appeared early in the morning, jumped out of his truck and onto the LawnBoy and mowed all the pit and infield area. He just thought we might need some help - we need more people like Chris! Guys, three other people are depending on you to mow on your day. If you fail to appear, it puts 25% more work on them and will delay opening the field for Saturday flying, making the flyers unhappy. Mark your calendar and BE THERE!

George Cooper, Field Chairman

At the field...



Ralph Amelung with a Lanier Extra 300S he bought at the recent 'Swap Meet'. It has a Super Tigre 3000 up front and Ralph says it's downright scary to start!



Darwin Gardner with his Hobbico Superstar ARF. This was the first time out after rebuilding it from an unscheduled landing. It has O.S. .46 LA power.



Ya wanna drag? Eric Riggs takes his turn cutting and grooming the grass. Eric is one of 28 members who make up seven teams of grass cutters.

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Andrew Gardner shows his Sig LT-40 ARF. It has a Super Tigre GS .40 up front and flies very well.



Mike Lindsey starts one of his "Ultimate Bipes".



Members of the work party on April 23 discuss their next activity. The area around the runway was filled and smoothed to make a painless transition when planes make unplanned excursions into the grass. Grass was planted on the filled areas as well as wherever else it was needed.



Walt Wilson's EZ Altech P-51 starts a takeoff run. This plane is on the cover and Walt's kit review is in the June 2002 issue of RC Modeler magazine.



Craig Finks' Great Planes Stuka. Craig flew it for the first time immediately after this photo was taken. It's a great flyer!



A great looking Pitts Special ARF is being prepared for flight. Gene didn't say whose it was!

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For Sale

O.S. .40 LA engine, less than two hours running time: \$40.00

Duraplane, complete and assembled: \$20.00

Airtronics Vanguard receiver, 4ch.: \$25.00

Airtronics Radiant receiver, 6ch.: \$40.00

Complete Hobby Station, on wheels, custom made: \$30.00

Great Planes Real flight Simulator II complete with box and instructions: \$100.00

Miscellaneous everything:

Great starter kit for beginners!

Please call after 6:00 P.M.

Alan J. Baudler, 314-576-2652

The Last Word

By Walt Wilson

It seems like there's a conspiracy against me!

Every time I plan to go fly, either it rains, there's a 20 mph crosswind, or the allergy index is off the scale! The field is the best we've ever had and I've flown at all four the Spirits have possessed through the years. We do have a crosswind a lot of the time, but most flyers can deal with that. Some planes, like my little Waco, don't like crosswinds and can get difficult on takeoffs. Wouldn't it be nice to have your own 600 foot square piece of asphalt and take off or land in any direction the wind dictates? Dream on.

It seems our calendar is getting filled with flying activities! The Wright Flyers, the Boeing Phantom Flyers and our club are all having Fly-Ins open to other clubs during the upcoming season. That's great! The clubs who limit field access to only their own members and don't welcome guests are the big losers. They don't know what they're missing. When flyers from multiple clubs intermix, everyone has the opportunity to learn something. There are good

builders and flyers in most clubs, but there's always someone who does something better.

You never know about it unless you see it. Our 'Open House' in September is a great event to learn and be amazed by what other people can do with their planes. The Swap Meets are another place to see other people's work, good or bad.

We're also having three races this year. Races are always fun, either as a worker or competitor.

It's interesting to see the Warbirds that people come up with. We've had new and innovative Warbirds every year. They don't always work out well, but it's fun trying. Today's trend is toward ARF's, and that's fine. Scale judging was dropped as a scoring consideration a few years ago, so why not use an ARF? There are some great ones available now.

The Four-Star 40's are easy to build and very competitive. There are some speed secrets, but the main thing is to stay on course and finish, with no cuts. If you can do that in every heat, you won't be far down the list when prizes are distributed.

If you don't want to compete, for some reason, work the events! The competitors are grateful and you're a part of the action. Whatever you do, take part in your club's activities. That's what it's all about.

Attendance at meetings is another way to get your money's worth out of belonging to the Spirits. We've had a steady flow of new, and not so new, airplanes and innovations shown at the meetings and that's great. There too, we can learn from each other. Nobody knows it all.

We've had discussions about hardware, aircraft design, making canopies, engine cleaning and after-run oils this year so far. We've had a lot of laughs too. If you don't go, you'll never know!

Gotta go build!

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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.

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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. Photo credits will be given.

General Membership meetings are on 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
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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.