



FLIGHT LINES

The Monthly Newsmagazine of The Spirits of St. Louis R/C Flying Club, Inc.

“SHOW ‘N TELL” COMING APRIL 22

Hundreds Enjoy 2006 Expo And Swap Meet

PREZ SEZ:

By Bill Lindewirth

I would like to express my sincere thanks to Pat and Donna Keebey, Mark Livesey and Duane Youngman for helping to organize and coordinate this year's "R/C Exposition & Swap Meet" with the Boeing "Phantom Flyers Club", as well as to all our other members who helped with set up, concession stand and clean up. Unfortunately this year's event was not as successful as previous years. A decision will be made within the next few months to determine the status of next year's event.

By the time you read this, the installation of electricity at our field will have begun. Until this project is completed, please use extra caution while visiting our field.

For those of you who like to watch jets, rumor has it that this year's "Superman Jet Rally" which is normally held in Metropolis, IL, is moving to Cape Girardeau, MO. I will keep you updated!

Hope to see you there!

MEETING MINUTES, MARCH 8, 2006:

By Walt Wilson

Meeting was called to order at 7:02 P.M. by President Bill Lindewirth. 25 members and one guest were present.

Secretary's Report: Bob Underwood noted that some of the specifications given for the Spectrum radio by Don Fitch, in his discussion last month, were incorrect. The Spectrum radio has 80 channels, but uses two at a time, so in effect, has only 40 available. The radio also has an effective range of 2000 feet, not the 1200 specified. If there are any questions on this radio, call Bob for clarification. Otherwise, the minutes were accepted as printed in the March issue of Flight Lines.

Damaged Newsletters:

By Walt Wilson

Lee Volmert brought a shredded cover page for last month's newsletter to the meeting. He says he has had more than one arrive in that condition. Post Office mail-handling equipment evidently does the dirty deed! Mailing the newsletter in an envelope or having it printed on heavier stock would increase printing and/or postage costs. I'll try taping them differently next month. If you receive a torn-

up newsletter, or none at all by a week before the scheduled meeting, call me at 636-946-6167 and I'll send you another. I always have a few extra printed.

Treasurer's Report: Accepted as presented.

Field Report: Pat Keebey reported that he bought a new flag. The PVC stops for the gate will be replaced with metal pipes mounted in concrete. The Kabota tractor needs to be started to assure it's ready to use when the time comes. Bill Lindewirth passed around a sign-up sheet for helpers to do the trenching when we start installing electricity. He hopes to start work around the first of April and have the job completed by the first race in May.



Greg Pugh was given his Spirits' Award of Appreciation for his and his family's work doing concessions for various events. Greg wasn't present when the other members' awards were presented in February.

Safety Report: There is a clarification to the AMA Safety Code on page 10 of the April issue of Model Aviation. We are in full compliance.

New Members: The following new member introduced himself at the meeting:

Name	Phone
Doug Jackson	636-828-5677

Members unanimously accepted the new applicant.

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OLD BUSINESS:

Swap Meet: The St. Peters Health Department has dictated that we can't sell hamburgers and other food prepared on the spot and handled by workers. We will be selling Landshire sandwiches that are frozen, packaged, and then microwaved. Chili dogs and other packaged foods will also be available. Large coolers and dry ice will be needed for keeping the foods frozen. A volunteer list was circulated at the meeting. Help is needed on Friday night for set-up and after the show for tear-down. Help is also needed in the concession stand throughout the day.

Show and Tell: Entries and reservations are beginning to come in. The rules are on page five and a reservation/entry form is on page nine. Judges have been recruited and everything is falling into place. The deadline for reservations and entries is April 12. If you need directions or have any questions, call Pat Keebey at: 636-928-3918 or Walt Wilson at: 636-946-6167.

Electricity at the Field: Bill Lindewirth and most of the Board Of Directors met with the contractor and discussed the installation. There will be outlets in the pit area and at the pilots' station, as well as in the pavilion. Work will start around the first of April.

Meeting Attendance Prize: Jerry Quist won the \$10.00 gift card donated by Mark Twain Hobbies.

NEW BUSINESS:

Gold Leader Club: Walt Wilson presented the requirements for our club to attain the status of an AMA "Gold Leader Club". We already meet the standards for "Leader

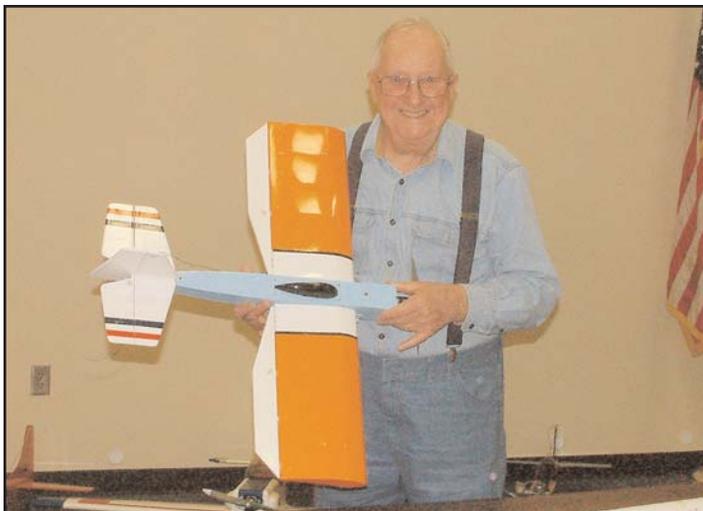


David Oswald built this Evolution .46-powered Four-Star 40. This was his first attempt at using iron-on covering (Ultrakote) and it looks great!



WALT WILSON PHOTOS

Pat Keebey recently completed this Cap 21 from an ARC kit. It's powered by a Kraft .61 (That goes back a while) and is finished with K&B Superpoxy that is about ten-years-old. Superpoxy is no longer manufactured and Pat is in need of some thinner, if anyone has some.



Jack Owens scaled down plans for a Dazzler and scratch-built this 60% version for electric power. It has a Himax "outrunner" motor and 3-cell LiPo battery. It weighs 22 ounces and the wing loading is 13.4 ounces per square foot. It flies great and will do anything the full-size gas-powered Dazzler will do!

Club" and can go all the way to Gold by adopting a school and donating a subscription to Model Aviation each year. We also are required to put on a charity event each year with the proceeds going to a charity of our choice. After some discussion, it was decided to "adopt" Fort Zumwalt South High School, where we have the Swap Meet, and donate the subscription to their library.

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We will charge a \$1.00 parking fee at the Open House, with proceeds to go to the "Make a Wish Foundation" for seriously ill children. Walt will do the paperwork and take necessary steps to meet the other requirements. Members will receive pins and a Plaque will be awarded to the club to be mounted at the field. The Spirits will also be listed in Model Aviation as having attained "Gold Leader Club" status.

The Business portion of the meeting was adjourned at 8:55 P.M.



Bill Lindewirth just completed this AKM P-51 ARF. It has retractors and is powered by a Rossi .40. Bill had to do a lot of work tightening the wrinkled covering and also had problems with parts breaking off while he worked on it. He had to replace most of the hardware and reinforce the airframe in places. He improved the appearance by doing some painting, adding invasion stripes and home-made decals.



Lee Volmert rolls the field in preparation for the year's flying season.

Meeting Activities: Four members brought their latest planes for all to admire. See the photos and captions for details.

Field Report

By Patrick G. Keebey

The field is in reasonably good condition with a few exceptions. The American Flag is beginning to show wear. I will put up a new flag by April 1, 2006. The posts at the gate, that block the gates from swinging out toward the road, are temporary and will be replaced with steel posts in cement. The parking lot post will be painted this Spring by April 30 as that will end my tenure as Field Chairman. The area between the blacktop pit area and the parking lot at the center walk way are void of grass. These areas have become mud holes and need to have some fill dirt and grass seed on them this Spring. If anyone has a better suggestion for these muddy areas, please bring it to the April meeting. Be safe and enjoy the activities of model aviation.

Show 'N Tell

By Patrick G. Keebey

This year's Show 'N Tell has the potential of being one of the club's highlights. It encourages creative model construction and pride in a well-built model. With the advent of RTC and ARF, the art of building is taking a backseat. With this revolution in modeling, many new members do not have the skills to assemble and repair these models when they are damaged. This club event gives members a stage on which to display their building and artistic skills. It is also a wonderful opportunity to meet the families of members that you enjoy flying with at the field. It is an event that every member can participate in since you do not have to display an aircraft. Come join your friends and enjoy visiting and see what your fellow club members have created. It may give you some new techniques and ideas in finishing your project that's on the building board. Send your reservations to Walt today! The information is on page five and entry form is on page nine of this Newsletter.

Dorothy II Trainer is Available From Polk's Hobbies

By Bob Gizzie

The Dorothy II Trainer ARF discussed in last month's Flight Lines is available from Polk's Hobbies for \$50.00 plus shipping! This is a temporary sale price. It has a 72 inch wing span and the recommended engine size is .40-.48. It's a big beautiful plane that is easy to fly and makes an excellent beginner's plane. It comes complete with all push rods, fuel tank and wheels. Requires a 4-channel radio. Sale Pricing is now in effect!

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This is a great plane and flies just like a Sig Kadet Senior. Here is a link to Polks Hobby web site: <http://www.polkshobby.com/index1.html> Click on "Catalog /Order" and then "RC Catalog". Also, they have a very interesting 8-channel radio system, the Tracker 3. You can have it for \$200.00. Ralph Amellung, 636-939-3331, has one of these planes for sale!

Cleaning ARF Planes After Flying

By Mark Livesay

Question: I have a VMAR ARF model aircraft. What should I be aware of when cleaning it after flying?

Answer: I have a couple of general suggestions here and a few DO NOT DO caveats. See below for more details. I recommend *Fantastic* household cleaner and you can dilute it 50/50 with water. Always test any cleaner on a small, out of view, area first. Avoid overspray on plastics. Spray cleaner lightly (do NOT flood) and wipe away cleaner, dirt and oil with disposable towels as soon as possible after spraying. Do NOT-NOT-NOT-NOT use SIMPLE GREEN, 409 or similar materials to clean a model airplane.

Beginners' Corner:

Antenna Length Really Matters!

By George Cooper

During the first three initial flights of my new P-51, I noticed some occasional glitching of the ailerons and throttle. They seemed to occur on flights near the runway in one direction

and at about the same place every time. Before flight I had run a range check with the transmitter antenna down and it was "satisfactory", but I did notice that I got glitches at about 60 feet out. I am used to being able to walk way out, maybe over 100 feet, without any glitches. I had a Futaba R127DF receiver that I had bought from a fellow club member last summer in the plane and had previously checked it for operation on the bench.

I decided, after the flights, to change the receiver to see if that eliminated the flight glitches. When I installed the new receiver, the antenna extended out the back of the plane by several inches, while the one I removed barely cleared the tail post. There was over 10 inches missing from the flight receiver! I noticed it not reaching past the tail during installation, but thought it was due to being a big airplane and mistakenly accepted it.

In researching how long the antenna should be, (I found they are 39.75 inches) I ran across a couple of good web sites. The first, <http://www.crompton.com/wa3dsp/ham-radio/antcalc.html> gives an antenna length calculation by plugging in the frequency you want. We use one quarter

wave antennas and for my channel (57) it came out 38.5 inches, slightly shorter than factory, as I am near the top end of the RC channels.

I also ran across this web site: <http://www.rc-am.com> under Special Projects on R/C Antenna Experiments in which he ran a very complete test on a receiver using various lengths and styles of receiver antennas to determine the effect of various lengths on received signals. He used very good radio engineering techniques, explained the whole test and tabulated the results, which are quite surprising. It is worth reading.

For those not on the web, the results show that while the 39.75 inch length does not give the maximum received signal strength, it is a good compromise between length and signal strength. Increasing the length increases the strength with a peak at 62 inches. Above that it falls off. The thing to note is that below that 39.75 inch length the signal strength falls off rapidly. My 10 inch shorter antenna was easily down to one half received signal. Longer antennas, if left trailing out the back, would give increased signal, but probably would not if folded or stuffed inside the plane. Cutting the antenna to the exact quarter wave length for your channel is probably not worth the bother in increasing signal strength. Making it longer than standard would be more beneficial. I usually take my antennas out the tail, run them up the vertical stabilizer and tie them off at the top. This is not as good as having the full length stretched out, but keeps them from dragging and eventually breaking off resulting in one, like mine, being 10 inches short and giving a very bad received signal. I run my antennas inside the fuselage on all planes and if that causes a decreased signal I have never noticed it. I can fly them all at full visual range.

Tests on the antenna being wound around a soda straw, to fit inside small airplanes, showed this is definitely not the way to go. The received signal fell off dramatically, as it also did when just wadded up inside the plane. Tests on the small base loaded whip antennas also gave poor results compared to long wire antennas; probably acceptable for small electrics, but not for glow planes. The small receivers for electric park flyers usually come with 19 inch antennas. This severely limited the received signal, but is by design and more convenient as long range is not needed. Increasing the length to 40 inches greatly increased their received signal.

I attribute my glitches occurring at the same spot to being perhaps a null point in the transmitter signal or reflections from something causing a null. With a full antenna and increased received signal I probably would not have seen it at all.

My conclusion is that with antennas, as also in sizing propellers, "keep them as long as you can, for as long as you can". The efficiency of both is increased.

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Spirits of St. Louis R/C Flying Club, Inc.

Show 'N Tell

Saturday: April 22nd 2006

6:30 pm - 10:30 pm



Purpose: A catered dinner social for the purpose of displaying models built by Spirits' members.



QUALIFICATIONS:

1. Limited to R/C aircraft.
2. Builder of the Model Rule applies to all entries.
3. ARF's must be assembled by member entering event.
4. Model may not be entered in more than one category.
5. Models must be complete and ready for flight. All engines, propellers, and external linkage must be installed.
6. Limit of one model per category with a maximum of two (2) entries in the event.



CATEGORIES FOR MODELS DISPLAYED:

SCALE - Scale entries will be any aircraft that has been manufactured as a full scale aircraft. Judging will be based on accuracy of outline, craftsmanship, and finish (color and markings). A minimum of a 3-view is required.

OPEN - May be any type of aircraft other than scale.

NOVICE - Any type aircraft may be entered. Must be the modelers first building project.

ARF - Almost Ready to Fly models. Only one award will be made in this category.



JUDGING: Scale, Open, and Novice will be awarded 1st, 2nd, and 3rd Places.

ARF category will only receive one award.

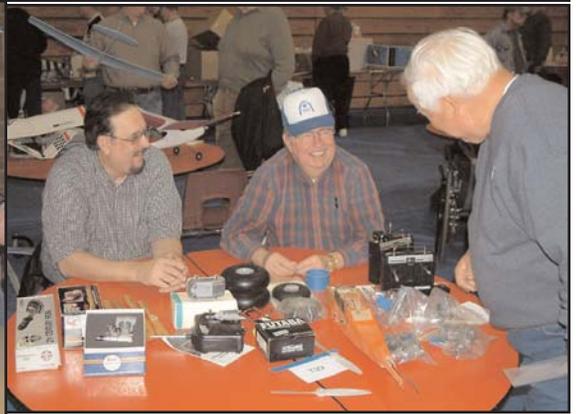
Best of Show, and Best Finish will each receive an Award.

Show 'N Tell 2006 Participation Certificates will be given to each member entering Show 'N Tell.



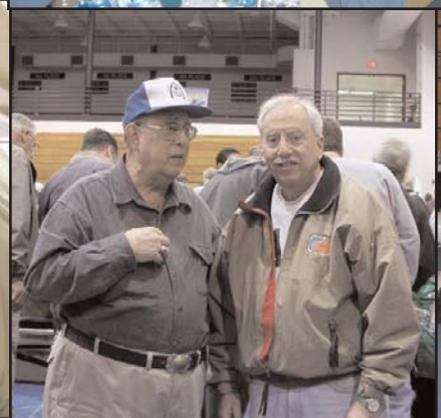
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2006 Expo/Swap Meet pictures



FLIGHT LINES

Still More Expo/Swap Meet Pictures



FLIGHT LINES

At The Field....



George Cooper with his new AK-Models 60 - size P51 Mustang ARF. First flight was Tuesday, February 28, 2006. It flew great. Mechanical retracts worked the first time with no problems. Magnum .91 4 stroke, Futaba radio with five Servos and one retract servo. This plane is a Hanger 9 look-alike!



BOB GIZZIE PHOTO (LEFT)

Glen Gerkin gets ready to fly his Sig Kadet Senior. The O.S. LA .40 pulls it very nicely..



WALT WILSON PHOTOS

Mark Livesay gets ready to start the O.S. .40 FSR in his Right Flyer 40T ARF.



Paul Ayers checks controls on his Super Tigre GS .40-powered Goldberg Eagle II prior to takeoff. He built it from a BIY kit.



Frank West regularly flies his Hobbico Nexstar ARF with an O.S. .46 FX. It has a few battle scars, but keeps on flying!

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How to Install a Piston Ring

By Paul Geders

I have just added a link under "Collection of Interesting Things" on our web-site on how to install a piston ring. I hope this helps if you are putting new life in a well used engine. Here is the direct path on the Internet to the link I used:

<http://www.mecoa.com/faq/rings/install/install.htm>

For Sale: Hangar 9 Arrow 40, semi-symmetrical trainer



RTF, complete with engine, radio system and batteries. \$200.00 or just the Aircraft, with no radio, engine, or batteries, \$80.00. Contact Bob Gizzie at 636-441-7924

The Last Word

By Walt Wilson

The 2006 R/C Exposition and Swap Meet are now history. It wasn't as successful as we had hoped, but hundreds of people still enjoyed it with lots of stuff changing hands. In view of it's limited success, some hard decisions will have to be made about the future of the event.

More At The Field....



Babe Raab holds his ten-year - old Super Sportster. It's powered by a Fox .50 and the pilot wears a Spirits' jacket.

Now, it's time to concentrate on Show 'N Tell! It should be the best in recent times. Get those planes finished and get your reservations and entries in!

Gotta go build!

Show 'N Tell Entry Form Please Print

Model Builder's Name: _____ Tel. # _____

Total number of adults in attendance _____ x \$15.00 = Sub Total _____

Total number of children in attendance _____ x \$10.00 = Sub Total _____

Total Amount Enclosed: \$ _____

Description Model #1. _____

Model Category: (Circle one) Scale Open Novice ARF

Description Model #2. _____

Model Category: (Circle One) Scale Open Novice ARF

Limit two (2) models per entry per person

Make checks payable to: Spirits of St. Louis R/C Flying Club, Inc.

Mail completed entry form and payment, by April 12, to:

Walt Wilson
3000 Persimmon Dr.
St. Charles, MO 63301

Guests' Names (for name tags)

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Part of the crowd at the 2006 Boeing Phantom Flyers/Spirits of St. Louis R/C Flying Club R/C Exposition and Swap Meet



FLIGHT LINES

Walt Wilson
3000 Persimmon Drive
St. Charles, MO 63301-0131

www.spiritsofstl.com

**Meeting is on
Wednesday,
April 12
at 7:00 P.M.**