



# FLIGHT LINES

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

**Prez Sez:**

**By Don Fitch:**

I think it is past due to thank Pat Keebey and all the people who helped him call all the members of the club looking for people who are willing to help out at the club events. Also, a special thank you to those who said yes. Most of the people who said no had very good reasons or volunteered to help when they could. This is a great club because of its members. Good meeting last month, lots of planes, lots of model talk, paper airplane building & flying activity after meeting. The August meeting is planned to have Jerry Quist give a short demonstration of his procedure when using Monokote. Jerry does a great job of covering and I for one look forward to finding out how he does it. My covering jobs have character, his look great. Can't wait! See ya there, hopefully. Don



**John Rawlings** recently completed this Goldberg Junior Tiger kit. It has an O.S. .20 motor and has never been flown. He wants to sell it and the asking price is \$285.00.

WALT WILSON PHOTO

**Secretary's Report:** Walt Wilson, Secretary. Minutes for the July meeting were approved as published in Flight Lines. Walt noted that he has filed the Spirits' Annual Report with the State of Missouri and our status as a Non-Profit Corporation has been renewed for another year.

**Treasurer's Report:** Les Richman, Treasurer. The report was accepted as presented.



**Jim Rawlings** showed the newly finished Sig Seniorita that he showed in bare bones at the July meeting. He built it for Gary Mayfield.

CAROLYN SCHLUETER PHOTO



**Chris Nenzel** discussed his new H&M Performance Corsair ARF. Its electric powered and has retracts. The rotating retracts were troublesome to set up and have caused problems in use. It weighs 8 pounds and has a 600KV Scorpio brushless motor with a 6-cell, 5000 mAh LiPo battery

CAROLYN SCHLUETER PHOTO

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*Jerry Quist demonstrated the proper technique to get good results when applying Monokote or other similar covering materials.*

WALT WILSON PHOTO

### Safety Report: Lee Volmert, Safety Chairman.

Lee reported that all planes lost in the corn have now been found.

**Tables in the pavilion are not to be used for pit work or testing engines. Let's keep them clean for use as picnic tables!**

**Do not taxi through the pits when going to or from the runway!** Carry your plane or guide it manually to the white line at the pit end of the taxiway. You can taxi it from there to the runway.

The First Aid box has been re-stocked and now includes liquid "New Skin" for minor wounds.



Safety Chairman Lee Volmert purchased two fire extinguishers to be kept at the field. One will be mounted on the back of the frequency board and one will be in the pavilion. If you use one, clean it up, be sure it is not empty, and re-mount it. If you empty one, it is your responsibility to get it recharged. *WALT WILSON PHOTO*

### Activities Report:

**July 26 Four-Star 40/Warbirds Races:** Paul Geders reported that the last Four-Star 40/Warbirds Races were well attended and everyone had a good time in spite of the heat. CD Ron Hesskamp was working in New York and drove home to put on the races. He left Saturday evening and drove to Iowa, then back to New York to finish the job. That's dedication!

**August 2 Low Key Fun-Fly:** It was cancelled because of the heat and small turnout.

**August 23 Four-Star 40/Warbird Races:** Steve Cross is the CD.

**September 27, Open House:** A sign-up sheet was passed around for workers. It takes a lot of people to make an event like this work successfully. There are a number of jobs and time slots open. Don Fitch is the Event Director, contact him at 636-441-0373 or e-mail at: [dfit4@charter.net](mailto:dfit4@charter.net), to volunteer. This is our "big show" of the year, let's make it a success!

### OLD BUSINESS

None was presented.

### NEW BUSINESS:

**Membership Chairman:** Because of health and business issues, John Key is stepping down as Membership Chairman. We want to offer our sincere thanks to John for his dedicated efforts in this position.

Gary Bregant has volunteered to become Membership Chairman. Please direct any membership issues to him in the future.

**Membership:** *We now have 169 members.*

**Mowing:** Bob Gizzie noted that the mowing contractor cut the grass on Friday, last week, instead of Thursday, which is the contracted day. They also were running late and didn't cut the entire field. After some discussion, it was agreed that Gene Jones, who has been our contact with the mower, will discuss the issue with them. It is also felt that the grass should be cut shorter than 2-1/2" around the runway for easier taxiing when planes roll off. As it is many planes nose over and risk breaking props if you try to taxi them back to the runway in the deep grass.

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**Handicapped Pilots.** Bob Gizzie noted that we have a number of handicapped pilots now. He asked if they could be allowed to fly while sitting in the pits or somewhere other than behind the four-foot fence in the pilots' box. After some discussion, it was decided that flying from anywhere other than the pilots' box would create unacceptable safety issues.

Handicapped pilots may sit down and fly from the pilots' box, but may not fly from any other location.

**Next Meeting:** *The September meeting will be on Saturday, September 13, at the field.* There will be an all-day Swap Meet, starting at 9:00 A.M., ending with a "Bring a Covered Dish" dinner at 5:00 P.M. The meeting and nomination of officers for 2009 will be at 6:00 P.M.

**October Meeting:** At the October meeting, members are encouraged to invent, build, and bring a radio-controlled toy (built, not purchased) that can be operated in the library meeting room. A prize will be awarded for the most innovative.

**The meeting was adjourned** at 8:15 P.M.

### Participants of Four-Star 40/Warbirds Races



*Spirits of St. Louis* had a blurb in Model Aviation this month, August 2008 on page 12 "Walt Wilson reports on the Warbirds Unlimited event that the Spirits of St. Louis sponsored. It featured RC World War II replicas speeding around the Formula 1 course. Shelby Hagberg of Cedar Falls, Iowa, won with a Jemco P-51 powered by a K&B 6.5 engine."

### Concerned Member Asked.....

*While at the field today, I noticed that the concrete parking stops (for lack of a better term) are still missing from around the pilot station. Since I haven't seen anything in the meeting minutes as to why they were removed, is there something in the works to replace them? Without them, (or something) there is nothing to protect the pilots from taxing aircraft. I for a fact (due to a gust of wind) have hit them with a rotating prop. If not for them, it could have been someone's leg.*

*Answer.....*

We have had several of our member's trip and fall over them. I personally observed one member falling, and almost crush his airplane after tripping on one of them. It was decided for overriding safety reasons (like broken bones or hips) to put all of them (including the ones by the pavilion) in the parking lot so individuals wouldn't knock down the blue and white posts (which have been done on several occasions).

I know of no other field that has curbing around any pilot area. Have seen some with the orange plastic fencing in an open U shape and large aircraft go right through them.

AMA makes no recommendations in the way a pilot area is to be protected.

Hope this answers your concern.

Leo Steck, Spirits Members, is an Authorized Klasskote (epoxy) Paint Dealer and can be reached at:

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Starting this month there will be an article about electrics from Chris Nenzel



Greetings fellow Spirits Members! The Editor in Chief of this fine often rumpled but usually legible club newsletter has asked me to take a few moments each month and share some of the knowledge I possess on the subject of electric flight! Having no such knowledge I will still strive to do my best to educate and amuse you, the reader, by sharing what I can easily Google ;)

Seriously though, I believe everyone reading this will agree that electric powered flight has made great strides over the past few years, driven primarily by the energy density to weight ratio of Lithium Polymer batteries. Without LiPo's, as they are often called, electric R/C airplane performance was hampered by the weight and comparatively poor voltage under load of Nickel Cadmium(NiCad) and Nickel Metal Hydride(NiMH) batteries.

Like NiCad and NiMH batteries, LiPo batteries have a fixed fully charged voltage level and mAh rating. You'll often see LiPo batteries being marketed as 3S1P 2100mAH. The S stands for series and in this example means that there are three LiPo cells in the pack. The P indicates how many cells are in parallel, in this case one.

LiPo's also having a C rating which is essentially a rating of how many amps the battery is rated to have drawn from it. The math work kind of like this: If you have a LiPo battery that is rated at 20C and has a mAh rating of 2000 then you multiply C rating by the amp hours, which is  $20 * 2000/1000$ . In this example this battery can safely provide an electrical motor with 40Amps of power continuously. Asking the battery to provide more amps is risky and may result in a ruined battery or worse, a battery fire.

Most manufacturers recommend charging LiPo's at 1C. Going back to the example, a 2000mAh (or 2A) battery can be safely charged at 2A ( $1 * 2000/1000=2$ ). Charging at a higher C rating can

reduce the charging time but can also lead to fewer recharge cycles.

There are many battery chargers on the market today but if you have an older charger make sure that it is designed to charge LiPo batteries. I've used a few chargers over the past few years from Hyperion, FMA, Duratrax and Bantam and would recommend the FMA CellPro 4S for someone looking for a simple to use, safe and fast charger for battery packs up to 4S and the Hyperion EOS0606I AC/DC charger for someone looking for a more versatile device.

Make sure to charge your LiPo's in a safe place. If the battery pack is damaged discharge it using the discharge feature of your charger or connect a 12V auto lamp to the battery before disposing. A physically damaged battery pack may have an undetectable internal short which could cause the pack to combust and boy, do they combust!!! Don't overcharge them either – 4.2V/cell is it, no more!!! I'd like to know what you'd like me to talk about in the newsletter! Send me your suggestions or questions to [E-Flyer@roninstl.com](mailto:E-Flyer@roninstl.com) and I'll do my best to scribble down something in the column that perks YOUR interests!

Finally, in September I'm going to be fortunate enough to travel to Reno to attend the National Air Races. I've been going almost every year since my teenage years and can't wait to watch Rare Bear, Strega, Voodoo, September Fury and the other unlimited class warbirds turn laps at almost 500mph! I'll be happy to purchase a t-shirt or hat from the event for anyone interested. You can view information about the event and the airplanes which will be there at [www.airrace.org](http://www.airrace.org) T-Shirts are around \$35.00 and hats were about \$30.00 (Merlin and Pratt& Whitney engine parts aren't cheap!). If you're interested use the email address above or let me know at the field and we can work out the details!



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

**MEMBERSHIP APPRECIATION DINNER**  
**SEPTEMBER 13, 2008**  
**9AM-5PM**  
**Open Flying And Swap Meet**

Member Appreciation Dinner – 5:00pm  
(Dinner participants to bring a covered dish)

Short Club Meeting – 6:00pm  
(Nomination of 2009 Officers)

Lunchtime Concessions Will Be Available

If you would like to have a table at the swap meet  
Please call Tina 636-939-4155



## SAFETY FIRST



OS four stroke 1.20 strikes back...two slices and 5 stitches. I'm sure Lee Volmert club safety officer wants everyone to remain vigilant at the field and around your props!

## PITCH IN



Do you see what's on the table.... Cigarette butts found on August 18<sup>th</sup>... **Please Pick Up Your Trash**



Tina Bohrer  
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