



FLIGHT LINES

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

FOUR-STAR 40/WARBIRDS AUGUST 22

PREZ SEZ:

By Don Fitch

"There's no such thing as a free lunch!" I've heard that as long as I can remember. HOWEVER, at all functions at the field, attendees will get free hot dogs, buns and condiments round about noon. As for the Fun Fly, I was lazy, slept late, and arrived at 10:30 A.M., just in time to miss the whole thing. That Bob Fiely not only flies fast planes he gives a fast Fun-Fly. It's hot nowadays, but the cracks in the asphalt have been fixed. No more tail wheels unable to get out of the one near the pilot's station. John Matticker is doing a great job of sprucing up the field. After the grass cutters are through, John trims the area shorter next to the asphalt, making taxiing onto the black top easier and less hazardous. The races are coming up and I love watching the Warbird races. I love watching them so much that while I was supposed to be counting laps, I got so interested in one of the planes that I quit counting. The guy from the River City Fliers who was counting next to me saved me from execution by snapping me out of it. I thank him and so whoever I was counting for got a fair shake. I'll try to not do that again. Stop counting is what I mean, I don't think I will lose my interest. If you have not been coming to see the races I suggest you give it a try. The hot dogs are free and the races are fun. The meetings are more relaxed than I used to make them, they last longer and there are no animated arguments. Come on to the next meeting, you just might meet someone with the same interest in flying that you have. Besides, if you don't participate, you shouldn't complain. Come to think of it, that's the only place where you can make a difference and maybe improve the club.

FUN ACTIVITY AT THE MEETING, AUGUST 12; This is a hand launched airplane of any material or size. It may not have ANY kind of remote control device at all. The contestant shall stand with his back touching the back wall of the room. From this position he, her, or them must cast their planes into a glide. The plane that comes to rest closest to the wall, without touching the wall, is the winner. The prize will be 2 (two) \$10 gift certificates from our supporters and friends at Mark Twain Hobby. Well, I haven't built much lately, gotta go glue my fingers to something.

MEETING MINUTES: July 8, 2009

By Walt Wilson

Meeting was called to order by President Don Fitch at 7:00 P.M.

Members signed in: 19 members were present.

Secretary's Report: Walt Wilson, Secretary. Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: Les Richman, Treasurer. Due to increased mowing costs and other unpredicted field expenses, a cash flow problem developed. Les Richman and President Don Fitch each loaned the club \$1000.00 to tide us over until a CD matures in August. They will be repaid at that time. The Treasurer's Report was accepted as presented.

Field Report: John Matticker, Field Chairman, was not present. The asphalt cracks have been repaired at a cost of \$618.00. The helicopter hovering pad has been completed (see the photo on page 8).

Membership Report: We now have 157 members.

Activities Report:

July 11 Gumball Fun-Fly: Events will be easy. Gumballs will be drawn for various accomplishments and, after assignment of points for each color, the winners will receive cash prizes.

OLD BUSINESS:

By-Law Change proposal; Ralph Doyle made a motion to accept his proposed changes to the By-Laws regarding limits on Officers' spending beyond the planned budget. Also included was a requirement that any proposed expenditures over \$200.00 must be posted in the newsletter, along with an absentee ballot, so the entire membership would have an opportunity to vote on such matters. The By-Law change proposal was posted, and a ballot included, in last month's Flight Lines in accordance with By-Law requirements. Of 139 members not present at the meeting, only four submitted absentee ballots, two in favor and two against the proposal. There was a discussion, with many members speaking out against the proposal. A vote was taken. The vote by members present at the meeting was overwhelmingly against the proposal, with only one vote in favor. The motion failed. As in the past, members who see fit to attend meetings will continue to do the voting and make decisions for the club.

NEW BUSINESS:

Free Food at Contests: Don Fitch announced that hot dogs will be provided free for participants and spectators at contests and races. The sale of soda and bottled water is expected to offset the costs and allow the club to break even. There will also be a "donation can" for those who are so inclined.

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Pete Stephens and Tom Foster proposed expanding the helicopter hovering area to include an area for flying small Park Flyer fixed-wing aircraft and small, electric helicopters (see text).

Article In St. Charles Journal: There was a nice article in the “AMP” section of the St. Charles Journal about R/C Flying at the Orchard Farm field. That section of the Journal is dedicated to teenagers and featured our own Patrick Crouch, who is also a member of that club. He was almost unrecognizable in the pictures, because he got a haircut!

Field Change Proposal:

Pete Stephens and Tom Foster proposed that the area of our field west of the helicopter hovering pad be modified to provide a flying space for small electric helicopters and small electric Park Flyers, that may impede other planes if flown in our regular airspace. Pete distributed AMA-provided drawings for potential airfield layouts to implement this kind of activity. The intent is to make our field more “Park Flyer Friendly”. A discussion followed with concerns expressed about interference with the regular flight traffic pattern. They then modified their proposal to be limited to electric helicopters with 18” or smaller rotors, which would generally be flown relatively close to the pilot. Larger helicopters would still be limited to hovering. Frequency control was also addressed. Their plan is that all flyers continue to use the frequency board, including those on 2.4 GHz. It was noted that the safety rules in our Spirits’ handbook would have to be revised to allow this. President Don asked them to get with Paul Geders to look into what rules would



Russ Watts discussed his BIY “Somethin’ Extra” built from a Sig kit. It has a Saito .56 four-stroke up front and flies very well.

WALT WILSON PHOTOS



Dennis Skeeters, who collects antique model equipment, showed his newly-acquired Bremmer Whirlwind Tether Car. This is a replica of a type that was popular in the 1940-1942 time frame. It is mostly polished cast-aluminum and doesn’t presently have an engine. When raced, this type of car was capable of speeds in the 60-75 MPH range.

be affected. It was also suggested that Lee Volmert, our Safety Chairman, be included in such discussions. The matter was tabled until next month for further development.

Meeting Activity: Russ Watts brought a plane and Dennis Skeeters brought a newly-purchased Tether Car to show. Walt Wilson discussed Tether Car activities. See the photographs for details.

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Walt Wilson, who raced Tether Cars throughout the midwest from 1947 through 1959 and set an absolute world record of 151.77 MPH in 1954 with a newer generation of car, discussed their operation in general. Tether Cars are currently raced worldwide, but there are only three active tracks in the U.S.A., the nearest being at Anderson, Indiana.

Meeting was adjourned at 8:30 P.M.

Safety Report and Helicopter Pad Usage:

By Lee Volmert and Steve Cross

It has been brought to my attention that some Club flyers who are using the 2.4 GHz frequency are not posting their Club cards on the frequency board. **Everyone must post a Card!**

When we first authorized and established the helicopter training area to the west of the pavilion, strict guidelines were set regarding its use. Of course, the guidelines were entirely related to safety, given the location of the area and the potential danger of new helicopter pilots, combined with unstable machines. The one guideline we were, and are, very strict about is that the area is to be used for hovering only, and that the hovering is not to be more than approximately six feet in the air. No flying around or anything else. This area was designed and authorized for hovering practice only.

June 11 Fun-Fly:

By Bob Fiely

Although there were only five entrees in this year's Fun Fly Gumball contest, enthusiasm was never higher. The weather looked threatening, however it remained dry all day. There were a total of two events, so the contest took less than an hour. Needless to say, the contest rules were a constant source of argument, however, cooler heads prevailed. Gene Jones was the victor with a total of 22 points and the \$25

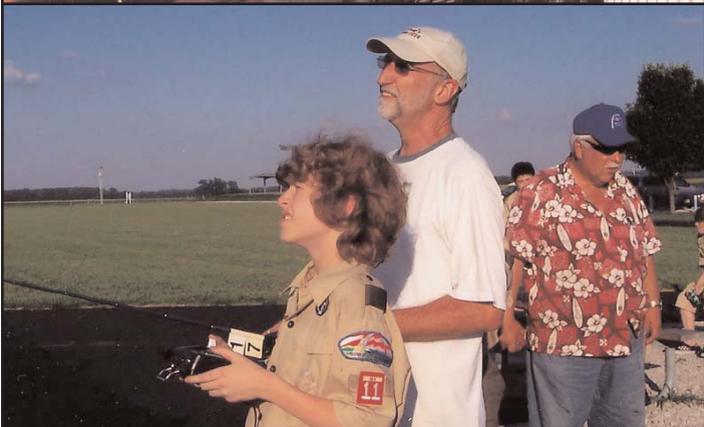
winner-take-all prize. Special thanks to Jim Rawlings for keeping score and Mark Livesay for the barbecue lunch. Photos are on the next page.

More Boy Scout Learn-To Fly Night Pictures

CAROLYN SCHLUETER PHOTO (LEFT)

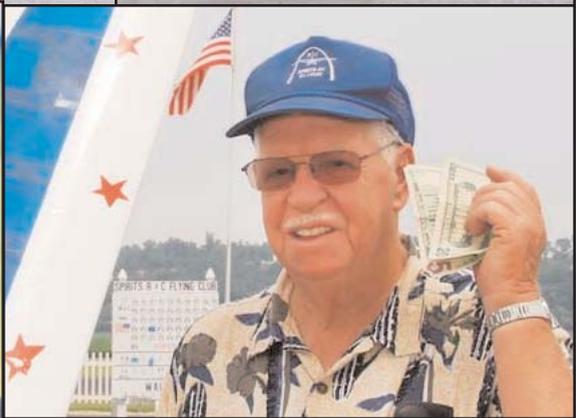
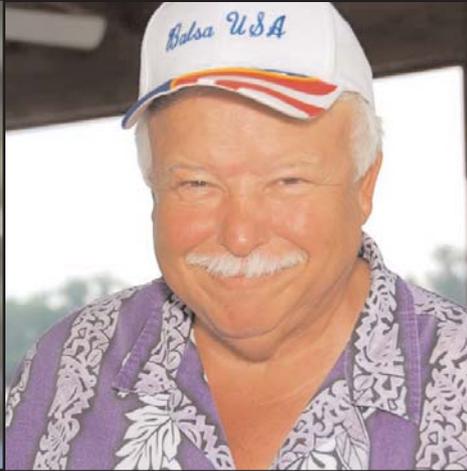
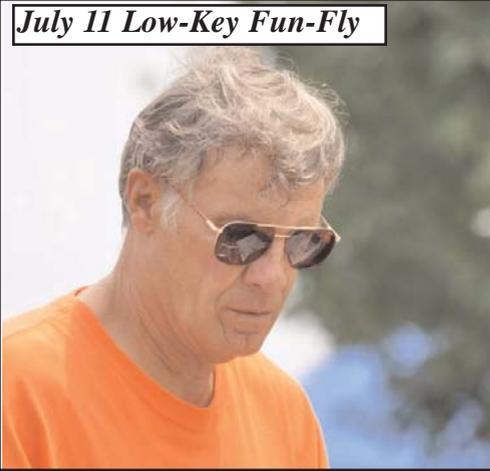


MARVIN GOLDFARB PHOTOS (RIGHT)



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July 11 Low-Key Fun-Fly



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July 18 Four-Star 40 and Warbirds Races



July 18 Four-Star 40 and Warbirds Races



PHOTOS BY CAROLYN SCHLUETER

Four-Star 40 & Warbirds Race Report

by Paul Geders

First we start off with a little story. Ron Hesskamp was scheduled to run this particular race...but due to starting a new project, he was not able to fulfill his commitment. He sent a note to the other 4 CD's (Ralph Doyle, Steve Cross, Steve Ramonczuk and myself) explaining the situation and asked if we could do it for him. That is exactly what we did. We split the workload among Ralph, Steve and myself (Steve Ramonczuk was on vacation in Roswell, New Mexico and last we heard he was picked up by little green men).

Ralph did the registration, and the matrix, during the pilots meeting and training of the lap counters and pylon cut judges. Steve Cross was the Starter for all of the Warbirds races and we all shared Starter responsibilities when one or the other was in a heat.

Since we didn't have time to contact fellow members to assist as normally is done, we ended up with a complete judging crew of on-site volunteers. Without them...well what can we say, Ralph, Steve and I are grateful. They

were: George Cooper, Gene Jones, Jack Pryzgod, Tony Pozarich, and Russ Watts. We had a brand new Four-Star 40 flyer...Pat Vacarro, who also counted laps during Warbirds. Thanks to all the volunteers.

We flew two rounds and then stopped around 12:15 and had a great lunch provided by Mark Livesay. Hamburgers, brats, and "tube" steaks were provided to all on the grounds for the price of a drink, and any donations that felt appropriate. Good food and good times.

We had one entry in E-Warbirds...a team of Paul Geders and Walt Wilson...guess when they heard Walt's plane was going to be there...it scared everyone else off. We finished the last round of racing and were done by 2:00 P.M. Four-Star 40 results; 3rd, Steve Cross, 2nd, Ralph Doyle, 1st Paul Geders, Warbirds results; 3rd Ralph Doyle, 2nd Jim Schilling, 1st Paul Geders.

One last thank you, from all of us, goes to Carolyn Schlueter for taking all the great pictures to remember this race by and the great pineapple upside down cake.

We have another great race coming up on August 22, BE THERE!



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

**Four-Star 40* and WARBIRDS* and
E-WARBIRDS* Pylon Races**

Saturday, August 22, 2009



Spirits Field on Amrein Road, 1/2 mile south of Greens Bottom Road, St. Charles County

ENTRY FEE: \$10 for Four-Star 40 and \$10 for WARBIRDS

Registration starts at 9:00 a.m.

Racing starts at ~ 10:00 a.m.

*Class rules are available on our website:

<http://spiritsofstl.com/contest.htm>



For more information call: **Steve Cross at 636-458-3287**

or e-mail him at: svcross@att.net



Spirits' 2009 Activities Schedule

Date	Contest/Event	CD/ED	Notes
August 22	Four-Star 40/Warbirds	Steve Cross	Member Appreciation Dinner
September 9	Meeting at Field	Board of Directors	
September 26	Open House	Committee	
October 10	Four-Star 40/Warbirds	Paul Geders	

The Last Word

By Walt Wilson

It was nice to see a Tether Car at our last meeting. This is a seldom-encountered sport these days. Before World War II they were just getting popular, some reaching speeds over 75 MPH.. After the war, the hobby boomed, with tracks in, or near, every major city. Designs were improved and a wide variety of cars, to be powered by .15's to .61's, were available at local hobby shops. With the availability of Hornet and McCoy .60's, it became common to see cars exceeding 100 MPH! Around 1948, the great, for it's time, Dooling .61 went into production and new levels of speeds were reached. Several machinists built custom cars. 150 MPH became a realistic goal. In June, 1954,

I turned 150.50 with a Dooling .61- powered Flynt Car (built in Belleville) at Anderson, Indiana. It tied an existing world record, so a backup run was in order. On the backup run, I turned 151.77. As a matter of protocol, since this was a real World Record, officials tore the engine down on the spot to verify the displacement. The record stood for 15 months. Now, 55 years later, the record for 10cc (.61) cars is 214.348, set this year in Australia. Today, new and used cars, in several displacement classes, capable of speeds up to, or maybe more than 200 MPH, are available with a little digging on the internet. If you care to see a video, go to: <http://www.amrca.com> and click on "Video". Links to collectors, clubs, and manufacturers are also available there.

Gotta go build something

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Tom Foster, Pete Stephans and John Smith show off the newly finished helicopter hovering pad. Great work, guys!

JOHN SMITH PHOTO



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