



# FLIGHT LINES

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

---

## Merry Christmas - Happy Holidays

---

### PREZ SEZ

By Don Fitch

It's still winter and even worse, now it's cold, but better days are coming. Next year I am particularly interested in the High-Wing Trainer Race. Don't know how to define a trainer, but I am foolish enough to think I know one when I see one. Doesn't matter who wins, it's having a good time that counts. If you can't stand to lose don't compete, because sooner or later it will happen. I'm one of the sooner guys. The race like the one I saw this year showed me that the fastest plane won't necessarily win. A fast plane won't hurt, but being a consistent flier will help. One of the "trainers" had a piped engine and despite the high-pitched sound it didn't run off and hide from the others. Flying too wide or turning too late sure slows any contestant down. It seems that to be hot, one must keep their cool. Warmer days are coming and it wouldn't hurt to get out there and practice some laps with the help of a spotter. You need someone to tell you when you are right, or when you are wrong, in order to learn. Consistent flat turns seem to be part of the process of winning. A fast plane helps, but it takes more than that. Boy! If I'm so smart, why don't I race and win. Some day, maybe I will learn to fly better and try my luck. That should be good for a laugh. Please, not out loud, you know how sensitive I am

### MEETING MINUTES: December 9, 2009

By Walt Wilson

The meeting was called to order by President, Don Fitch, at 7:00 P.M.

**Members signed in:** Sixteen members, one new member applicant, and a guest, braved near zero wind chills and snow flurries to attend.

**New Member Applicant;** An applicant introduced himself.

Mike Bein 636-519-8066

Mike was given an application and introduced to the Membership Chairman.

**Membership report:** Membership Chairman Pete Stephans, reported that we have 44 members renewed or joined for 2010, to date. We presently have 164 members for 2009.

**Field Report:** Paul Geders, Temporary Field Committee Chairman. Paul reported that the cracks have been refilled again, but the material has shrunken due to the cold weather. It is expected to expand when temperatures go up again. The contractor will correct the situation if there is still a problem.

**Secretary's Report:** Walt Wilson, Secretary. A sincere "Thank You" to Paul Geders for acting as Secretary last month. Minutes were accepted as published in last month's Flight Lines.

**Treasurer's Report:** Les Richman, Treasurer. Les extended the servicing of our Porta-Potty from weekly to bi-weekly, saving \$300.00 per year in fees. Les declined the offered reward of \$50.00 for the money-saving suggestion. The Treasurer's Report was approved as presented.

**Activities Report:** Paul Geders, Contest/Event Chairman

**Helicopter Contest:** It has been suggested that a helicopter event be added to the schedule. Tom Foster will direct it, but wants to discuss the matter with members of a local helicopter club before firmly scheduling an event.

**High-Wing Trainer Races:** Paul contacted the President of the River City Flyers and they formulated a set of rules to be used by both clubs. The rules were discussed at length and clarification of some points are still to be resolved. It was suggested that the High-Wing Trainer Races be combined with a Four-Star 40 or Warbirds Race on a single day. It was felt that two classes of trainers would take too long to be combined with something else on the same day. The rules will be published in Flight Lines when available in final form.

There was no opposition to the schedule as presented in last month's Flight Lines. It's available on page 8 of this newsletter.

### OLD BUSINESS:

**Firearms At The Field:** There is a club rule prohibiting hunting or discharge of firearms on our property, but legally carried concealed weapons are allowed.

It is strongly recommended that members who feel the need to carry weapons not handle or display them at the field.

(Continued on the next page)

## FLIGHT LINES

*(Continued from the previous page)*

**Control Line Circle:** Bob Gizzie contacted the Orchard Farm Club concerning the usage of their Control Line Area. They say only four of their members regularly fly Control Line planes there, but they do it three to four times a week. It was suggested that people should take advantage of the elaborate facilities for Control Line flying at Buder Park. Since that facility is quite a distance away, our members, who want to, may fly CL planes in the area between the driveway and safety line, adjacent to Amrein Road. No spe-



*Duane Youngman discusses his new Great Planes Electrify Lancair ES EP ARF. It has a fiberglass fuselage and built-up balsa wing. He modified it by replacing the supplied geared speed 400 motor with an E-Flite 480 brushless unit. Weight is 26 ounces. A very nice ARF for \$94.95!*



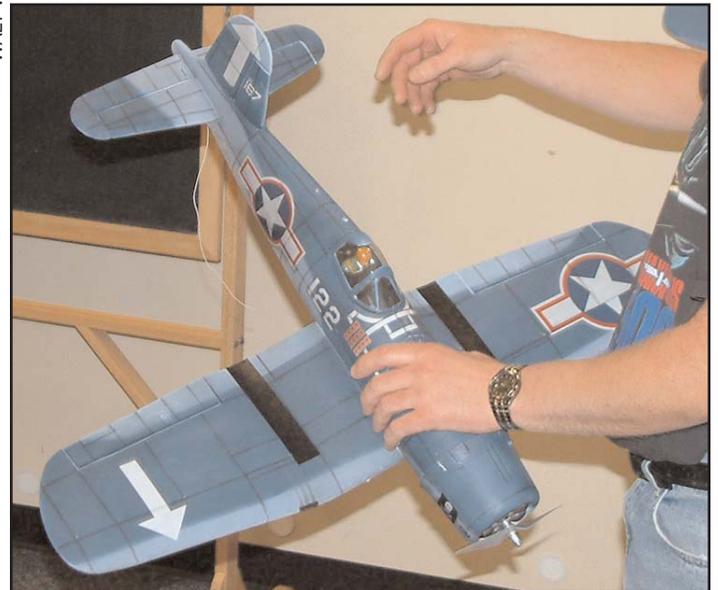
*Greg Bohrer discusses a GWS Corsair he helped Harold Mantz build. It's foam construction and has a brushless motor. Harold reinforced critical areas with fiberglass and carbon fiber and finished it with indoor latex wall paints. It flies well, but is a bit fast for Harold's tastes.*

cial preparation of the area will be done, however, unless there is a lot of interest shown. AMA Safety Rules for Control Line flying are to be observed.

**Meeting Activity:** Greg Bohrer and Harold Mantz brought airplanes, and Harold brought an artificial horizon indicator salvaged from a World War II Spitfire.. See the photos for details.



*Greg holds a similar Corsair he built for himself. This one has extensive detailing and weathering. Greg likes GWS kits because they're inexpensive and allow a lot of individual finishing techniques.*



*Here's a close-up look at Greg's Corsair detailing. Great job! Going to this kind of effort in detailing is what scale modeling is about.*

**Meeting was adjourned** at 8:05 P.M. The next meeting will be on January 13.

## FLIGHT LINES



*Greg Bohrer discussed problems encountered and construction techniques he used scratch-building this Depron foam Mig 21. It has a 70 MM ducted fan and weighs 70 ounces. It flies well, but isn't as fast as he had hoped it would be. Greg posted a "build log" on RC Groups web site at:*

**<http://www.rcgroups.com/forums/showthread.php?t=1124612#post13322190>**



*Harold Mantz brought this Artificial Horizon instrument salvaged from a World War II Supermarine Spitfire.*

### Membership Renewals Due

*By Walt Wilson*

Just a quick reminder that your 2009 Spirits' membership expires on December 31. Members who don't renew by the conclusion of the March meeting will be considered new and will be required to pay an initiation fee. A membership application is included in this newsletter. A copy of your 2010 AMA card must accompany your renewal. If you are one of the new members who signed up for 2010 using a

2009 AMA card, you must submit a copy of your 2010 AMA card to the Membership Chairman, Pete Stephans, to retain flying rights.

### Racing Thoughts

*By Ralph Doyle*

Back in the middle 70's, the club introduced Spirits of St Louis racing with planes that were designed as an inexpensive way to get into Quarter Midget racing. I believe the event died off, mainly because there was a lack of enthusiasm in scratch building (plans were available from RC Modeler and were passed around among builders), plus the emergence of 'Run What You Brung' racing events.

'Run What You Brung' quickly died off because very few folks wanted to chance crashing a plane that may have taken a long time to build. Plus, the Quarter Midgets and newly designed Quickee 500s ran away with all the victories after the Quickee 500-type planes became popular. Of course, Q-500 racing is still going on and is a popular AMA event. But locally, this type of racing lasted a couple of years until the cost to compete and learning how to use carbon fiber building techniques and additionally buying \$300 to \$400 engines became a prohibitive cost for the majority of us.

At about this time our club introduced Warbird Racing and we had large turn-outs which lasted several years, until people started stretching the rules and some organizers and contestants ignored the intent of the rules and allowed, in my opinion, non-Warbird airplanes to compete. The racing style and interest starting dropping off. Plus, very few wanted to take the chance of destroying a beautiful plane when there was no chance of winning against semi-scale modified racing planes.

So our club created 'Junk Stik' racing to try and introduce non-competitors to racing. Junk Stiks lasted a couple of years until contestants started using O.S. .25 VF DF ducted fan engines, which enabled the Stiks to run races in the 2:00 minute range. Again, in order to compete, relatively expensive engines had to be purchased.

Fortunately, Four-Star model planes had been designed and the club came up with a great set of rules to restrict the problems we have had in the past. The immediate advantage was that racing did not call for expensive engines and kits and its an easy model to fly. We also dropped the Warbird class down to 'silver' (no good-looking models) and put a 2:00 minute minimum time limit on speed.

Coming up to the present day, I listened with amusement to the explanation of the 'High-Wing Trainer' rules at the December club meeting. Rules for the trainer race were distributed and immediately a special category had been made for contestants who may want to use special building methods and expensive engines. It makes no sense. Just don't allow them to participate!

If it's a trainer race then IT'S A TRAINER RACE: only one category is needed. The easiest way to control speed merchants is to put a time limit on the race. No one can go faster than 4 minutes or they are disqualified and that solves the problem.

*(Continued on the next page)*

## FLIGHT LINES

*(Continued from the previous page)*

In conclusion, its my opinion that our current Four-Star and Warbirds events would have increased participation if the time limits were increased on the current races. I would like to suggest that we increase the Warbirds time to 2:20 minutes from 2:00 and put a limit on the Four-Stars to 2:30 minutes.

### Proposed Contest/Event Schedule for 2010

*by Paul F. Geders - Contest /Event Committee Chairman*

Last year we put the proposed Contest/Event Schedule for 2009 in the club newsletter three separate times with zero feedback as to any changes to the schedule. We did receive some suggestions in 2009 about changes to the rules but

they were not accepted by the majority of the CD's and other interested parties.

We have done everything we can think of to bring a schedule for the 2010 flying season to the members that is recommended by a consensus of CD's and interested parties. Remember, if you want any part of the schedule changed, let us know...otherwise it will probably be voted on as is. Again, we have received zero responses to the 2010 proposed schedule of contests and events. This is the second issue of the newsletter that it will be presented in.

I am just a filter for all the suggestions that come in...ultimately it is your decision as to what contests and events we run and when.

*(Continued on the next page)*

### New Years Fly-Ins Remembered

**1999: We had a blizzard, but three members actually flew!**

**2000: No Field on New Years Day**

**2001: Deep Snow-No Fly-In**



## FLIGHT LINES

### River City Flyers & Spirits of St. Louis R/C Flying Club, Inc. High Wing Trainer Race Rules

#### Stock Class

Any .40 size, or smaller, advertised as a High Wing Trainer with a maximum engine size of .46 is allowed. No tuned mufflers, or tuned pipes.

Flat bottom or symmetrical wing, rubber banded or bolted on wing

Tricycle or tail dragger landing gear.

4 Star rules apply for scoring, cuts, out of bounds, and landing point.

Three rounds of 4 planes per heat.

The top 4 scores fly in a main event for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> place.

#### Unlimited Class

Any .40 size advertised as a High Wing Trainer with an engine larger than .46

All .60 size or larger advertised as High Wing Trainers are allowed. No limit on engine size. Tuned mufflers, or tuned pipes are allowed.

Flat bottom or symmetrical wing, rubber banded or bolted on wing

Tricycle or tail dragger landing gear.

4 Star rules apply for scoring, cuts, out of bounds and landing point.

Three rounds of 4 planes per heat.

The top 4 scores fly in a main event for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> place.

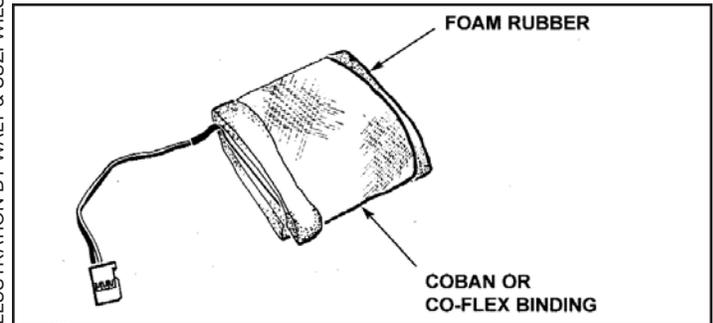
(Continued from the previous page)

It should be realized that we will never please every member...but can only conclude that if the majority, or none of the members respond then the old adage "silence is agreement" applies and then the schedule stands as presented.

#### **Helpful Hint:** *By Walt Wilson*

When wrapping receivers and batteries with foam rubber, many of us use some type of tape to hold it in place. Try this: Wrap the 1/4" foam around the component, then hold it in place with a 3M product called "Coban" or "Co-Flex". It comes in a roll 4" wide and various colors. Cut a piece about 2" wide by about 7" long and wrap it around the foam. The Co-Flex is a cohesive flexible bandage that sticks to itself and can be as tight or loosely wrapped as you desire. It makes a neat package inside the model and doesn't tear up the foam when you remove it. It's available at Farm Co-Ops and supply stores and is intended for wrapping large animals' injuries. I use it and it's great stuff. I'll never use tape on foam rubber padding again!

ILLUSTRATION BY WALT & SUZI WILSON



# Belleville RC Flyers 7th Annual Swap Meet

Saturday, February, 20<sup>th</sup>, 2010

5915 N. Belt West, Belleville, IL

Admission \$5 (children under 12 free)

Vendors enter at 7:30

General table rentals 8:00

General Admission 9:00 AM- 1:00 PM

CONCESSIONS AVAILABLE

**NO SALES BEFORE 9:00 AM**

For more info, Ted, 618-233-1171, Larry, 618-806-5664

For map, [bellevillercflyers.com](http://bellevillercflyers.com)



**COME JOIN US FOR OUR ANNUAL**  
*New Years' Day Fly-In*

At Spirits' Field!

**Friday, January 1st, 2010**

10:00 A.M. - 2:00 P.M.

*Regardless of Weather!*

FREE Landing Fee

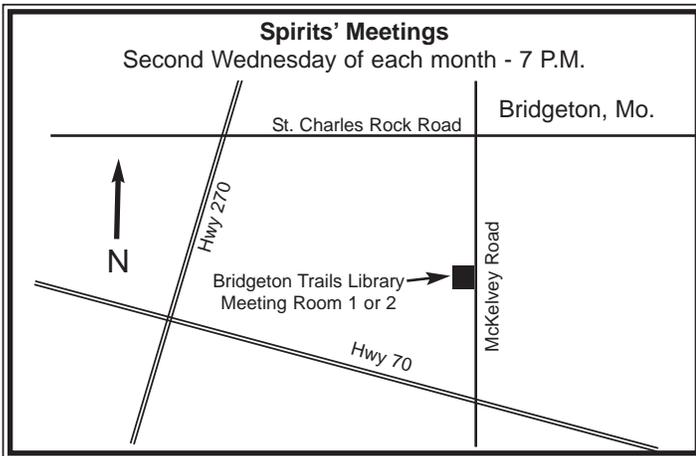
FREE Coffee, Hot Chocolate & Donuts

For more information contact: Don Fitch, 636-441-0373,

E-mail at: [dfit4@charter.net](mailto:dfit4@charter.net),

or visit our website at: <http://www.spiritsofstl.com>

Open to all AMA Members



**The Last Word**

*By Walt Wilson*

The Spirits are trying to implement a new and different (from our past agenda) class of pylon racing. We had one High-Wing Trainer race last year, which was enjoyed by all who participated, and none of our members who entered were current racers!. The River City Flyers had several High-Wing Trainer races last year with great participation. There seems to be only one member opposed to it. He's right about one thing, though. We've implemented several types of racing over the past 35 years. Invariably, after a

short while, a handful of serious racers figure out how to win and most of the other competitors drift off into other pursuits, so participation drops and the concept fades into history. Four-Star 40 racing has endured the longest, because the airplane flies very well, is inexpensive, easy to build, and available as a BIY kit or ARF. The Super Tigre GS 40 is inexpensive, and a fine engine for any sport application. Even though the equipment is affordable and some of the top racers have done everything in their power to help and encourage beginners, the same thing has happened to that class of racing. A handful of excellent flyers take turns winning and, while the flyers have fun, the level of participation is relatively low and has not grown in years.

The current, watered down, Warbirds races bring out some fast, interesting airplanes, but they're mostly ARF's, and five racers is considered a good turnout. The real, modeler-built, scale airplanes usually aren't fast enough to be competitive, so they seldom appear more than once.

EP Warbirds sounded promising, but there seem to be only two or three flyers interested, and we've had no actual races, after three offerings.

Practically everyone can put a High-Wing Trainer in the air, and a "Unlimited" class is offered for the hot shots. Let's give it a try and see what happens! You might like it!

***Merry Christmas and Happy New Year!***

*Gotta go build!*



# SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC. MEMBERSHIP APPLICATION



FOR YEAR \_\_\_\_\_  
(PLEASE FILL IN YEAR ABOVE)

PLEASE PRINT CLEARLY!

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

AMA No. \_\_\_\_\_

Your e-mail address: \_\_\_\_\_

Additional Family Members:

Name: AMA #	Name: AMA #	Name: AMA #

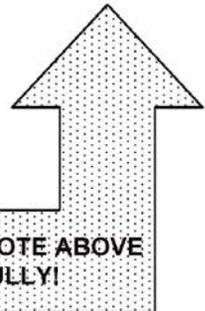
**NOTE: ANY MEMBER WHO ALLOWS THEIR MEMBERSHIP TO LAPSE BEYOND THE END OF THE MARCH MEETING OF ANY YEAR SHALL BE CONSIDERED A NEW MEMBER WHEN RENEWING THEIR MEMBERSHIP. SOURCE: ARTICLE 7 SECTIONS 1 THRU 4, CLUB BYLAWS. DUES ARE PAYABLE NO LATER THAN THE JANUARY CLUB MEETING.**

To become a new member or renew your membership, please do the following:

1. Fill in the above information, even if this is a renewal.
2. Photocopy this application with valid AMA license of each flying member in the spaces below.
3. Make out a check payable to SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC. (**NO CASH PLEASE**)
4. Send completed application and check to the membership chairperson: →→→→→

**Membership Chairperson**

Pete Stephans  
420 Mason Ridge Dr.  
St. Charles, MO 63304  
636-926-3087



If you apply at a club meeting, be sure to have all three of the above items. Meetings are held on the second Wednesday of each month, 7:00 p.m., at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd.

**Note: New Members shall be introduced in person OR, by their sponsor, to the club before joining. This allows new members to join the club, even though their schedule doesn't allow them to attend club meetings.** New members who join in August or September will pay \$10.00 each for August and/or September, and will also pay next year's dues and initiation fee at the same time. New members who join on/after October 1st pay only the annual membership amount and the initiation fee, but get the next year and the end of the current year included. Junior members pay no initiation fee and \$2.50 each for August and/or September!

**MEMBERSHIP AGREEMENT:**

I agree to abide by the SAFETY RULES and CONSTITUTION & BY-LAWS of the SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC.

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Family Member Signature

Date: \_\_\_\_\_

**Membership rejected if not signed and dated, or AMA card NOT VALID FOR YEAR APPLIED FOR!**

**Spirits Web-site Address is: <http://spiritsofstl.com>**

Place AMA card here when  
photocopying

Place AMA card here when  
photocopying

**AMA "Introductory Membership" Program NOT VALID for membership to our club!**

## FLIGHT LINES

### Spirits of St. Louis R/C Flying Club, Inc. 2010 Event Schedule

Date	Contest/Event	Contest/Event Director	Notes
Friday, Jan 1	Annual New Years' Day Fly-In	All	
Spring	Tailgate SWAP Meet at Field	All	
Saturday, April 24	Four-Star 40/Warbirds	Paul Geders	
Saturday, June 5	Fun Fly	Bob Fiely	
Saturday, June 19	High-Wing Trainer Race	Paul Geders	
Tuesday, July 13, 20, or 27*	Tuesday Night E-Warbirds Race	Chris Nenzel & Paul Geders	* Date to be decided later
Saturday, July 17	Four-Star 40/Warbirds	Ron Hesskamp	
Tuesday, Aug 10, 17, or 24*	Tuesday Night E-Warbirds Race	Chris Nenzel & Paul Geders	* Date to be decided later
Saturday, Aug. 21	High-Wing Trainer Race	Curt Milster	
Wed., Sept. 8	Meeting at Field	B of D	Member Appreciation Dinner
Saturday, Sept. 25	Open House	Committee	
Saturday, Oct. 9	Four-Star 40/Warbirds	Paul Geders	



## FLIGHT LINES

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

[www.spiritsofstl.com](http://www.spiritsofstl.com)

**Meeting is on  
Wednesday,  
January 13,  
at 7:00 P.M.**