



FLIGHT LINES

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

First Races on April 13 & 24

PREZ SEZ:

By Don Fitch

SAFETY! There's not been a lot of it at the field lately. A short time ago I watched as planes, small, medium and large flew without concern for the Safety Line established by the club as recommended by the AMA. Guys and gals, if you think an R/C plane won't hurt or kill someone you're wrong. It has happened. A four pound weight at 35 MPH has more energy than you can absorb. There have been several deaths which involved R/C planes. One guy flew his plane into his own chest and that was the last R/C accident he ever had. It can happen to you whether you are the pilot or not. Consider the damage it would do if someone (you for instance) were hit ANYWHERE with a 4 to 35 pound plane at flying or landing speed. The rules are there for good reasons. Please follow them. If you see someone breaking them, speak up, it's for your own protection as well as others. If you consistently ignore the safety rules, AMA insurance may not protect you. Whether you are rich or poor, believe me, you can't enjoy the lawsuit and resulting award against you. On the other end, money won't take the place of your health or life. Happy *safe* flying from me to you.

MEETING MINUTES, MARCH 10, 2010:

By Walt Wilson

Meeting was called to order at 7:01 P.M. by President Don Fitch. Twenty-five members and guests were present. The following new member introduced himself;
Mike Bien 636-519-8066
Mike was unanimously welcomed into the Spirits.

Secretary's Report: *Walt Wilson, Secretary.* Accepted as published in last month's Flight Lines.

Treasurer's Report: *Les Richman, Treasurer.* Accepted as presented.

Safety Report: *Duane Youngman, Safety Chairman,* was not present. President Don noted that, on a recent day at the field, both novices and very experienced pilots were flying behind the 25-foot safety line, sometimes over the pits! This is a violation of both club and AMA safety rules! **In the future, anyone observed intentionally flying behind the safety lines will be subject to a grievance filed against him (or her) that could lead to expulsion from the club. You have been warned!**



WALT WILSON PHOTOS

Earl Acker, of the SLRCFA club, describes his AT-6 Texan, built from a So-Cal kit. This is Earl's first attempt at a sport scale model. This plane is special, because it has an interesting history. Joe Lunt, of the Spirits, started building it about 20 years ago. When he passed away, his brother-in-law, Dick Teneau, also a past member of the club, inherited it. In 1998, Dick passed it along to Walt Wilson. After resting in Walt's basement for ten years, the kit was acquired by Earl, who finished it. It has a Super Tigre .61 up front, and features pneumatic retracts. The wing is covered with aluminum Coverite and the fuselage has a painted fiber glass finish.

Field Report: *Paul Geders, Field Committee Chairman.*

Paul has contacted the mowing contractor and verified that they are now on a 10-day schedule with the cost per cutting same as last year. He also has had discussions with the asphalt contractor who repaired the cracks and further work will be decided upon as soon as the contractor gets back from vacation.

Membership Report: *Membership Chairman, Pete Stephans.* We have 147 members, including those who submitted their applications at the meeting. Members are reminded that anyone who did not renew his membership by the end of the meeting will be considered a new member and will be subject to an initiation fee of \$25.00.

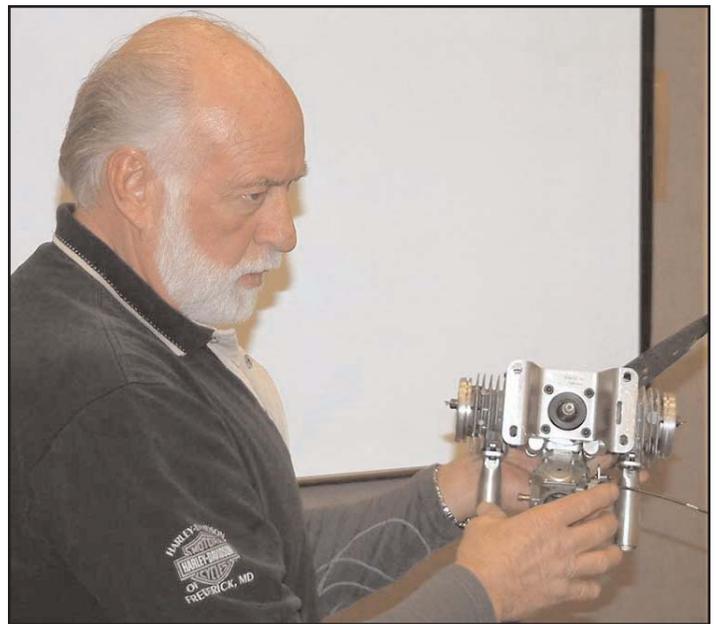
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Earl Acker built this work stand from a walker acquired at an estate sale. The PVC cradles are held in place with carriage bolts. It's only for assembly and other work, it isn't heavy enough to restrain a plane while running the engine.



Ron Hesskamp discusses a 4.8 CID Zenoh glow plug engine that he and Charlie Brunner modified extensively for racing. It turns an 18" pitch prop at 11,000 RPM, and consumes 40 ounces of 85% nitro fuel in a four-minute flight.



Ron also told about modifications to a 6.6 CID DLE (Chinese) engine for his 42% scale "Kelly" racer. It has electronic ignition and turns a 20" prop at 9,000 RPM for an expected speed of about 180 MPH. He can't fly it at our field because of the required roll-out space needed when landing at 85 to 90 MPH.

Activities Report:

Cox Warbirds Races, Tuesday Evening, April 13, 20, or 27: The exact date depends upon weather. See the flyer on page 7 for more information. Pilot registration for the races starts at 6.00 P.M. and racing at 7:00 P.M. Rules are available on our web site. Call Chris Nenzel at 636-634-8888, or Paul Geders at 314-838-1350 for any other questions.

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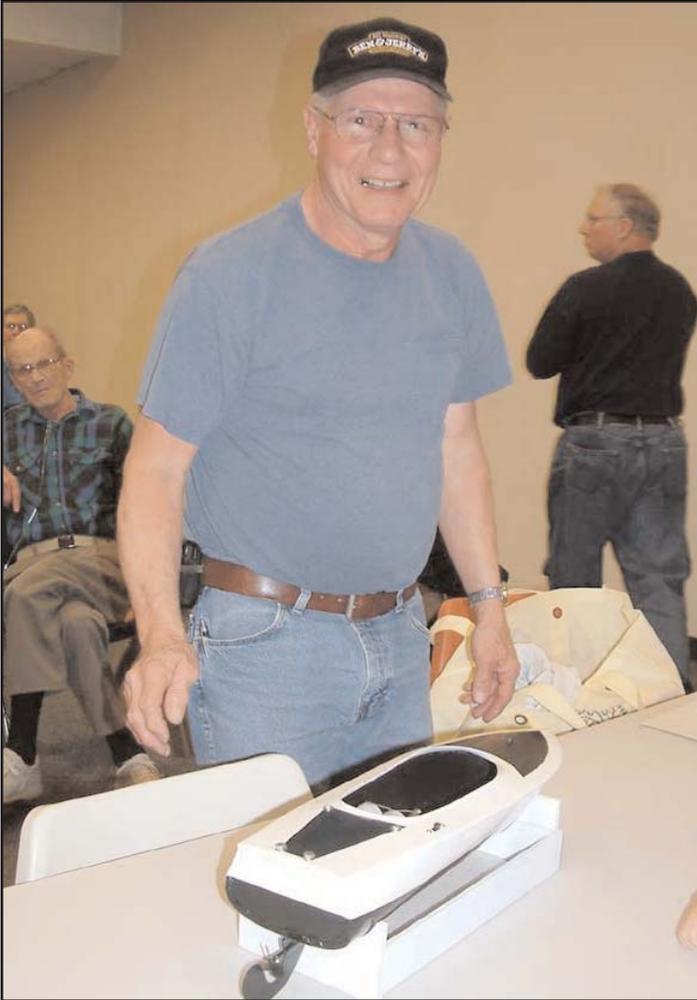


Paul Geders discussed his scratch-built foam profile YF-23. It's made of 6 mm Depron and has a "V" tail and brushless motor turning a 6-5.5 prop at a very impressive speed. Control throws are such that he expects it to turn very tightly as well as being fast.

WALT WILSON PHOTOS

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Dennis Skeeters showed his newly-acquired steel-hull boat powered by an unusual electric vibrator motor.



The vibrator motor is powered by four "C" batteries and starts by spinning the flywheel.



Dennis also displayed this Technopower five-cylinder radial engine. After purchasing it, he completely disassembled and cleaned it up. He has run it and says lighting five glow plugs at the same time is really fun!

WALT WILSON PHOTOS



Pete Stephans discussed and flew his E-Flite Blade mSR helicopter. It has a 7" rotor span and weighs one ounce! It has all the control functions of larger models, including a heading gyro, but not collective pitch, and flies beautifully indoors.

April 24 Four-Star 40 and Warbirds Races. Paul Geders, CD, reminded members of the upcoming race season and the need for workers. See page 6 for more info.

May 15 Tailgate Swap Meet: Chris Nenzel is the Event Coordinator and additional help will be needed to work the gate. If you can help, contact Chris at: 636-634-8888.

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Members and guests at the meeting watched as Pete S tephans flew his helicopter at the back of the r oom.

September Member Appreciation Meeting/Dinner: Bill Lindewirth will organize the covered dish dinner at the field.

50th Anniversary of the Spirits: Babe Raab asked if we were going to have some kind of big bash to celebrate the anniversary. Since that's five years away, the officers in charge, as the date grows closer, can make those decisions.

OLD BUSINESS:
None was presented

NEW BUSINESS:
AMA Gold Leader Club Status: Walt Wilson submitted

the necessary paperwork and received confirmation that the Spirits are once again recognized as an AMA Gold Leader Club for 2010. This means that we meet all the criteria to be considered a top level club by AMA. If any member wants a gold pin suitable for a cap or jacket, designating that he is a member of a Gold Leader Club, they are available for \$3.00 each. Let Walt know if you want one, and, if There are enough requests, he'll order some.

Attendance Prize: Les Richman won the \$10.00 gift card donated by Mark Twain Hobby Center.

The meeting was adjourned at 8:25 P.M. Next month's meeting will be on April 14 at the Bridgeton trails Library.

Nice Days At The Field



Kevin Gianino carries his O.S. four-stroke-powered Ultra Stick back to the pits after a flight.

DON FITCH PHOTO



Jeff Muhs uses his R/C Jeep to tow his Waco to the starting line.

CAROLYN SCHLUETER PHOTO

Nice Days At The Field



Walt Wilson flew both his Super Tigre GS 40-powered Four-Star 40 and scratch-built EP Mini-Four Star. They fly and perform very much alike.

The Last Word

By Walt Wilson

Last month, we discussed selecting and adapting a plane to re-work and re-design for getting started in scratch-building. Once you're adapted and re-designed to your satisfaction, it's time to cut wood. In this case, we'll address building in the traditional manner, with balsa, spruce, and plywood, etc. To scratch-build, or even build from a kit, you'll need some basic tools. A hobby knife set is a necessity for any building project, even assembly of ARF's. Very inexpensive knife sets are available at Harbor Freight. If you want better quality, get an X-Acto set from Mark Twain Hobby Center or your craft store of choice. You may use others, but the number 11 blade will be most used, so stock up with lots of extra blades. They're available in packs of 100 for a good price and, if you build much, you'll use them! They get too dull to produce a good product very quickly when cutting Monokote or other covering materials. Every household should have an electric drill, even if they aren't model builders. Cordless drills are most convenient and versatile, but the good ones can be expensive and, if you don't charge them after use or keep them on a trickle charger, the batteries tend to run down right when you need them most. Many cordless drills can be used as very forceful screw drivers, too. While a little more trouble to use, a drill with a cord is cheaper, generally, and always ready to use when you need it. If you can afford it, get a drill press, too. They have amazing capabilities in addition to drilling accurately sized holes exactly perpendicular to the surfaces. A drill press can be adapted to use as a milling machine, sander, lathe, and probably some other things I never thought of. A set of hole saws will prove to be valuable, too. A Dremel or equivalent power tool has all kinds of uses, and is an important part of any shop. Cut-off wheels and sand-

ing drums are indispensable.

Most plywood and thicker balsa parts can be cut out with a basic coping saw, but it's much easier with a band saw or jig saw. A jig saw will do most small jobs, but I much prefer a band saw with a metal-cutting blade. The metal-cutting blade allows you to cut aluminum for landing gear, gear covers, and other applications, as well as all types of wood.

There are many good quality brands of power tools. In most cases, Sears Craftsman tools are competitively priced and, since you'll probably find uses far beyond modeling for these tools the rest of your life, I suggest you get the biggest and best you can afford.

Okay, lets cut some wood! Cut out most of the parts needed before starting assembly. I almost always start with the fuselage. Trace or layout the fuselage sides on a piece of balsa in the desired thickness. Some planes, like the Four-Star series, have the formers keyed to the sides of the fuselage. It helps to install the formers straight if this feature is used when building a spin-off. Tape another piece of balsa to the side marked for cutting and cut both sides at the same time. This assures they're the same. A band saw can be used to cut the slots for former tabs. If you want lightening holes in the fuselage sides, hole saws can be used to cut the ends and an X-Acto knife to cut between the holes.

Trace, or otherwise layout, the formers on the appropriate thickness plywood or balsa as needed. Most of the formers will require holes for battery, ESC, wires, pushrods, etc. If the leading edge of the wing is to be held in place with a dowe, or center rib extension, now is the time to cut or drill that hole. Consider the landing gear mounting if it's to be installed in the fuselage. It's usually safest to drill or cut all required holes before cutting the former outline, because larger pieces of wood are easier to hold and less likely to break. If the hole is to be square, drill holes at the corners and use a Dremel cutoff tool, or coping saw, to cut between the holes. If holes are to be round, use the nearest size hole saw. Remember, this is your design, so you can take liberties where necessary. Clean up any rough edges or adjust hole sizes with a sanding drum in a Dremel tool.

Locate the center lines (vertical and horizontal) for the motor on the firewall, and lay out the pattern for motor mounting holes. If you're going to have any offsets, now is the time to plan for them by offsetting the center lines so the prop drive hub will be centered when the engine is installed. Drill them and install blind nuts before installing the firewall in the fuselage. Allow for passage of any wires through the firewall to the ESC. If you're building an electric plane, consider and provide for intake and egress of cooling air for the ESC and battery. If it's for a glow engine, locate and drill holes for the throttle pushrod and fuel lines, or tank plug, now. It's easier to lay out and do all this before the firewall is installed.

That's enough to think about for this month. We'll start assembly next month!

Gotta finish this newsletter and go fly!

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

Four-Star 40* and WARBIRDS*

Pylon Races

Saturday, April 24, 2010



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: Paul Geders at 314-838-1350
or e-mail him at: pgeders@charter.net



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

Date	Contest/Event	Contest/Event Director	Notes
Tuesday April 13, 20, 27	Cox Warbirds Race	Chris Nenzel & Paul Geders	* Single date TBD later
Saturday, April 24	Four-Star 40/Warbirds	Paul Geders	
Saturday, May 15	Tailgate SWAP Meet at Field	Chris Nenzel	
Saturday, June 5	Fun Fly	Bob Fiely	
Saturday, June 19	High-Wing Trainer Race	Paul Geders	
Saturday, June 26	Helicopter Fun-Fly	Tom Foster	
Tuesday, July 13, 20, or 27*	Tuesday Night E-Warbirds Race	Chris Nenzel & Paul Geders	* Single date TBD 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	* Single date TBD 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	

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The Spirits of St. Louis R/C Flying Club

Presents

COX Micro

Warbirds Race

Tuesday Evening April
13th 20th or 27th 2010

weather depending

Register at 6:00

Racing at 7:00

This is a fun race
for bragging rights!

Contact: Chris Nenzel

636-634-8888

You can them order here:

[http://www.gravityhobby.com/home.php?
cat=263](http://www.gravityhobby.com/home.php?cat=263)



When the weather turns nice, after a winter like the one just past, even sitting and watching others fly can be really enjoyable.

CAROLYN SCHLUETER PHOTO

FLIGHT LINES



CAROLYN SCHLUETER PHOTO

Mark Trent flies by with his Yak 55 on one of the first really great Spring days.



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

www.spiritsofstl.com

**Meeting is on
Wednesday,
April 14
at 7:00 P.M.**