



FLIGHT LINES

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

Tailgate Swap Meet May 15

PREZ SEZ:

By President Don Fitch

Flyin' season done got here. I know because we've already had one race. It showed us the future of our sport, electric power. Reading this may be shocking to you but I believe it. I have a BUNCH of glow engines, but I don't think I will ever wear them out. Be that as it may, I'm headed for E-FLIGHT. No mess on the plane, stick 'em in the car, they won't make a greasy mess, pull 'em out at the field, put your card on the board and fly. No muss, no fuss, no bother (I've heard that somewhere or the other before, but it's true). I used to think that electrics had to be small. Boy; was I wrong? Yes. I see pictures of electric planes with 8 foot wing spans and so forth. Howsomever (I don't think that's a word, but you understand, right) I love the sound of a well-tuned glow engine and I will still be flying them until I run out of engines or fuel. Fuel is another point. Over the life of a plane it costs more than the expensive batteries that I hear people complaining about. (Boy, there's a clumsy sentence). A good battery, properly maintained, can last for as many as 1000 flights. That's more than I can get out of 10 gallons (\$200) of fuel. On the other hand (the left) I'll continue to fly them greasy, loud suckers, too. I think I've been infected and have them in my blood. One thing about glow, they are loud enough that you know not to stick your finger in the prop. I've done that and it hurts. Not that the e-birds won't bite you, and worse, they don't stall, they just keep chopping away. I've also been told that an e-system is like a loaded pistol and might go off when you don't expect it. I have a scar on my lower lip and chin from a pusher prop. It had a nice sharp leading edge and despite the fact that the thrust was away from me, it

came off of the shaft and bit me in the face.

Nice talking to you, but I have to go get another gallon of fuel.

MEETING MINUTES: APRIL 14, 2010

By Walt Wilson

Meeting was called to order at 7:02 P.M. by President Don Fitch. Twenty three members and one new applicant were present.

The new applicant is Brian Dietsch, 314-402-5647. He was welcomed by the members present.

Secretary's Report: *Secretary Walt Wilson.* AMA Charter and insurance certificates for the club and property owners have been received. Copies of the certificates have been mailed to the Ostmanns. The library meeting room has been reserved for the second six months of 2010. Minutes were accepted as published in last month's Flight Lines.

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



WALT WILSON PHOTO

Ron Hesskamp discussed his 42% scale "Kelly" giant scale pylon racer. The plane is 13 years old and Ron recently completely refinished it to match the smaller "Kelly" he brought to the meeting a couple of months ago. It weighs 26 pounds and is expected to reach approximately 180 MPH! High landing speeds and long roll-out requirements prevent flying it at our field.

Field Report: *Field Chairman Paul Geders.* A new mowing contractor has submitted a lower bid and was placed under contract. Mowing will be on alternate Mondays and Thursdays, ten or eleven days apart. Intervals may vary when the grass grows rapidly in the spring and slows down during the late summer. Mowing is scheduled to be completed before 9:00 A.M., but, if the time and day of mowing is affected by weather, the mowing contractor will send an e-mail, the evening before, notifying us that mowing will be done the following day and about what time.

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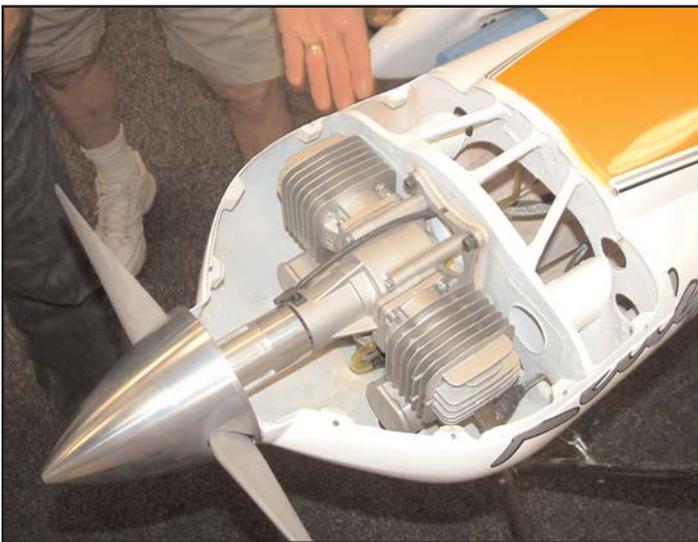
Pete Stephans will forward this information to the members who have known e-mail addresses. That way, those who like to get to the field first thing in the morning can adjust their plans accordingly.

The field is closed to all flying when mowing is in progress! A sign will be posted on the frequency board. Members must not interfere with mowing personnel. Wait until they are finished before flying!

Paul has replaced several ceiling fan blades in the pavilion and will meet with the asphalt contractor to determine further actions to repair the cracks in the runway, in the near future. Tom Foster is planning to rework the buddy box storage drawer in the near future.

The outdoor fireplace used for building fires in cold weather has become a trash dump! Don't litter our field! **If you brought it, take it home with you!**

Safety Report: Safety Chairman Duane Youngman reported that some flyers have gotten very sloppy about staying on the field side of the flight safety line. The flight safety line is even with the fence in front of the pilots' box and posts, at each end of the field. All aircraft, except small helicop-



The "Kelly" has a 111 cc twin cylinder engine that turns an 18 x 18 prop at 10,000 RPM.

ters, must be flown north of the safety line! Small and hovering helicopters are to be kept in their designated area west of the pavilion. Flying near, or over, the pavilion or pit area is strictly forbidden!

Membership report: With the member who joined at the meeting, we presently have 155 members, five more than last year at this time.

Activity Report:

Cox Warbirds Races, April 13: Strong winds delayed the start until near dark, but six competitors flew two heats and

had a blast. Greg Bohrer's Corsair was the consistent winner. We plan to have another race on Tuesday, April 28, and on the second Tuesday of each month until such time that the majority of the electric fliers choose to discontinue the race.

Four-Star 40 and Warbirds Races, April 24: CD Paul Geders asked for helpers to count laps and act as Pylon Judges. Some regular competitors are going to be out of town, so participation may be light.

June 5 Fun-Fly: This event is cancelled at Bob Fiely's request. Participation in Fun-Flys has been very poor in recent years.



Paul Geders bought his new Hanger 9 Super Stick ARF to fly his newly-acquired Saito .90 twin cylinder four-stroke engine.



Paul purchased the 25-year-old Saito and extensively cleaned, repaired, and tuned it to run beautifully.

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WALT WILSON PHOTOS

Members gather around to admire the workmanship on Ron's "Kelly". There are no visible hinge gaps on any control surfaces.



Paul Geders showed some replacement battery packs that are used in cordless power tools and noted that they can be an inexpensive source for sub -"C" cell nicads. These packs have 12 cells each and put out 14.4 volts.



CAROLYN SCHLUETER PHOTO

Meeting Activity: Ron Hesskamp and Paul Geders brought planes to show and discuss. See the photos for details.

OLD BUSINESS: None was presented.

NEW BUSINESS: Once again, a new member suggested that the newsletter be exclusively posted on the web site rather than printed and mailed. This idea has come up periodically ever since we've had a web site. We have a great web site that has served as an initial contact point and source for club information. It has attracted many people to join the Spirits. Paul Geders, our Webmaster, is to be commended for his great work and continued updating of it. Our newsletter is posted on it, in a timely manner, every month. The logic in printing and mailing newsletters is to maintain contact with people who may seldom look for a

newsletter on our web site and serve members who may not be thoroughly familiar with the internet or have the capability to open or download the large files. Many of our members seldom, if ever, use the field and their major contact with the club is through the newsletter. If they didn't receive the mailed newsletter each month, as a reminder that they belong to this great club, they may forget to rejoin next year! We also send paper newsletters to local hobby shops, the property owners, the AMA District VI Vice President, and other interested parties who may inquire about our club activities, but never look at our web site. The idea was quickly withdrawn. If any of our members would rather not receive a printed newsletter, they can e-mail me at: rallyo@charter.net and I'll remove them from the mailing list.

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Another Nice Day At The Field....



Gary Graul with his Balsa U.S.A. Sopwith Pup. It flies very well, too.



Gene Jones and Bob Gizzie do their thing. The question is...which one is on the buddy box?

WALT WILSON PHOTOS



Gene and new member, Joe Grasso, before another successful maiden flight.



Bob Gizzie (right) points out some of the finer points of flying to Mike Bein before trying a new plane for the first time.

April 13 Cox Warbirds Races....

Strong winds prevented flying Cox Warbirds until just before sunset. Five competitors flew two rounds and, while there were some exciting incidents, there were no crashes. Greg Bohrer easily won both heats with his Corsair. Official racing was limited to stock motors, but Paul Geders flew Walt Wilson's brushless-powered P-47 to see the difference between brushed and brushless motors. He flew a wide course to stay out of the racers' way, but could easily lap the field when flying competitively. Fading light prevented getting any photos of the competing Cox Warbirds, however some other flyers were brave enough to fly larger planes in spite of the wind.

CAROLYN SCHLUEYER PHOTO (RIGHT)



Don Fitch holds his lime green Astrohog. It's powered by a Lee Custom K&B .61.

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Tuesday Night Electrics....



Will Hopkins flew his EP P-51.



Paul Geders demonstrates the high-revving motor in his EDF Easy Tiger F-35. He flew other planes, but didn't fly this one because of the earlier wind and other activities.

Workshops and Winter Projects....



Babe Raab has this Bucker Jungmann in work.

(Right) Walt Wilson's scratch-built EP Mini-Four-Star.

WALT WILSON PHOTOS (LEFT)



Pat Keebey is in the process of covering this 1/4 scale Piper Cub for this flying season. It's powered by a Como 90, and has a Futaba radio utilizing four channels.

DONNA KEEBEY PHOTOS (RIGHT)



Pat's Hanger 9 British Spitfire is now completed. It's powered by an OS Max .90 four stroke. It's guided by a Futaba Radio with seven servos operating split flaps, retracts, ailerons, rudder, elevator and carb. With the exception of the aircraft identification letters, he made it match an oil painting that was presented to him several years ago by the Santiago Brothers, depicting a dogfight between a Spitfire and Messerschmitt. The painting was given to Pat in appreciation for helping them through the basics of building and flying Radio Control aircraft.

BABE RAAB PHOTO (LEFT)



WALT WILSON PHOTO

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

Welcomes you to a

TAILGATE SWAP MEET

- When :** May 15th, Rain Date: May 22nd.
- Where:** Spirits Flying Site
- Start Time:** 9:00 a.m. till ?
- Fee:** \$5.00 per car (Swapping or Flying)
- Concessions:** Food and Drinks Available
- All Proceeds:** Club Charity – Make-A-Wish Foundation of Missouri

Point of Contact: Chris Nenzel 636-634-8888

Field Open for Flying

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

| Date | Contest/Event | CD/ED | Notes |
|---------------------------------|-------------------------------------|-------------------------------|----------------------------|
| Tuesday, April 28 | Cox Warbird Races | Chris Nenzel | |
| Tuesday, May 11 | Cox Warbird Races | Chris Nenzel | |
| Saturday, May 15 | Tailgate SWAP Meet at Field | Chris Nenzel | |
| Saturday, June 5 | Fun-Fly Cancelled | Bob Fiely | |
| Tuesday, June 8 | Cox Warbird Races | Chris Nenzel | |
| 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 | Steve Cross | |
| 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 | Ron Hesskamp | |

FLIGHT LINES

ORCHARD FARM RC FLYERS

Open House Fun Fly

Friday June 18th and Saturday June 19th
Open Flying Sunday June 20.
9:00 AM till?

All Aircraft welcome glow, electric and gas



Location: North St. Charles County , MO

Directions: From Hwy 370 - Go North on State Hwy 94 about 7 miles
Left on Highway V (Orchard Farm Road) Pass Orchard Farm High School , then
Right on Marris Becket Road to Field

- Open Fly Event - All Aircraft Welcome. No Noise restrictions
- Flying Giants 2008-2009 Huckfest Host Site
- Absolutely Huge, Unobstructed 10 Acre Grass Field, 800 ft runway
- No landing fee - Donations Encouraged & Appreciated
- Concessions - hamburgers, bratwurst and soda
- On-site camping available (no hook-ups)
- Transmitter Impound in Effect - All Pilots Must Register
- AMA Membership Required
- Contacts: Jim Lanzendorf (jup20ft@msn.com) & Kurt Seiter (kurtseiter@yahoo.com)
- Club Information: www.orchardfarmrc.com

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Lee Volmert won the \$10.00 gift card donated by Mark Twain Hobby Center.

Meeting was adjourned at 8:15 P.M.

The Last Word

By Walt Wilson

It's not necessary to have all the equipment discussed last month to build model airplanes, it just makes it easier. Another tool that can be very helpful is a bench-type belt/disc sander and, if you plan to do much carving of balsa, get a Great Planes Power Planer.

The type of plane being built will dictate building procedures. In the case of the mini-Four-Star, the following applies: When laying out the formers for your fuselage, be sure to mark top-to-bottom centerlines on all of them. If you plan to round off the nose or other areas, install triangular stock at the top and bottom of the sides. Start assembly by gluing all doublers, wing saddles, triangular stock, etc. to the fuselage sides. Be sure to make a left and right side. Next, install the formers at the front and rear of the wing. The sides of the fuselage are usually parallel in this area, so mounting the formers perpendicular to the sides is easy enough. Lay one side flat on the building board and

glue the formers exactly 90 degrees from the side. When dry, cured, or whatever, depending upon the adhesive type (I recommend one that dries slowly for this operation), glue the other fuselage side in place on the other side of the formers. Be sure to maintain the 90-degree angles, make sure the sides are parallel to each other, and the ends are aligned. If you have slots and tabs, like the Four-Star series, alignment is easier, but check it again before it dries, to be sure. When the center formers are secure, lay out a centerline on your building board. Put all the aft formers in place, while pulling the tail end together. Line up all the centerlines on the formers with the centerline on the building board. It helps to put some heavy weights on each side of the previously assembled center part of the fuselage to hold it in place. Make sure the fuselage sides are aligned at the aft end. When satisfied that all parts are centered, use CA or your preferred glue to install them. Repeat the procedure with all forward formers, except the nose ring (if you have one) being careful to align the centerlines.



When the glue is dried, cut out and add servo trays, battery tray, landing gear block, cockpit floor, and any other internal structure. For easy access, I installed the rudder and elevator servos and pushrod tubes before sheeting the bottom of the aft fuselage. In the case of the EP Four-Star, the servos are Hitec HS-55's and are mounted in the same location as those in the larger Four-Star 40's. Determine where the slots or holes for rudder and elevator pushrods should be, allowing for the lengths and locations of control horns. I used .043" pushrods inside plastic tubing, supported on both ends and in one location in the middle. Add stringers to the aft fuselage deck, or other places where applicable. Install any remaining formers and sheet the upper fuselage forward of the cockpit with 1/16" balsa.

Next month, we'll address the wing. It should be built and installed before sheeting the bottom aft fuselage to assure a good fit.

Gotta go build!

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Greg Bohrer launches his GWS Corsair at a Tuesday evening electrics session.



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