



FLIGHT LINES

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

Lots of Club Activities

PREZ SEZ:

By Don Fitch

Gee whiz it's hot. Not too hot to fly though. We had a race last Saturday (June 5). Five racers and eight workers had a good time. You don't have to stay away from the field when there are races, they don't last all day and they're fun to watch. The first two races have been totally crash-free, with only one pylon cut! Are these guys good, or what? Maybe we should double the lap-counters' and pylon judges' pay as hazardous duty because it's hot out there, even with tents for shade. We all are in debt to those who help at our functions, without them there would be no functions. I got a complaint that there were too many races today, what do the rest of you think? I get complaints all the time, but most are about how ugly I am. Look, I get the worst of that, there's a mirror in my bathroom.

I purchased a set of wing ribs for my Sportmaster Plane (a kit no longer available) from Dan the Laser man in Troy Mo. First class all the way. Cost \$50 including shipping. I sent him a set of plans which he returned with the wing kit. Considering the cost of a wing kit from SIG and the quality that Dan produces, I have to go with Dan every time. If you have an old set of plans for a plane you would like to build, but the kit is no longer available or you just want quality precise parts, he is the MAN. I will display them at the next meeting.

MEETING MINUTES: June 9, 2010

By Walt Wilson, Secretary

The Meeting was called to order by President Don Fitch at 7:02 P.M. Eighteen members and guests were present. A new member Introduced himself:



Jerry Quist discusses his 18-year-old Carl Goldberg Extra 300. He built it from a kit and covered it with 20th Century Fabric Coverite in red and dark blue. Jerry painted the cowl to match. Recently, he changed the engine from an Enya Four-Stroke to a Super Tigre .75 two-stroke. In the process, he had to modify the cowl, so re-painted it. After all those years, the same paint no longer matched.

Nick Damaso, 314-283-8757.

He was welcomed to the Spirits.

Secretary's Report:

Walt Wilson, Secretary. Minutes were accepted as published in last month's Flight Lines. A big "Thank You" to Carolyn Schlueter for filling in for me when I was ill.

Treasurer's Report:

Les Richman, Treasurer. The annual rent check for the field has been delivered. The Treasurer's Report was accepted as presented.

Safety Report: Duane Youngman, Safety Chairman, was not present. No safety issues were presented.

Field Report:

Paul Geders, Field Committee Chairman.

Paul made arrangements with Creve Coeur Paving to dig out the old crack filler material, put in hot commercial grade asphalt and then install the Petro-tac. The cracks should have been repaired by the time you read this.

In response to many requests, the grass will be cut 1" shorter beginning with the next cutting. This will, in effect, create a grass runway beyond the asphalt, which should aid those with tail skids and other tail-draggers that may be hard to keep rolling straight when taking off. It will also shorten the roll-out for planes that land very fast.

Bill Lindewirth noted that, on the Monday morning before the meeting, when he arrived at the field, someone had left the drawer, with all the buddy box and training gear in it, standing fully open overnight. (Continued on the next page)

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Fortunately, nothing appears to have been taken. **Always be certain the drawer is closed and locked when you finish with the equipment! Always turn off the fans and lights when not in use! Always close the gate if you are the last person leaving the field**

Membership Report: *Pete Stephans, Membership Chairman*, was not present. We now have 163 members. That's nine more than last year at this time.

Activity Report: *Paul Geders, Contest/Event Chairman.*

Tailgate Swap Meet Postponed to May 22: The Tailgate Swap Meet was very successful, even though it was delayed by rain. We took in \$295.00 for donation to the Make-A-Wish Foundation of Missouri. *Photos are on page 3.*

June 5 Four-Star 40 Races: Five racers competed and, after initial delays, workers were plentiful. *See the full report elsewhere on this page and photos on page 4.*

June 19 High-Wing Trainer Races: Paul Geders has recovered from his surgery sufficiently to CD the event as originally planned. *It was extremely hot and participation was disappointing with only four entrants. See the report elsewhere on this page and photos on page 4.*

June 22 Boy Scout Flying Night: Les Richman is the Event Director and asked for Instructors and Club Trainers, along with any other members who want to help and/or provide trainers. *Photos are on page 5.*

June 26 First Annual Helicopter Fly-In: Tom Foster, Kevin Cordell, and Pete Stephans are contacts and it's expected to be a great turnout. If you're not flying, it should be a good show to just come and watch. Workers are needed for this, too.

July 17, Four-Star 40 and Warbirds Races: Steve Cross is CD. Workers will be needed. Call at: 636-458-3287 or e-mail Steve at: svcross@att.net if you can help.

Tuesday Evening, July 20 EP Warbirds Races: Paul Geders is CD for this one, too. This is the first attempt to race larger EP Warbirds on Tuesday evenings. Bring out that electric Warbird and have fun racing. Helpers will be needed here, too. Call Paul at: 314-838-1350 or e-mail him at: pgeders@charter.net, to let him know you'll be there.

OLD BUSINESS: None was presented.

NEW BUSINESS:

Runway Repair: Field Chairman Paul Geders got a bid of \$1250.00 from Creve Coeur Paving to repair the cracks in the runway and taxiways. The Board of Directors voted to proceed with the necessary repairs, with membership approval. A decision had to be made quickly to schedule the contractor within a reasonable length of time. Paul Geders

polled the members who have published e-mail addresses for their opinion. The vote, from those who responded, was 58 in favor, with one opposed. With that vote, Paul felt it was safe to go ahead and schedule the work before the regular membership meeting.

Donation To Make-A-Wish Foundation of Missouri:

A donation of \$295.00 in proceeds from the Tailgate Swap Meet was mailed to the Make-A-Wish Foundation of Missouri. *We received a "Thank You" letter recently.*

EAA & AMA Sign Partnership Agreement

On May 23, at the Experimental Aircraft Association headquarters in Oshkosh, WI, the presidents of both organizations, Dave Mathewson of AMA and Tom Poberezny of EAA, signed a Memorandum of Agreement to begin a new era of programmatic cooperation. A joint youth membership program, museum exchanges, grassroots club interaction and AirVenture/AMA Expo collaborations make up the keystone of this agreement.

Meeting Was Adjourned at 7:40 P.M.

June 5 Four-Star 40 Race Results:

By Ralph Doyle

Saturday, June 5, turned out to be a perfect day for racing. Due to various circumstances, we only had five flyers participate, but they showed everyone how to fly. Too bad the vast majority of club members missed out watching. Even if you don't want to participate or volunteer, you should come out and watch for a while. Of the 15 races held, there was not a single pylon cut and only 1 point was lost on a missed landing! Steve Ramonczuk took 1st place with a perfect score. Patrick Vaccaro was close behind, missing a tie by 1 point and Lee Volmert placed 3rd. All the contestants wish to thank the efforts of the volunteers, without whom we could not race: Mark Livesay, Tony Pozarich, Will Hopkins (who I hope will soon decide to start racing), Ken Brock, George Cooper, Paul Geders (who limped around keeping the contest moving), Gene Jones, and Walt Wilson.

June 19th High-Wing Trainer Race Report.

by Paul F. Geders

We had seven aircraft and six pilots show up. It was very disappointing compared to last year. We had two contestants in the .40 Class, and five in the Above .40 Class, of which four competed. The eventual winner, by one point, was Bob Bennett over Bob Fiely, and in third place was Gene Jones and a team entry of Les Richman and Steve Ramonczuk took fourth place. It was hot and humid, but a fun time was had by those who competed.

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Tailgate Swap Meet, May 22, 2010



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Four-Star 40 Races June 5, 2010



High Wing Trainer Races, June 19



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Boy Scout Flying Night, June 22



Boy Scout Learn-To-Fly Night, June 22

By Les Richman

The temperature was about 99 degrees with the heat index bumping 107! Five intrepid workers helped Les Richman give the Scout Troop 11 Boy Scouts, from Temple Israel in Creve Coeur, contact man Marvin Goldfarb, Scoutmaster Joel Schwartz and Scoutmaster Emeritus, Sandy (Bozo) Silverstein, who has been a Scoutmaster for 51 years, a fly-

ing demonstration and experience they should remember for a long time. Bill Lindewirth, Gene Jones, Babe Raab, and Mike Bien gave the guys, the leaders, and parents a taste of flying that was enjoyed by both the instructors and the recipients. There were 10 Scouts accompanied by six adults for the Spirits to entertain and Mike Livesay to feed, and the Spirits did a great job. A fun and memorable evening was had by all.

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

Four-Star 40* and WARBIRDS*

Pylon Races

Saturday, July 17, 2010



Spirits Field on Amrein Road, ½ 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 of St. Louis R/C Flying Club, Inc.

Tuesday Night E-WARBIRDS*

Pylon Races

July 20, 2010



Spirits Field on Amrein Road, ½ mile south of Greens Bottom Road, St. Charles County

ENTRY FEE: **\$10**

Registration starts at 6:00 p.m.

Racing starts at ~ 7:00 p.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



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We were done by noon and had a great lunch, thanks to Mark Livesay. A big *Thank You* to all the workers who donated their time and endured the heat so a few could have fun. Maybe we will have more competing at the Aug 21 High-Wing Trainer Race.

Charles Lindbergh's Monocoupe D-145

By Les Richman

I want to thank all who contributed to building my Monocoupe D-145. Thanks to Walt Wilson who conceived the project, researched, photographed, and modified an Ikon Northwest Monocoupe 90A kit, built the basic airplane, then sold it to me. Thanks to Jim Rawlings who finished covering the wings, modified the firewall to accept the self-starter, installed all the electronics, installed windows, then painted and detailed as necessary. I did all the design changes to adapt a different engine, self-starter, smoke system, configured the lights and electronics, and worked along side of Jim for several months. Thanks to Carolyn Schlueter who took additional pictures and to Bascom Instant Signs for making accurate decals. Thanks to Robert Muller, of the Missouri Historical Society who arranged a cherry picker ride for me to take pictures of the original Monocoupe's interior. Thanks to Goebel Custom Dash Boards for building the highly detailed instrument panel. Thanks to Fred Nelson for building the dummy scale engine. Thanks to Paul Geders for tuning the Super Tigre 3000 and to Ron Hesskamp for machine work. I appreciate the efforts of all who contributed.



Tom Foster built this great table for safe storage of training equipment and serving food in the pavilion. He also added reinforcement braces to the starting tables. Great work Tom, Thank you!.

The Last Word

By Walt Wilson

This month we're going to build the tail feathers for that bird. The easiest way is to simply cut the parts from 3/16" balsa, sand them, sand a "V" shape on the elevator and rudder hinged edges, and hinge them. If you want lighter sur-

faces, an open built-up structure will do the job.

If you want a slick way to do a light structure, do it this way. Always check (look down the edges) and buy balsa that is not warped. Cut pieces of 1/16" balsa to the desired shapes for the fin, stabilizer, rudder, and elevator, with the grain running lengthwise. Make doublers for the areas where the control horns will be located. Make a doubler for the center of the stabilizer about 1/4" wider on each side, than the fuselage at that point. Select the proper thickness balsa strips to make the surfaces the thickness you want. They're available from Mark Twain Hobby Center in most sizes. If you cut your own strips, use a balsa stripper to cut pieces to the desired width to make leading and trailing edges and, with the balsa core on a flat surface, using thin CA, glue in place. If the edges are curved, the scrap from cutting the original outline can sometimes be used as doublers, at least on one side. Cut more strips to make ribs, perpendicular to

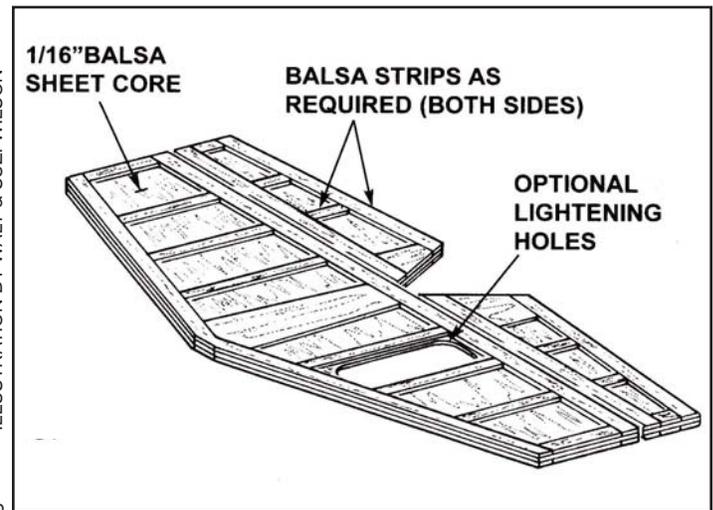


ILLUSTRATION BY WALT & SUZI WILSON

WALT WILSON PHOTOS

the core grain, and CA in place. How many ribs do you need? For the 60% Four-Star spinoff, I used three on each side. Space them evenly and use what looks right, it isn't critical. Repeat all the doublers and ribs on the other side (bottom) of the core. The CA hardens the balsa, making a plywood-like structure and, under normal atmospheric conditions, the perpendicular wood grains keep it from warping. Sand the edges to the desired shapes. If a knife-edge is desired, install ribs and sand to a taper, but don't use a doubler on the outer edge. If desired, lightening holes can be cut in the cores, after assembly, with a Dremel tool and sanding drum. Sand the leading edges of the rudder and elevator to a wedge shape and cut slots for hinges. I use the Great Planes "Slot Machine" for this, but a knife or purpose made slot cutter can be used, too. If you want a different thickness surface, use different size doublers and ribs, but stay with the 1/16" core unless you're building something really big. Cover the surfaces to be hinged with strips of covering material about 1/4" wide, then cover the rest of the surfaces, overlapping the strips. Install wick-type hinge material with CA, and you're done. This technique can be used for much larger aircraft, too. It makes a lightweight, but strong, rigid structure, and is almost as quick to build as it is to describe. Next month we'll talk about final assembly of the airframe.

Gotta go build something, it's too hot to fly!

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WALT WILSON PHOTO

Les Richman's Monocoupe D-145 is a replica of the one Charles Lindbergh had built in 1934. The original belongs to the Missouri Historical Society and is hanging on display in the terminal at Lambert St. Louis Airport.

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www.spiritsofstl.com

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