



FLIGHT LINES

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

EP WARBIRDS RACE AUGUST 17 HIGH-WING TRAINER RACES AUGUST 21

PREZ SEZ:

By Don Fitch

Gees manees, it's hot. Not going to the field today, the temperature is greater than my age and that ain't easy. I like going to the field, even if I don't have anything with me to crash. Not many people have a private park with the grass cut and comfortable chairs to sit in while watching and discussing interesting things. You know, we could use more chairs at the club field. Sometimes it seems to me to be more of a retired persons park than an R/C Flying Field. It's nice to have some place to go where you will find friends with interests similar to your own. It is also kind of like a school of model airplane building, there seems to always be someone who has the answer to any R/C or building problem I might have. However, it pays to be cautious. Not everyone who sounds like an expert is one. An expert, that is. Sometimes it's a little discouraging to see the kids who fly so much better than I do. However, I love to watch the talented people fly, regardless of their age. There are times when it's even more fun watching someone who gets in trouble every other circuit of the field. Come on down we're glad to see you.

MEETING MINUTES: July 14, 2010

By Walt Wilson

Meeting was called to order by President, Don Fitch, at 7:00 P.M. Don asked Vice President, Mark Livesay, to conduct the meeting.

Members signed in: Twenty-two members and two guests 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 reduced dues and unexpected runway repairs this year, we will be operating at a deficit. The Treasurer's Report was accepted as presented.

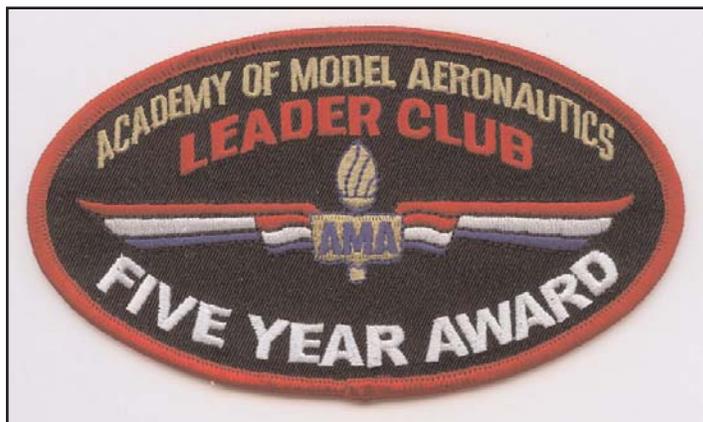
Field Report: *Paul Geders, Field Chairman.* The asphalt cracks have been repaired at a cost of \$1250.00. Gary Graul voluntarily cut a grass runway beyond the asphalt for poor-handling tail draggers to use, such as World War I aircraft with tail skids. Paul tried to kill weeds with vinegar and some old fuel, but they quickly returned. He will get some real weed killer and try again.

Safety Report: *Duane Youngman, Safety Committee Chairman.* Members are reminded to post their membership card on the frequency board anytime they are flying or have need to turn on their transmitters, even those with 2.4 GHz radios. If you don't have your membership card with you, use your AMA card. The reason for posting cards when using 2.4 GHz radios is so people flying on 72 MHz or other frequencies will know you're not on their frequency (and forgot to post your card) without coming to the pilots' box and looking at your transmitter. There are specific clips on the board for 2.4 GHz users.

OLD BUSINESS: None presented.

NEW BUSINESS:

Leader Club Five-Year Award Patches. AMA has provided patches for Spirits' members, acknowledging the completion of five years as an AMA Charter Leader Club. Actually, we are a Gold Leader Club, which means we meet all requirements, beyond a basic Leader Club, for a top-of-the-line AMA club. Patches were distributed to members who attended the meeting. If you want a patch, attend the next meeting, contact me (Walt Wilson) rallyo@charter.net, or send me a stamped, self-addressed envelope. My snail mail address is on page 8 of this newsletter.



Leader Club Five Year Award Patch available for all members. Attend the next meeting or contact Walt Wilson to receive yours.

Membership Report: We now have 166 members.

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(Continued from the previous page)

New Member, Gary Pyles, 314-687-2786, introduced himself. He has been flying helicopters, and has a fixed-wing trainer, but needs instruction. It was recommended that he contact one of the instructors listed on our web site.

Dues Increase: With the reduction of dues for 2010, income has not met expenses and President Don Fitch recommended that dues go back to \$125.00, for a full membership, as in previous years. Paul Geders made the motion to increase dues for 2011, it was seconded by Don Hoelting. After some discussion, the motion passed without opposition by members present. The structure of an additional \$25.00 for family membership, \$25.00 initiation fee for new members, and \$25.00 for junior membership remains the same.



Gary Graul discussed the construction and features of his 1/4-scale Fokker DR-1. It's a plan-built modified version of the Balsa U.S.A. kit. It has a Saito 170 three-cylinder radial engine, scale cockpit with controls that operate the control surfaces, smoke, and will have a landing gear with working suspension.

Activities Report:

June 26 Helicopter Fly-In: It was a great success with 31 flyers and 55 helicopters! Our compliments to Tom Foster, Pete Stephans, Kevin Cordell, and John Smith, for putting on a first class event. A full report is on page 3 with photos starting on page 4.

July 17 Four-Star 40/Warbirds Races: Steve Cross, CD, was not present. Paul Geders asked for workers and Mark Livesay announced workers would receive a free lunch.

July 20 EP Warbirds Races. Paul Geders, CD, discussed qualified entries and encouraged flyers to enter, workers to come help, and spectators to come watch.

Meeting Activity: Gary Graul brought his in-work Fokker DR-1 and Duane Youngman discussed his EP Mini-Pulse XT. Don Fitch showed work by a company that laser cuts parts for kits, and Paul Geders introduced his new type of airplane starting restraint. See the photographs for details.

Paul also gave away several packs of "C" size nicad batteries he received free of charge.



Don Fitch is very pleased with a Curtiss Robin short kit he had laser cut from his plans, by Laser Technologies, 499 Blue Goose Road, Troy, MO 63379. Their phone number is 636-462-7400.



Paul Geders discussed a different type of airplane starting restraint he invented, that allows a plane to be released by pushing it backwards rather than lifting it out of a yoke.

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

Meeting was adjourned at 8:08 P.M.

WALT WILSON PHOTOS

CAROLYN SCHLUETER PHOTO (RIGHT)



CAROLYN SCHLUETER PHOTO

Duane Youngman showed his new Hanger 9 Mini-Pulse XT ARF. He says the build quality is mediocre but it flies well.

The Boy Scouts Thank You:

By Marvin Goldfarb

Thank you for allowing our Boy Scout troop to come out to the Spirits of St. Louis R/C Flying Club and fly the model airplanes. The Scouts really enjoyed it, as well as the parents. It was the highlight of our summer program. Also, we appreciate the hot dogs and other snacks you provided. Please thank the other members who helped make this such a fun filled event.

First Annual Helicopter Fun-Fly

By Tom Foster

This was one of the most gratifying tasks that I have ever taken on in my R/C career. It exceeded all my expectations for our first helicopter event. We ended up with 31 pilots that drove from as far away as Jefferson City, MO and from Champaign, Ill. Talk about serious modelers. We had everything from beginners to pro quality flyers show up and everyone burned up some serious amounts of nitro and amps. We had ships ranging from 125mm sized blades all the way up to 90 sized helis swinging 710mm main blades. That's almost 63 inch blades turning 2100 rpm. The flights need to be seen to be believed. Youtube videos don't do the amazing flights justice. The helicopters defy all the laws of physics. Nothing makes a good time better than food, and food there was. The food was superb! I had no idea that we have a couple of the county's best chefs amongst our membership. A special thanks to John Smith for taking up the cooking duties. The weather was hot, but we had a pleasant breeze that made the day as nice as it could have been. Kevin Cordell was able to pull strings with his extensive R/C background and get a ton of nice prizes for the pilot giveaway. He got a nitro motor, main blades, governor, tool boxes and lots of other great prizes. Our sponsors were (in no particular order!); Great Planes (engine), Futaba, Curtis Youngblood (.com), Heli Wholesaler (part of FlyCo, owner of Heliproz, Miniature Aircraft, Heli Wholesaler, and Big Sky Machining). Thanks for everything. I was able to get some local participation from Mark Twain Hobby in the way of a small ready to fly Heli-Max helicopter that we raf-

fled off at the end of the fun fly. Thanks to Mark Twain Hobby Center for their support. The whole day was just perfect and the biggest reason was from all those that volunteered their help that day. Again, our great club of fantastic members came together and put on one heck of a fun-fly. A special thanks to (in no particular order!) Kevin, Pete, John, Walt, Will, Bill, Steve, Don, Carolyn, Gene, Dave and Babe. Our first Heli Fun-Fly turned out to be such a great success that I was given the go ahead to have a second one this fall. I'm shooting for October, so plan to make the next one and see what all the fuss was about. Till then, may gravity always be in your favor. *Photos are on page 4.*

Four-Star 40/Warbirds Races, July 17

By Steve Cross

I had two goals in mind for our races on Saturday...to have fun, and to start and finish early before the heat became too unbearable. I think we accomplished both goals. By setting up the registration table in the shade in the pit area rather than at the pilot's station, I was able to catch everyone right when they arrived. As a result, we were able to start flying by 10:15 A.M. With everyone's cooperation and excellent flying, we completed eight races by 11:50 A.M. and then we broke for lunch. We resumed flying at 12:30 P.M., and were finished with racing and the awards ceremony by 1:10 P.M. Good thing, because by then the temperature was hovering around the mid-90's with high humidity to boot!

In spite of the heat, we had eight racers and seven helpers turn out on Saturday, definitely the high water mark for a racing event this year. In addition to that, we had about 20 spectators sitting in the shade and enjoying the great competition, so all in all, we had a very good turnout.

We had six racers competing in Four-Star 40. There were some very competitive races, but in the end, Bob Fiely prevailed to take 1st place. Here's an example of how close the competition was, and how important it is to fly the course correctly....I was leading the last race on the 7th lap, but cut the pylon on the east end. That single cut moved me from a tie for 1st place to 4th place! We had some good flyers out there! Rounding out the field of winners was Paul Geders in 2nd place and Ralph Doyle in 3rd.

Warbirds had four competitors and, as usual, the competition was fast and close. We even had one gentleman from San Diego, California who was in town visiting his children. He flew his son's P-51 Mustang and had a great time. Jim Schilling took 1st, and we had a tie between Paul Geders and Gary Thompson (from San Diego) for 2nd and 3rd place. We split the prize money evenly between those two flyers and gave Gary the certificate for 2nd place (he was our guest after all!).

Thanks to everyone who competed, and a special thanks to those who helped count laps, were cut judges, or served lunch, so that everyone could have a good time. Thanks to Gene Jones, Mike Bien, Jim Moeller, Steve Ramonczuk, Will Hopkins, Gary Pyles and Mark Livesay.

For all you non-racers in our club, please note that there was open flying from 9:00 A.M. until we began racing at 10:15 A.M. In addition, the field was available for open flying from 11:50 A.M. until 12:30 P.M. when we broke for lunch (which a couple of flyers took advantage of to fly their EDF jets), and then was available again from 1:00 P.M. for the rest of the day. Even if you don't race, there is plenty of time for open flying, so please come out and use your field even when an event is scheduled. *(photos are on page 6)*

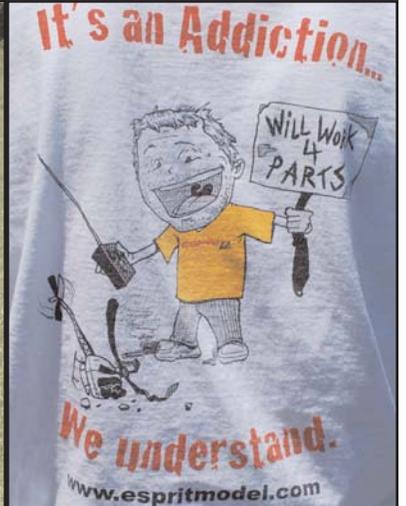
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June 26 First Annual Helicopter Fun-Fly



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July 17 Four-Star 40 and Warbirds Races



PHOTOS BY CAROLYN SCHLUETER

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

Tuesday Night E-WARBIRDS*

Pylon Races

August 17, 2010



Spirits Field on Amrein Road, 1/2 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



The Last Word

By Walt Wilson

This month we're going to wrap up this series about scratch-building. The landing gear can be made of music wire or cut from aluminum. I used .062" sheet aluminum and cut it out on a bandsaw, with a metal-cutting blade. I sanded and filed the edges smooth and bent it into shape using a drill press vice. I polished the aluminum with a buffer. Look for light-weight wheels in a size that looks appropriate. We fly off an asphalt runway, so small wheels work fine. If you land in the grass, don't expect to taxi back! The first two planes I built had open wheels. The most recent version has wheel pants, which can be addressed in another column.

Canopies are available at Mark Twain Hobby Center for a variety of aircraft. The ones I used on my Mini-Four-Stars are cut from Sig Manufacturing, World War II, 9" bubble canopies. Some plastic soda or water bottles, or various product bubble packs could be used as a source for a canopy, too.

In this, and the past three issues of Flight Lines, I've described how to build major parts for a scratch-built plane. From here on, assembly essentially follows procedures usually applicable to a kit-built model. Covering instructions are usually included with a new roll of Monokote and should present no unique problems. There have also been several articles on covering in the trade magazines.

Install the motor, ESC, and radio. I used a full-size, full range Futaba receiver in all three Four-Stars I've built. The present one has a Rimfire 28-30-950 motor and E-flite 25 amp ESC. It has Hitec HS-55 servos and a 3S, 11.1V, 2100 MAH battery. Start with the CG in the same relative place as the original Four-Star 40 or other plane you used as a source for basic design. Try shifting the battery fore or aft, if possible, to aid balancing before adding any weight. I had to add 1/4 ounce of lead in the tail on the current version. All-up, it weighs 24 ounces and flies much like a full-size Four-Star 40. I didn't have any added weights in previous versions, but they used a lighter battery and weighed in at 20 ounces. When in doubt, go nose-heavy, never tail-heavy, and your new plane will be more likely to survive for a second flight. Scale down the recommended control surface throws on the source airplane. Always use an incidence meter or other method to assure that, when the trim is centered, the ailerons are in equal positions at the outboard tips before flying. That will reduce the likelihood of unpleasant surprises on the first takeoff.

Have fun with your new, scratch-built airplane! It'll offer a lot more pride of accomplishment than any ARF! Once you finish your first scratch-built plane, you may go on to build more elaborate and original planes. The sky's the limit!

They say the early bird gets the worm, but the second mouse gets the cheese in the trap.

Gotta go build something

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




Presents
High Wing
Trainer Races
Saturday Aug 21, 2010
at Spirits' Field
 on Amrein Road, 1/2 mile south of Greens Bottom Rd.
 St. Charles County

Entry Fee \$5
AMA REQUIRED!
Registration Starts at 9:00 am
Racing Starts at 11:00 am
Four-Star 40 Racing Procedures Apply

For more information, contact
 Curt Milster 636-466-1475 or
 e-mail at hairplane08@aol.com



Spirits' 2009 Activities Schedule

Date	Contest/Event	CD/ED	Notes
Tuesday, Aug 17	Tuesday Night E-Warbirds Race	Paul Geders	Member Appreciation Dinner
Saturday, Aug. 21	High-Wing Trainer Race	Curt Milster	
Tuesday, Sept. 7	Cox Warbird Races	Chris Nenzel	
Wed., Sept. 8	Meeting at Field	B of D	
Saturday, Sept. 25	Open House	Committee	
Saturday, Oct. 9	Four-Star 40/Warbirds	Ron Hesskamp	

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CAROLYN SCHLUETER PHOTO

One of the helicopters performing at the Spirits' First Annual Helicopter Fly-In



FLIGHT LINES

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**Meeting is on
Wednesday,
August 11
at 7:00 P.M.**

August, 2010