



FLIGHT LINES

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

Meeting-Wednesday, July 13

PREZ SEZ:

By Dave Brown

Greetings fellow members! For those of you that missed out going to the Heli Fun-Fly, you missed some great flying and great weather, for the most part. The membership grew by at least three members, that I know of, thanks to Bob Gizzie. Thanks to everyone who helped Tom with the Fun-Fly.

As of June 25, there have not been any bids accepted on the roof of the pavilion. There were a few ideas tossed around at the board meeting which will be presented at our next membership meeting on July 13.

Everyone knows by now when our mowing day is! If you don't, it's **THURSDAY** from 1 to 5. If you see the mowers arrive, please stop flying and wait until they're done.

The runway repairs are very close to completion, All of the troublesome cracks have been filled and only some sealing of the large crack to the east end of the runway remains to be completed.

"Open House" is fast approaching and some of our flying tables are in need of repair and paint. This will be discussed further at the meeting.

Boy Scout Night at the field is July 19. There will be further discussion at the meeting on this.

FLY SAFE-FLY RESPONSIBLY.

MEETING MINUTES: June 9, 2011

By Walt Wilson, Secretary

The Meeting was called to order by President Dave Brown at 7:00 P.M. Twelve members and one guest were present.

Secretary's Report: *Walt Wilson, Secretary.* Last month it was reported, in the Safety Report, that Frank Hunleth had been cut by a propeller on an electric-powered plane. It turns out he was not the injured party. It was Frank West. We hope his injuries are not severe. Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: *Bill Lindewirth, Treasurer, was not present.* No Treasurer's report was presented.

Field Report: *Paul Geders, Field Committee Chairman.* Flooding in the area of our field is a strong possibility in the near future. Paul suggested keeping an eye on the farmers, to see if they start moving their equipment out. The weath-

er reports should also be carefully watched. It will be necessary to remove the tables, tractor, and any loose equipment, if flooding is imminent.

Bill Lindewirth contacted our insurance company and they inspected the pavilion for hail and wind damage. They are paying their estimated cost for a new roof, some fascia boards, and ten new fan blades. Paul is getting bids. There is a \$250.00 deductible. In view of the impending flooding, we will wait until the threat passes before getting the work done.



Bill made three of the replacement signs and they were installed by Gary Graul, and Paul.

The runway cracks are 80% repaired, thanks to all the hard work by Dave Brown and Gary Graul.

The batteries in the weather station were running down overnight. Gary Pyles, who donated the first one, has installed a new wireless weather station that does not have battery issues.

Note: Meetings will again be on the second Wednesday of each month unless otherwise noted!

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

Membership Report: *Pete Stephans, Membership Chairman, was not present.* We now have 150 members! We are 14 members short of last year at this time. Speculation is that the generally inclement weather to date, and the bad economy may be responsible for the lack of interest. There are indications that some other clubs are coming up short, too.

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A possible dues increase, due to income deficits, was discussed.

Activities Report:

June 4, Four-Star 40/Warbirds Races: See the report elsewhere on this page.

June 25, Helicopter Fun-Fly: The CD's have been attending other clubs' events and expect good participation at ours, in return.

July 16, Four-Star 40/Warbirds Races: Curt Milster is CD. As always, workers will be needed. See the flyer on page 7 for more information.

August 7, Electric Fly-In: An Event Director is needed. If you're interested, call Paul Geders at: 314-838-1350.

OLD BUSINESS: None was presented

NEW BUSINESS:

Mall Show?: Gary Pyles suggested a mall show to try to work up interest in R/C flying and recruit new members. We have participated in mall shows in the past with little apparent results. The suggestion has merit and was tabled for further consideration.

Meeting was adjourned at 7:38 P.M.

June 4, 2011 Four-Star 40 & Warbirds Race Report.

by Paul Geders

Finally, our first race of the year got off without a hitch. Weather has not been cooperative this year, at all, on the weekends. But, with approximately 10 MPH winds straight down the runway, and 101 degrees for the high at the field, all went very well. We started around 10:30 and were done with three rounds of racing in all classes, including a stop for lunch, by 1:30. We counted 31 people at one time, including our nine flyers, in attendance. There may have been more as a lot were coming and going.

We had great support from our workers. Without them the fun just doesn't happen. Thanks to Ken Brock, Russ Watts, Jim Moeller, Gene Jones, Will Hopkins and Tom Galloway, from River City Flyers, who stepped in and lap counted when we had a four plane heat. A special thanks to Steve Ramonczuk for acting as CD and starter when I was flying and for lap counting in the novice Warbird class. Mark Livesay provided concessions for everyone, and a lot of liquids were sold in keeping everyone well hydrated.

We had seven entrants in the Expert Four-Star 40 Class, three flew in Expert Warbirds Class and four in Novice Warbirds Class. We had no entrants in Novice Four-Star 40 class, which was surprising. Four-Star 40 was won by Ralph Doyle, Bob Gizzie took second, and we had a fly-off for third place. Jim Schilling prevailed over Vic Bunze who ended up in fourth place. Fifth place went to your writer, sixth went to Pat Vacarro, and seventh to Bob Bennett. Several had engine setting problems and jumping the

start/finish line...we all have to remember the race starts when the verbal count-down reaches zero, not one.

The Expert Class Warbirds was won handily by Jim Schilling, followed by your writer and Tom Galloway. Both Paul and Tom had engine and servo issues respectfully. However, there was the usual very close racing when they were running well.

Lastly, the Novice Warbirds Class was dominated by the eventual winner, Vic Bunze. Vic has returned to flying after being away for several years. Second place went to Ralph Doyle. Tim Saxer, a new member, captured third place in his first race ever. Bob Bennett took fourth after having to withdraw due to retract issues.

Everyone went home with their planes in one piece and with smiles on their faces, and that is what it is all about...having FUN!

Building Tip:

By Ralph Doyle

I sometimes have to install blind nuts on firewalls, retracts, etc., even on ARF's. I usually draw them down with a number of washers on the bolt so the head won't go through the wood as I'm tightening the bolt. At times I have to add a lot of washers so that it's not necessary to screw the bolt all the way down. What I do now is use wheel collars in place of the washers. Saves time.

2011 Helicopter Fun-Fly, June 25:

By Tom Foster

Wow, what an event! It was nearly perfect minus the hint of a possible rain shower and the messed up roads to get to our field. Even so, we ended up with 31 pilots and one that flew all the way from France just to come to our fun fly...well, that, and to see his son, fellow Spirits' member, Gregory, his wife and kids! Our volunteers made the Fun-Fly everything it could be and in one descriptive word, GREAT. I've said it before and I'll say it again, you all make the club what it is today.

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For Sale:



VQ P-40 Kittyhawk. Has Super Tigre G-90, with retracts, flaps, and servos. Like new, fast, flies well, never crashed, \$295.00. For lots more pictures, see the Photo Album on our web site at: <http://spiritsofstl.com>. I have other planes for sale, too! I'm cleaning the basement!
Walt Wilson, 946-6167, or e-mail at: rallyo@charter.net

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June 4, Four-Star 40 & Warbirds Races



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We had pilots from as far away as Kansas, Sedalia, Rolla and a bunch of new faces from here in St. Louis. The flying was just plain exciting. This year we had more Pro pilots than I think we have had in the past. Our club photographers, Carolyn and Walt, took some amazing photos of helicopters breaking all the laws of physics. Einstein would be scratching his head trying to figure out how these moves are even possible. The camaraderie and good will throughout the whole day was just amazing. No matter who you talked to, or flew by, you were always in the company of good friends. It's so refreshing to witness life in this way. Bill Lindewirth was the official chef for the day and sold everything but a couple of hotdogs. Everything tasted perfect. I think he could go head to head with Bobby Flay any day!

Sharon O'Connor made her world famous brownies and cookies. I've been bragging the last few weeks about "we have cookies" but I cannot anymore because they all were eaten! Huge thanks to Sharon for all her efforts for the club. I'd like to throw out a quick thanks to all that helped, in no particular order, to Kevin, Lee, Steve, Pete, Gary, Shane, Russ, Gene,

Gregory, Sharon, Bill, Jeremy, Steve, Gary and Dale. Thanks for everything! Our sponsors, in no particular order, are Horizon Hobbies, Mark Twain Hobby Center, Hobbico, Ready RC, Youngblood Enterprises, Futaba, Tower Hobbies, Heli-Proz and Heli-Wholesaler. Thanks so much for supporting our event.

The BIG winners at our event were our own Jeremy K., T.J. and Nick. The big raffle was won by a close friend of the club Don B. I'm sure with that Blade mCP-X he will be flying inverted in no time. So, in closing, thanks to all that participated in the Spirits of St. Louis R/C Club's June 25, 2011, Helicopter Fun-Fly. See you at the next one October 1, 2011.....Make sure you're at the next one because we will have cookies!!!



The Last Word

By Walt Wilson

Attendance at meetings has been the smallest in memory for the past two months. What do you members want to see at meetings? What would pique your interest and draw you to the meetings? E-mail me at rallyo@charter.net and let me know what you want, or what is keeping you away. Sources will be kept confidential, if requested. Next to this newsletter, monthly membership meetings are the most important means of communication between members and officers, and the only place where club-guiding decisions can be official. If you don't attend meetings, you are not part of the decision-making people in the club.

A few years ago, my wife, Suzi, gave me an Electrify Fokker D-VII ARF for Christmas. I decided to do a kit review on it for RC Report. After trimming it and adjusting balance and aileron throws, it flew very well. On the third or fourth flight, it started making a strange noise and the motor quit as it passed in front of me. I wound up with a rough landing in some very unfriendly terrain, which did a lot of damage. The motor shaft, which was held in place by two Phillips screws, had come almost all the way out, causing the crash. It looked like junk without a lot of repair or replacement of parts. The motor was repaired by changing to Allen screws and careful tightening. It's now in my latest Mini-Four-Star.

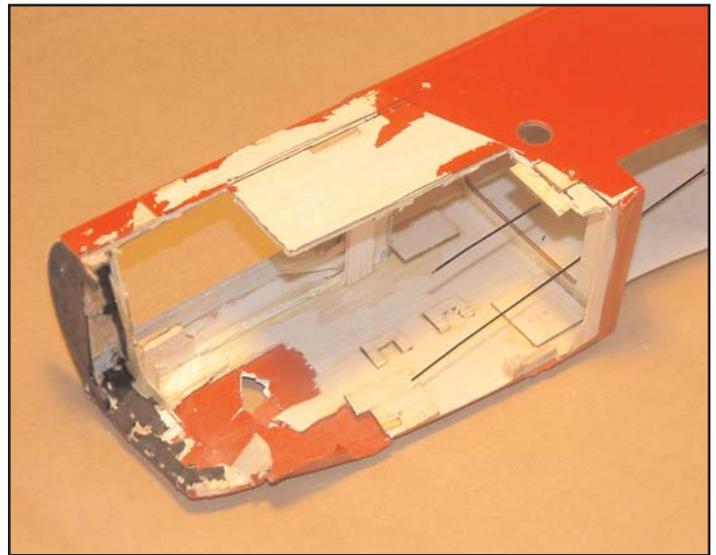
The wreckage of the Fokker reposed in the back of my basement until recently. I was looking for an interesting project and decided to try repairing the Fokker. The fuselage, lower left wing, and landing gear were badly damaged. Spare parts are available for this plane, but a new fuselage, landing gear, cowl, and lower wing would come close to the price of a new airplane! That wouldn't be much of a building challenge, anyway. The photo at upper right gives an idea of the extent of damage to the fuselage. Wing damage wasn't quite as bad. I ordered new landing gear and cowl parts, then went to work.

The forward fuselage shape was determined and 3/32" balsa cut to fit. Doublers were glued on the inside of the butt joints for added strength. A new battery carrier was made of 1/16" plywood. The original 2mm balsa carrier was too fragile and a poor design to start with. Plywood servo mounts were installed in the original locations, which were almost intact. I used Hitec HS-55 servos in the fuselage and \$2.77 servos, from Hobbypartz.com, for the ailerons. They're cheap and do the job nicely.

Since the original Rimfire motor was in use elsewhere, I relocated the firewall to accommodate the Uberall Nippy Black motor and Jedi 18 amp ESC I had been using in earlier Mini-Four-Stars. They are approximately equal in power and rpm to the Rimfire and 25 amp ESC originally used in the Fokker.

One minor challenge was getting the thin and fragile (without covering) lower left wing straight. I weighted down the remaining parts on my building board, then using CA, reglued hairline breaks and made and installed new ribs as necessary. After covering, judicious twisting and shrinking of the wrinkles in the covering did the job.

After rebuilding the fuselage, only five of the original eight cabanne strut anchoring points on the fuselage were left, so the upper wing alignment had to be completely re-set. One of the "N" struts was still intact and was used as a pattern to



The Fokker D-VII nose before repairs. The firewall, landing gear mount, and most of the forward fuselage were destroyed. The dark areas on the far side are the inside surfaces of the covering material, the wood is gone. The near side has been trimmed square to facilitate matching new wood pieces for repair. The far side was similarly trimmed after this picture was taken.

WALT WILSON PHOTOS



The finished rebuild looks as good as new.

make a replacement for the other one. The rebuilt lower wing and an incidence meter were used to align the upper wing and locate the anchors. The "N" struts are not symmetrical, so must be installed properly for correct incidence. With the cabanne struts installed on the wing, new attachment points were located, reinforced with thin plywood, and drilled.

I wasn't able to match the color of the original covering exactly, but the paint on the replacement parts didn't match from part-to-part, anyway, so no worries there. I doubt that the paint all matched on the original WW I fighter, under wartime conditions, either.

After covering, re-assembly, and installation of the radio, total weight gain was less than one ounce.

Gotta go finish this newsletter!

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

Four-Star 40* and WARBIRDS*

Pylon Races

Saturday, July 16, 2011



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 for those that want to "cash bash", otherwise free and race for "bragging rights" and certificates

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: Curt Milster 636-699-8068
or e-mail him at p40wr@aol.com

Spirits' 2011 Activities Schedule

Date	Contest/Event	CD/ED	Notes
July 16	Four-Star 40/Warbirds	Curt Milster	Field is open to General Flying until 10:00 or 10:30 A.M. on race days
Aug 7	Electric Fly-In	CD TBD	This is a Sunday Event and will be Open to General Flying after 2:00 P.M.
Sept. 14	Meeting at Field	B of D	Member Appreciation Dinner
September 24	Open House	Committee	
October 1	Helicopter Fun-Fly	Tom Foster/Kevin Cordell, Pete Stephans	
October 8	Four-Star 40/Warbirds	Steve Cross	

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WALT WILSON PHOTO

Rick Ellis, of St. Charles, does a fast fly-by with his scale MD 500E, while spotter Kato watches, at the Spirits' Helicopter Fun-Fly on June 25.



www.spiritsofstl.com

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St. Charles, MO 63301-0131

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