



FLIGHT LINES

THE MONTHLY NEWSLETTER FOR MEMBERS OF THE SPIRITS OF ST. LOUIS R/C FLYING CLUB

First Event of 2001 a Success

President's Notes:

By Eric Langston

I would like to start this month by thanking each and every person that has helped out at the field. This list of names is long and I do not want to forget anybody, so at this time I will just say thanks for your efforts for the club. The pavilion is built, and finally passed inspection. The field is level, the grass has been planted and is growing. The water has drained. The parking lot is now bordered by freshly painted posts and the list of improvements keeps growing daily. Much of this work has been completed, or overseen, by a handful of very dedicated members. Thank you. On June 16 we hosted the first event at our field. As you can read later, the contest was exciting and successful. Many thanks go to all those who worked the event.

Without you the people, flyers could not compete.

There was excitement of all types. Close competitive racing, a stiff wind rolling over the trees, and even a mid-air that Mike Willman and I had the misfortune to be involved in. As luck would have it this took place on the last turn before the finish line. That's racing! Three parts skill, one part luck. Don Ware found that a stiff wind over the trees, combined with over-rolling in the turn, can be fatal to a five pound airplane, especially when flying low and turning hard in the heat of a race. Everyone that damaged or destroyed a plane still ended the day looking forward to the next race. That's what it's all about, HAVING FUN!!. Thank you to Paul Geders for running the event. Everything, except the wind, went smoothly. If you have not been to a meeting in a while, it's time to come back. Last month we started tech and building demonstrations again.

Thank you to those that demonstrated the tips and techniques at the meeting. Thanks again to all those who keep bringing their planes, projects, and hobby related items to the meeting. That's it for now. I have a new Four-Star 40 to build.

*Serving you,
Eric*

Meeting Minutes: June 13, 2001

By Paul Geders, Walt Wilson was unable to attend

Meeting started at 7:05 p.m.

1. Members Signed-In: 34. Total number in Attendance 37 (three Guests).

2. Proposed New Members:

Name:	Phone Number:
Chuck Drury	314-434-0464
Tom Drury	314-434-0464
Judd Curtis	636-922-0707
Clarence Politte	314-830-0121
James Olvitt	314-727-6886
Steve Purdy	636-441-6592

3. Secretary's Report: Two revisions were made to last month's newsletter. One was to correct Les Richman's phone number in the Board of Directors listing to 314-434-8080. Eric actually took 5th and not 7th because there were only six entries in the Four-Star 40 race in Rolla.

4. Treasurer's Report: Accepted as read.

5. OLD BUSINESS:

Field Report: All blue and white-capped posts were painted and installed by Lee Volmert. Lee and Frank Nolle put the orange safety posts up. Ditch is draining. St. Charles Planning and Zoning will be refunding \$1,000.00 since the grass is growing and we met the re-vegetation clause. Final corrections to the pavilion are in work. Make sure all tractors are kept in the barn.

Safety Report: Nothing presented.

Training Program: Going very well!

General Information:

Bill Hancock reported on the Float Fly held in Innsbrook Estates.

Charge Card for Club has been applied for to cover the Yahoo website account.

Les Richman has a "plane hauler" trailer (used to be Noble Heider's) for sale, see ad elsewhere in newsletter for details.

Les reported that we would be presenting a flying demonstration to a pack of Boy Scouts on Saturday, June 23rd. Please bring your planes and enjoy the "giving" side of our hobby.

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6. NEW BUSINESS: No New Business.

7. Meeting Activity: Bob Rolf introduced Don Fitch who gave a talk on how wings can be built without warps and how to take them out of a wing if you have one.



George Cooper demonstrates his plane-locating buzzer (see text).



Steve Purdy holds his "A" Dominator 200 with a high-revving Russian engine (see Text).

Bob Rolf then introduced George Cooper who gave a presentation on a "buzzer" type airplane locator. When the transmitter is turned on the buzzer shuts off (receiver is on). If airplane crashes, simply turn off your transmitter and listen for "annoying" buzzer. He sells the kit for \$5.00 and assembled for \$10.00. They come in both a 4.8 volt version (that will work with a 5 cell 6 volt pack) and a separate 9 volt battery version.

Steve Purdy showed his "A" Dominator 200 with a Russian engine that turns a 4-1/8" x 4" prop at 41,000 RPM. Good looking airplane.

Lee Volmert showed his "toy airplane" that was given to him by his daughter. It comes from Arcadia,

Illinois and was built by an Amish fellow. It is one of only three built. It weighs 15 pounds, because it is made from solid oak.



Lee Volmert shows his Amish-built, solid oak, "Toy Airplane" (see text).



Bob Fiely shows his Sig 450 Midget Mustang. The engine is a K&B quickee 40 rear exhaust type and the radio is Futaba four-channel. It hasn't been flown to date.

Paul Geders showed his Four-Star 40 that he will be racing this coming weekend

Reward--\$50.00--Reward

I will pay a \$50.00 reward for the return of my Roadrunner plane, including the engine and all major parts. It's in the cornfield north of our field, about 1/4 mile from the runway and about halfway between the pilot's box and Amrein Road.

The wing is white, the fuselage is purple, it has a Super Tigre 3000, a gyro and smoke system. Les Richman, 314-434-8080.

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Flyers, callers and workers line up with some of the surviving planes at the conclusion of the first ever Four-Star 40 and Warbirds Unlimited race at our new field on June 16. Eric Langston and Mike Willmann hold the results of a mid-air crash at the west pylon. Later, Don Ware suffered an accident he blamed on wind shear at the same pylon.



Christina Ware called for Dad Don to win the first two heats handily with his Warbirds-winning Dynaflyte F4U Corsair. The O.S. .46 SF pumper hauled it very capably until the fire went out on takeoff, in the third heat, for a zero. He won the fourth heat but damaged the rudder on landing, so finished with a backup plane.

The Race Report

By Paul Geders

First, we want to thank the workers. Without them the rest of us would not have had the fun we had! They are; Steve Cross, Frank Nolle who won the workers prize; a Sig Four-Star 40 kit, George Cooper, Jim Rawlings, Cliff Nolle, Russ Watts, Ralph Amelung, Gene Jones, Bob

Rolf, Andrew Rolf, Ed Radginski, Josh Radginski, and Les Richman. Thank you, thank you, and thank you! Thanks also to Eric, who co-CD'd and who is going to do the next race, right Eric? We had seven entrants in Four-Star 40 and three in Warbirds. Steve Ramoncuk flew Bob Fiely's airplane. They entered as a team.

Finish and final points in Warbirds were:

- | | | |
|------|---------------|------------|
| 1st. | Don Ware | 16 points |
| 2nd. | Paul Geders | 14 points* |
| 3rd. | Eric Langston | 14 points |

* = tie breaker, and winner of Best of Show.



Paul Geders holds his class-winning Four-Star 40. The very colorful bird is powered by the usual Super Tigre GS 40.

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Finish and final points in the Four-Star 40 race were:

1st.	Paul Geders	24 points
2nd.	Ralph Doyle	20 points
3rd.	Don Ware	17 points
4th.	Pat Keebey	11 points
5th.	Steve Ramonczuk/Bob Fiely	10 points
6th.	Mike Willmann	4 points
7th.	Eric Langston	3 points



Bob Fiely and Ralph Doyle hold their Four-Star 40's. All were powered by Super Tigre GS 40's and built in strict accordance with the instructions in the box in an attempt to make the competition equal. There was some variation in the top RPM attained by the engines, but no one ran away from the others.

Eric, while running in 1st and lapping some others, mid-aired with Mike Willmann who was running 4th in the second round. Tough break! Don Ware "over rotated" and the wind slammed him into the ground in round four. He lost his primary plane but finished the day with his backup. Only Don and Eric landed once each with their motors running in Warbirds. I dead-sticked every time, then I found out at the end of the race, that I didn't have a big enough tank. I had just enough to get airborne and mill a little bit and finish the race with less than a lap left in the tank.

Out of the ten heats of Four-Star 40 (five rounds) there was only one cut in round two, heat two, and two cuts by one person in round three, heat two. Nobody wanted to cut. The planes were very evenly matched. The person who hit the starting line first usually won. This was anybody's race to win and the playing field was certainly leveled by exchanging props every heat.



Racers fire up their engines for a Four-Star 40 heat.



Racing would be impossible without the workers! Lap counters included Steve Cross, Russ Watts, Cliff Nolle and Jim Rawlings.



Pat Keebey steers, Steve Cross tells him when Steve Ramonczuk is at right.

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Third Race in Series Will Be July 22.

The third race in this series will be at Vichy Airport in Vichy, Missouri. This is the only one this year that will start at 12:00 Noon.

Four-Star 40's and Silver Class Warbirds will race. Contact Don Ware at 1-573-364-1975 or e-mail at: wardedpc@fidnet.com

GSLMA MINUTES, JUNE 6, 2001

MEETING

By Pat Keebey

I have not received the minutes from the GSLMA meeting of June 6, 2001. Secretary Ray Galina was not present and I'm not sure when (or if) the official minutes will be mailed.

A. The Air Show has been cancelled due to lack of a C.D. or interest from the clubs representing GSLMA.

B. All Slow and Park flyers must have AMA membership to fly at Buder and must post card on frequency board.

C. The Flying Rules and Rules of Conduct is Ordinance 616.180.

D. June 14 (Thursday) the R/C Flying site is closed for the Sam R/C Old Time Free Flight Contest from 9:00 a.m. to 4:00 p.m.

E. On June 23 there will be an Open Electric Fun Fly at the Boeing Flying Field.

F. The Buder R/C Flying Site will be closed the 5th weekend in July. The dates are July 28 and 29. There will be a Frisbee Tournament.

G. The Thermalleers have a Free Flight Contest scheduled for October 2 with a rain date of October 9, 2001.

The next GSLMA meeting will be Tuesday, July 3, 2001 at 8:00 p.m. at the St. Louis County Library on South Lindbergh.



Demetrius Lewis with his Hobbico Superstar. A Super Tigre GS .40 pulls it very capably.



Jeff Muhs shows his Saito .80 Four-Stroke powered Sig Somethin' Extra. A very lively performer with this much power!



Willie Blanchard shows his Sig Astro Hog. Saito .52 four-stroke power is more than enough!

Wright Flyers Annual Float Fly

By Bill Hancock

On Saturday, May 26, flyers from several area clubs participated in the Sixth Annual Memorial Day Float Fly at Innsbrook Estates, near Wright City, Missouri. Don Vetrone of the Wright Flyers was Event director and his club and the Boeing R/C Club shared hosting. The event is designed as a challenge for R/C flyers from the area and as an entertaining spectator event for Innsbrook residents. It was a bright and beautiful day with irregular gusting winds, but everyone who tried got his plane in the air.

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Participating Spirits included Russ Watts with his Saito .56 Four Stroke-powered Balsa U.S.A. Stik (picture was in last month's Flight Lines), Bill Hancock with his O.S. .40-powered Goldberg Falcon (also in last month's Flight Lines) and ex-Spirit Jack Douglas with a float-equipped Sig Skybolt. George Cooper, his wife, Frank, Anna and Cliff Nolle, Ozzie Barron and Claud Wade came to see what all the hype was about.

There were a total of twelve pilots participating, from the three clubs, with some having more than one airplane. A great variety of planes were present, including some electric seaplanes, both .40 and .60 sizes and one beautiful 1.20-powered Macchi M-39 Racer. One Park Flyer achieved a negative 10 mph in the gusting wind.



Event Director Don Vetrone of the Wright Flyers with his Tiger 60, powered by an O.S. 91 FS Surpass.



Boeing R/C Club member Tom Ramsey shows his beautiful Macchi M-39 Schneider Trophy Racer. Power is believed to be an O.S. 1.20 FS.

Other people brought several fascinating planes for static display. Don Vetrone reported that this year's event was, by far, the largest and

most successful to date. We look forward to next year!

The Last Word:

By Walt Wilson

A lot of you have asked whether anyone has found and returned my Stik 40 which is lost in the "Rain Forest". The answer is no, and with the Missouri rising into the area beyond the levee, it probably never will be found. I don't blame people for not looking. I wouldn't go in there! The underbrush is very dense and who knows what's living in there. Jeff Muhs, a newcomer to our club, told me about an experience he had at the field where he flew before moving here. He had a plane go down in a wooded area similar to ours. He was flying alone at the time. He went into the woods looking for it. He came upon a wet area and, as he tried to cross it, he realized that it was quicksand! He began to sink and, the more he struggled, the faster he sank! When it got up to his knees, he realized that he was really in trouble and began to think "I'm going to die here and nobody will even know where I am"! He took off his sun glasses and threw them to the side of the quicksand hoping that maybe someone would at least have a clue where to look for the body! Then he saw some weeds within his reach. He lunged across the surface and just barely reached the weeds. A little at a time, he pulled himself out of the muck and to solid ground. Scary story, huh? If you lose a plane in our "Rain Forest" and decide to go look for it, don't go alone!

Recently, Anna Nolle called and asked if I knew the phone number for the guy who used to retrieve planes from trees in Creve Coeur. It seems that she planted her pride and joy in one of the taller ones in our "Rain Forest". The man who retrieved planes at our old field is no longer interested. At my wife Suzi's suggestion, I referred her to a gentleman who has trimmed some trees for us in recent times. He climbs trees like we climb steps only he goes faster! He looked the situation over and told her he would get it as soon as the water goes down around the tree in question. As it turned out, the wind blew the plane out of the tree and Anna retrieved the remains a couple of days before this was being written. If you should need plane-from-tree retrieval, he can be reached at: Basler Tree Service, 636-947-8207.

Gotta go build!

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Ted Macaig, a former Tether Car racer, sent me this picture of his Mini-Cirrus. That's a cigarette pack next to it! It's a four-cylinder, four-stroke engine with dual carburetors and a total displacement of 2 cc. He's building a Tether Car scale model of Henry Ford's 1903 Model 999 world record racer to be powered by this engine. He also flies R/C and Control Line planes in Florida, where he lives.

Airplane Trailer For Sale

This special-built trailer will hold a seven (7) foot wingspan plane, plus wings and field box. It's fully padded, lined with rug material and has tie-downs. It's licensed, inspected and titled. It includes lights, U-Haul plug, fits a 1-7/8 inch ball and has a spare wheel and tire.

This is the trailer Nobel Heider once used. I'll take \$350.00 for it.

Call Les Richman at

314-434-8080

or e-mail at: citabria77@aol.com.

Quit Flying Sale

Trainer with 40 engine and 6 channel Airtronix radio ready to fly	\$200.00
Trainer ready for engine and radio, has been flown ARF	75.00
Mack the Knife with Rossi 45, and tuned pipe, FX622 JR radio	500.00
6 Channel Airtronics Radio with servos	100.00
Super Sportster 40 in the box	60.00
Great Planes Lear Jet, needs repair	25.00
Royal Monokote iron	15.00
Century 21 Monokote Iron	20.00
Fuel	Make Offer
Digital voltmeter	Make Offer
Digital Mini Tachometer	25.00
Electric Starter	10.00
Flight Box	Make Offer
2 Nicad Starters	Make Offer
2 Webra 40 engines, each	20.00
1 Super Tigre 40 engine	50.00
1 Super Tigre 40 engine	40.00
O.S. 46 SF	50.00
Monokote rolls each	9.00
Retractable landing gear new Spring Air	75.00
Lots of small parts and accessories	Make Offer
All must go, lots of building supplies and tools	Make Offer
Call John Clark at: 314-521-0959, Work Number: 314-522-3330	

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FLIGHT LINES is the Spirits of St. Louis R/C Flying Club newsletter and is published on a monthly basis. Club members may submit personal classified ads for inclusion in the newsletter free of charge. Businesses wishing to advertise in the newsletter should contact the editor or an officer of the club for details.

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Newsletter submissions must be in by the Monday following the club meeting in order to make publishing deadlines. The preferred format for article submission is via e-mail. I have Macintosh and PC computers and use QuarkXpress and Microsoft Word, so send the copy as the e-mail message (not an enclosure) to avoid cross-platform or incompatible software problems if you don't have the same equipment and software. Typed or clearly written copy on

paper or, a Word or Word for Windows file on a 3.5 inch 1.44MB floppy disk are acceptable if you don't have access to the internet. Photos are welcome and may be in the form of glossy prints or, if scanned or digital, in jpeg, gif or tif format.

General Membership meetings are held the second Wednesday of each month at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd. (1/4 mi. south of St. Charles Rock Road) at 7:00 P.M.

Membership information can be obtained from:

Bill Lindewirth
1046 Pinecone Trail Drive
Florissant, MO 63031
Phone number (314) 839-0282
e-mail: MrBillSTL@aol.com

Flying Field: Our new field is located on Amrein Road, off Greens Bottom Road in St. Charles County. Available for flying from 9:00 A.M. until dusk every day.