



FLIGHT LINES

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

Happy Holidays

President's Notes:

By Steve Cross

Not much to report on this time. There are still some good days left to fly this year, but I would suspect that building season is getting into full swing. How is your new project going? We will be putting together a schedule of events for the upcoming flying season. This schedule will include our annual events such as the Swap Meet, Four-Star-40/Warbird races, Fun Flys and Open House. If you have any suggestions for activities you would like our club to hold, or participate in, please let Vic Bunze, our new Activities Chairman, or myself, know. We will probably be finalizing this schedule at our December meeting so that we can inform the various hobby shops and solicit donations.

Please come to the meeting, or e-mail Vic or myself.

Happy Thanksgiving to each of you and your families. We all have very much to be thankful for.

See you at the field!
Steve Cross

Meeting Minutes: October 10, 2001

By Walt Wilson, Secretary

Steve Cross called the meeting to order at 7:02 P.M.

Members signed in: 27 members and one new member applicant were present.

Secretary's Report: Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: The Treasurer's Report was accepted as presented.

Field Report: George Cooper read the Field Report as presented on page three.

Safety Report: Ralph Amelung said the only

safety issue concerns flyers being careful about loose winter clothing getting hung up in their propellers. He has a report on page four.

Activities Report: Vic Bunze brought up the subject of competitive activities for next year.

He discussed an event held elsewhere where competitive teams provide their own engines and radios, then are given a sheet of 1/4" foam core board, a few sticks of balsa, and a roll of duct tape. The team that can build an airplane and fly one lap around the field first is the winner! This has been accomplished in approximately twenty minutes! He feels that it can be done in as little as five minutes! That sounds like a real blast!

Don Ware e-mailed Paul Geders and Steve Cross regarding Four-Star 40 racing. There was some difficulty buying Super Tigre GS .40 engines while their manufacturing operation was being moved from Italy to Taiwan. There have also been quality issues since manufacturing has resumed. He proposes a change of standard engines for this event. Our members say Super Tigre engines are readily available at some hobby shops with old stock and on Ebay. There are also a lot of new and used engines in circulation and available at swap meets. It is felt that the quality issues may stem from the manufacturer having start-up problems in the new venue and will probably improve with time. After extensive discussion, it was decided not to make any changes at this time.

Board of Director Appointees: Steve Cross has confirmed that Bill Lindewirth will continue as Membership Chairman. George Cooper will continue as Field Chairman. Walt Wilson will continue as Newsletter Editor and Paul Geders will continue as Web Master. Steve has appointed Ralph Amelung as Safety Chairman and Vic Bunze as Activities Chairman. Eric

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Langston is still the Past President and will continue to serve on the Board in that capacity.

The members present unanimously approved the appointments for 2003.

New Member Applicant:

Name	Phone Number
Art Frost	636-688-1894

He was accepted unanimously by the members present.



New member applicant, Art Frost, comes to us from a local glider club. He has many years flying experience with gliders and wants to get into powered flight.

OLD BUSINESS:

Real Estate Taxes: We are locked in on the amount of taxes owed this year, because we were informed too late to fight the increase. The lease specifies that we are liable for any tax increase due to the improvements we make to the property.

Unfortunately, it is zoned as "Commercial" and our tax rate is 32% of the estimated value of the property. Steve Cross will pursue getting the evaluation, or rate, reduced next year. He is an expert in these matters and is confident that he can improve our situation based upon income and potential resale value.

NEW BUSINESS:

Swap Meet for 2003: A few months ago, the Boeing Club suggested that we do the concessions every year and they run the Swap Meet. At first, we rejected the idea, but further discussion ensued at this meeting. Since the event is held on secure Boeing property, a lot of

interfacing with that company's facility and security officials is necessary. That is much more convenient for Boeing employees than for outsiders like Spirits' members. It was moved and passed by majority vote to go along with their suggestion and do the concessions for the foreseeable future. Ralph Amelung, who did a great job last year, agreed to be Event Director for the Spirits' part of the event again. **The Swap Meet will be March 15, 2003, in the Building 33 Cafeteria, as in past years.**

Safety Rules: The Board of Directors has recommended four additional safety rules to cover helicopters and gliders at our field. They had been discussed at past meetings and it was felt that they should be documented to be official. The new rules are on page six and will be voted on at the December meeting.

Membership Renewals: Many members have been delayed in renewing their memberships because they have not received their 2003 AMA cards. Some have been waiting for more than six weeks since sending their 2003 dues to Muncie. It was noted that AMA has had some membership media printing problems that may be responsible for the delay.

Meeting Activity: Don Fitch passed a very small 720 MA flight pack battery around and discussed its advantages and handling. See his article on page four. See the photos on this and the next page for other items of interest



Steve Cross (right) awards Ralph Amelung a worthy replacement aircraft for his wounded Yellow Bird. Since the new aircraft has a Boeing label, it has to be good!

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Meeting was adjourned at 8:45 P.M.

November Field Report:

By George Cooper

Field work is slowing down for this year.

Harold Mantz, Ozzie Barron and I mowed November 1, probably for the last time this season. The new grass in the pit area is growing in good and if we can generally stay off of it, until it matures in the spring, we may have good grass there.

A little tractor repair was done this month. I welded some bushings in a worn mower support arm, replaced the starter drive unit on a Farmall, and Pat and I replaced all the bushings and bearings in both Farmall mower wheels. Rest up, I'll be looking for mowing volunteers about March.

George Cooper, Field Chairman



Bob Fiely shows and discusses his new Great Planes Aeromaster. He has modified it and it's powered by a Super Tigre .61 ringed engine. It weighs 7 pounds, 5 ounces.



Jim Rawlings holds the Sig Piper Cub J3 he built for Don Fitch. It's very light and has a Saito .26 four-stroke up front. It should fly realistically!



Don Fitch shows his latest original design Big Boy Toy. It's powered by a Lee Custom K&B .61 pumper that really screams.

Ode To A Yellow Bird *By Vic Bunze*

*In a quiet garage, it hung from the wall,
why not take it, it will not stall?*

*With care and grace
it was prepared for the pace.*

*The ground crew was recruited
and the gathering crowd hooted.*

*Some wag said, "you think it will fly?"
I think, in a pig's eye!*

*But there's no stopping the big yellow bird,
the voices of dissent are not to be heard.*

*The mighty motor was ignited
the crowd was getting excited.*

*The giant bird began its taxi roll,
Ralph's stomach was taking its toll.*

*Then up into the turbulence it went,
clawing upward to the firmament.*

*Then in mid flight
there was such a sight.*

*The nose was dropping and
the ground crew was hopping.*

*From the mighty Zenoa, there was no sound,
the great yellow bird was heading for ground.*

*Only one with nerves of steel
can hope to avoid the deadly cartwheel.*

*But on this flight
there was calm understanding,
the great yellow bird made a dead-stick landing.*

*The field geeks cheered
and no one jeered!*

*What could be sounder?
Ralph greased in a 23 pounder?*

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At The Field....



Bob Fiely shows his Great Planes Dazzler. He's recovered it three times and flown it hundreds of times. It has an O.S. .46 FX up front.



Mauro De Souza holds his recently acquired electric powered A-7. He had not flown it at the time of this photo.

Field Safety Report:

By Ralph Amelung, Safety Chairman

Thanks to Steve for my appointment as well as the rest of the Board of Directors for their confirmation. No unsafe incidents have been reported this month. Congratulations to the Spirit Members for maintaining an exceptional degree of vigilance in this area. With the change in weather it is worthy of reminding pilots to be cognizant of clothing that can become entangled in propellers. This is especially true of cinch cords found in

windbreakers and sweatshirts. It may also be helpful to remind pilots who have not flown in the cooler temperatures, that richening fuel mixtures is advisable. Hey, Hey, Hey, let's be careful out there!

Super Tigre Engines:

By Walt Wilson

For those of you looking for new old-stock Super Tigres, Paul Geders has been doing some research. The day after the November 13 meeting, when scarcity of Super Tigre GS40 engines was discussed, he found the following:

1. Phil's Hobby Shop at 3112 North Clinton, Ft. Wayne, Indiana has three GS 40's with economy mufflers for \$89.99 each and four with silent mufflers for \$99.99 each. The phone number is 260-471-1340.
2. Phil's Hobby Shop at 419 South Clinton, Defiance, Ohio, has one with an economy muffler for \$79.99. The phone there is 419-782-8020.
3. Phil's Hobby Shop on Lake St., in Ft. Wayne, Indiana has a silent muffler for \$39.99. The phone number is 260-426-5056.

Phil's Hobby Shops web site is:

<http://www.philshobbyshop.com/>

Thanks Paul!

Batteries:

By Don Fitch

Nickel Metal Hydride (NiMH) batteries are now available. I believe they are an improvement over the Nickel Cadmium (NiCD) batteries we have been using for so long. No one battery type is best for all applications. Let's look at the advantages of the two types above.

NiCD:

1. High drain with minor voltage drop.
2. More tolerant of abusive over-charge.
3. The wall charger that came with your radio will suffice.

NiMH:

- 1) Lighter weight for same capacity (w/equal weight gives 1.5 to 3 times capacity.
- 2) Smaller, lighter pack for same capacity.
- 3) No memory problems.

Charging NiMH Batteries: The first time your new NiMH pack is charged, use your wall charger and be careful. Estimating the time to charge a depleted battery may be calculated as follows: Capacity of pack x 1.6 / Capacity of charger. Example a 720 Mah pack and a 50 Mah charger (wall charger) $720 \times 1.6 = 1152$, $1152 / 50 = 23 \text{ Hr. } 2.4 \text{ Min.}$

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If the time to charge is less than 14 hours, you need a lower charge rate. When the calculated time is approaching check the temperature of the battery. If it feels warm, quit charging it. If it feels HOT, it is probably done for. It's a good idea to check the temperature as the charge progresses, just in case your new battery has been charged before.

Subsequent charges may be by peaking field charger, but the first time MUST be a slow charge.

Chargers: The Sirius Pro Field Charger is high quality and convenient to use. Also available is the ACE Super Smart Charger, which is cheaper than the Sirius and also high quality. Both will peak detect NiMH batteries just fine. The Hobbico Field Charger also claims NiMH peak detection capability, but I prefer the better, more precise chargers above.

These batteries are available from Radical RC and range in capacity from 110 Mah to 4000 Mah. They are priced about the same as the NiCD packs we have been using .

New Mississinewa Skyhawks R/C Web Site

By Dave Hecker. Club Treasurer/Web Administrator

Hello friends! The Mississinewa Skyhawks have started a new forum website! This is a good place to advertise your District VI club events and exchange knowledge about the hobby! Register today! Everyone in the AMA District VI is welcome to join the NEW forum site, it is free! Tell your flying friends! Tell your club members!

Be a part of the AMA District VI R/C crowd at <http://www.wabashrc.com/skyhawks>, sponsored by the Mississinewa Skyhawks and Wabash R/C. com.

The site is new and small, but I know with your help, it will grow! Please add us to your links!

If your club wishes to add forum boards to the website such as electric flight, jet's, etc., feel free to ask. This site is for all aspects of the hobby! Thank You!

The Last Word:

By Walt Wilson

Members of the Board of Directors have spent a lot of time and effort bringing the Spirits' History part of the Handbook up to date and reorganizing it for better continuity. Several people put in their changes, corrections, etc., and we think it looks pretty good now. Upon approval of the new Safety Rules at the December meeting, the updated Handbook will be available on our Web Site and printed copies will be available at the meetings.

I had a call from a member of a club in Little Rock. He tells me he read my article in Model Aviation, about the field, and wanted to let us know they were taking up Four-Star 40 racing!

He wanted to review our rules and asked several questions about how we run our races. I referred him to our Web Site, where all that info can be found. He says eleven Four-Stars are currently being built by members of his club.

They're using O.S. .46 LA's as the spec engine.

They're relatively inexpensive and, he says, about as powerful as a Super Tigre GS .40. He also proposed an inter-club race, sometime in the future. Unfortunately, I didn't get his name or club, because he said he would e-mail me and give me further contact information. To date, he hasn't done so. I e-mailed a query to the only club in Little Rock with a Web Site, but they haven't answered, to date.

The good days for flying are coming less often, but there still are some beautiful ones as winter approaches.

Gotta go build!

But wait, there's more!

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New Safety Rules

The following Spirits By-Law Safety Rules have been recommended by the Board of Directors. They will be voted on, by the members present, at the December meeting.

33. Helicopter "Hover Practice" will be performed in the hover area that is located 100' west of the pavilion (See Field Layout on page 17).

34. Helicopter "Flying", including hovering take-offs and hovering landings, will be performed over the normal flying area and rule 23 applies. No take-offs from the taxiways are allowed.

35. Hi-Start and winches for glider flying may be set up parallel to the runway, or at an angle into the wind, so long as the Hi-Start, or winch line, is not across the runway at launch.

36. Gliders have the right-of-way over powered aircraft. Helicopters have the right-of-way over powered winged aircraft. Just as in full scale!

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.

Newsletter Editor:

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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 field is located on Amrein Road, off Greens Bottom Road in St. Charles County. It's open for flying from 9:00 A.M. to dusk. Flight training is available by appointment. See the list of flight instructors on our Web Site.

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