



FLIGHT LINES

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

SWAP MEET: MARCH 15

PRESIDENT'S NOTES:

By Steve Cross

Everybody getting anxious for Spring? Boy, I sure am! It's been an interesting winter, though...I've seen lots of building going on, some really cool birds brought to the meetings, and have run into several members at the hobby shops buying new planes. When Spring does get here, there's going to be an awful lot of maiden flights!

But, the cold and snow didn't stop a couple of our members from getting some stick time at the field. George Cooper and Ralph Amelung just couldn't wait any longer and went out a couple of weeks ago...George with his Four-Star 60 on floats and Ralph with his Seamaster. The pictures were neat, and no casualties!

If you have access to cable or satellite TV, check out the DIY channel. They have a segment called Radio Control Hobbies hosted by Chris Chianelli. Great show...he covers planes, cars, boats, you name it. Today they showed a rerun of Top Gun, and now I am really pumped to get out there and burn some holes!

Don't forget that our next event is the Swap Meet with the Boeing Club on March 15th. We have the concession stand, and Ralph Amelung is definitely looking for helpers. Please give him a call and volunteer for an hour or two. That will still leave you plenty of time to check out the bargains. This is our best money making event of the year and we want to see a great turnout by the Spirits!

Just a reminder...the March 1st deadline for renewing your membership with the Spirits is fast approaching. After that date, an additional \$25 will be required to rejoin the club. Please get your applications and checks to Bill Lindewirth ASAP.

This newsletter is getting out a little later than usual because our ace Newsletter Editor was in the hospital for a while. Please join me in wishing Walt Wilson a speedy recovery. Welcome back, Walt. We missed ya!!

See you at the field!

Steve Cross

MEETING MINUTES: FEBRUARY 12, 2003

By Walt Wilson, from notes by Vic Bunze and input from various B.O.D. members

Members signed in: 27 members and four new member applicants were present.

Secretary's Report: Walt Wilson was in the hospital being treated for a blood clot in his leg. Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: Treasurer Les Richman reported that the club C.D. is ready to be rolled over. He suggests a six-month C.D. due to poor interest rates at this time. The bank signature card needs to be updated to reflect present officers. The A.M.A. has not yet cashed our check for sanctions for the year's events. At this writing, we have 96 members and 48 of last year's members have yet to renew. March 1st is the cutoff date. The Treasurer's Report was accepted as presented.

Field Report: George Cooper reported that the sign-up for mowing teams is starting now. The first mowing is anticipated to be April 5th. See page two for the Field Report and other information about getting on a team.

Safety Report: Ralph Amelung reported that there are no safety issues to be discussed at this time. He has a more extensive report starting on page three.

Activities Report:

Club Events: A Contest Director asked about entry fee amounts and available funds for prizes to be awarded at the year's activities. A discussion ensued. It was decided that entry fees would be up to the Event/Contest Directors. A motion to allow up to \$200.00 per event for prizes was seconded and passed.

OLD BUSINESS:

Real Estate Tax Rate: Steve Cross will continue to pursue a reduction in the taxes assessed for our field.

Swap Meet: The date is March 15th. The Boeing Club reports that their part of the event is going smoothly at this time. A Futaba nine-channel radio will be the raffle prize.

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Ralph Amelung asked for a volunteer to coordinate Spirits' members' work scheduling. Don Fitch will do that. Ralph also asked for someone to be responsible for beverages and Ken Brock volunteered.

NEW BUSINESS:

Mall Show:

G.S.L.M.A. is putting on a Mall Show at Chesterfield Mall on March 8th. There will be no organized Spirits involvement due to lack of interest. If anyone wants to participate individually, you may get more information by calling Bill Hartmann at 636-464-1410.

New Member Applicants:

Name	Phone Number
Curtis Milster	636-294-0091
Jacob Milster	636-294-0091
Jesse Milster	636-294-0091
Jordan Milster	636-294-0091
Jedidiah Milster	636-294-0091

All were unanimously accepted by the members present.

Flight Training:

Chief Flight Instructor, Ralph Amelung, suggested adding the "Sig Basics of Radio Control" publication to the Flight Training Manual he is preparing. Sig will provide them at a minimal cost.

A.M.A. Walk of Fame:

A motion was made and passed for the Spirits to purchase a \$100.00 brick, displaying our Club name, in the Walk of Fame at A.M.A. Headquarters, in Muncie, Indiana.

Meeting Activity:

George Cooper showed his "airplane of the month". See the photo on page three for details.

Meeting was adjourned at 8:05 P.M.

MEMBERSHIP RENEWALS

By Bill Lindewirth

Membership renewals must be received no later than March 1, 2003. Renewals received after March 1st, must include the \$25.00 New Membership Application fee. ***This is the last issue of Flight Lines you will receive if you don't renew your membership.***

FEBRUARY 2003 FIELD REPORT

By George Cooper

It is hard to believe, but the first mowing of the field will be five weeks from Saturday. That is April 5th. We will start a couple of weeks earlier this year to prevent a difficult first mowing as we had last year. The mowing volunteer sign-up sheets were passed around at the meeting and a request for mowers will be in this newsletter. Please sign up to help if you are physically able. It is your field and you should assist the others in keeping it a nice place to fly. I hope to have the mowing assignments out for the March meeting if I get enough volunteers by then.

MOWING CREWS NEEDED
MOWING WILL START APRIL 5, 2003

Mowing crews will be four people per crew. The more volunteers we get, the more crews can be made and mowing duties will come only every eight to ten weeks, hopefully. A crew chief will be assigned to each four man crew.

We have three mowing tractors and one riding lawn mower.

With a four man crew, everyone can be riding for most of the mowing session. The tractors will be used for the major field mowing, and the riding lawn mowers will mow in the pits and pavilion areas around the trees and benches.

Mowing will usually be done early every Saturday morning during the mowing season. The aim will be to be finished by the 9 A.M. flying start time. To accomplish this, mowing should start no later than 7:00 A.M. and any mowing past 9:00 A.M. would be away from the runway and flying areas.

When assigned to a crew, it is your responsibility to show up on your mowing dates. If you can't make it, you will be expected to get someone to substitute for you, or trade with someone, on your own.

The tractors are manual shifts with a clutch. They are simple to operate. If you are not familiar with manual shifting, do not be afraid to volunteer. It is easy to learn, we have 12 acres to learn i, and, if you don't know how, it's time you learned! Lots of instructors are available. I'll even give private lessons.

The tractors will be serviced and fueled by the crew after each mowing session, so they are ready for the next mowing crew. Blowing off the dirt and grass and refueling is all that will be required. Pat Keebey and I will take care of the required lubrication.

If you missed the February meeting, you can still volunteer by calling George Cooper, **636-922-4060** OR Pat Keebey, **636-928-3918**. Please do so by March 1st, so you can be included when we make up the crews. Inform us of any special physical conditions, or other requirements, when you call.

It is your field, you should help maintain it in good presentable condition during the summer.

George Cooper, Field Chairman,

Photos from the February meeting....



New members are the Milster family. Dad Curtis, sons Jordan, Jesse and Jacob. Jedidiah was not available for the photo.



George Cooper with his "Airplane of the Month", a Tecate biplane. It's covered with Solartex, from Balsa U.S.A., which works very well. The painted portions are finished with brushed Krylon polyurethane. He expects it to fly "like a bag of snakes" if one believes reports on the internet.

SAFETY REPORT:

By Ralph Amelung, Field Safety Officer

As the Field Safety Officer, I must tell you that the mere mention of this topic disturbs many modelers, and pleasures

others. Some modelers see it as a restrictive barrier to creativity and others see it as a protective necessity to the facilitation of order by establishing rules. I am on the fence on this one. Models aren't built, or necessarily designed, under the guidance of inspectors, engineers and AMA officials. Given the number of control systems, a complete inspection cannot be performed in just a few minutes. Errors can occur during the building process and may not show up until models are actually flown. Dangerous? Yes. Unsafe? Yes. Preventable? Not really, at least I do not think so. It has been my experience that a certain risk is taken with every plane (until it has been flown repeatedly) and every pilot (until they have reached a certain competence level) and there isn't much we can do about that. In regard to piloting experience, it should also be mentioned that a certain risk is taken each time a pilot advances to a more complex model. How does this translate into daily activities? Just about anything you don't happen to like at the field can be attributed to an unsafe pilot, or an unsafe model. It could be a poor landing, a prop flying off, or the failure of a new model. My point is this: All members must be honest with themselves. Each member should ask themselves the following questions: Is this model airworthy as evidenced by prior inspections, flight performance and proper maintenance? Am I qualified to fly this type of model without the assistance of an instructor or pilot of a similar type model? Have I cautioned those present that this is my first flight or the first flight of a new type or experimental model, so that others present can be on alert? Finally, it is my belief that this hobby, with all the inherent risks, can be conducted safely, provided we are honest with ourselves and we communicate with other members.

DON FITCH PHOTOS

BE SAFE OUT THERE

Ralph Amelung, Field Safety Officer

THANK YOU!

I want to thank the Spirits for sending the great plant when I was in the hospital recently. I also want to thank all the good friends who came to see me and helped pass the hours. It's wonderful to be associated with a great group like the Spirits and to have good friends like you!

*Thanks again...
Walt*

FLIGHT LINES

Build-N-Fly Contest Rules (Accepted on January 24, 2003)

The objective of this event is to assemble an RC aircraft at the field using only a set of materials provided by the Contest Director, and then fly a lap around the runway. The total elapsed time from start of construction to completion of the lap will determine the score, and lowest overall time wins.

1. Two or three person teams will compete. One team member will be the pilot and all will team to assemble the plane.

2. Team pre-registration, two weeks before the event, will be required to allow CD to purchase the correct amount of materials ahead of time. Entry fee will be collected the day of the event. One or two extra sets of materials will be purchased at the discretion of the CD, if he thinks that a team may want to enter the day of the event.

3. All teams will be given, at the same time, a kit of identical materials (see list of materials below). Teams must use the materials in the kit provided, and no other materials or adhesives can be used.

4. Each team can bring whatever tools desired for aircraft assembly at the field, but none of the tools can become part of the plane. The Club generator will be provided for those that require it. Teams can produce, and/or bring to the event a design drawing, sketches with dimensions, and templates if so desired.

5. Each team will provide their own radio system (transmitter and receiver, and computer type radios are OK), servos, battery pack(s), and propulsion system including propeller, fuel tank, and fuel line. Motor can be electric or glow. Engines should not exceed .40 cubic inch.

6. Any type design of aircraft can be used, but must be deemed airworthy and safe to fly by the CD only. The CD will use three minutes to verify that each airplane is airworthy, in other words, every one has 3 minutes tacked on for verifying airworthiness, and it will be applied in its entirety to every time score. Safety is of the utmost importance. If the CD asks you to correct something...just do it!

7. The clock starts when the teams are given (pickup) their set of materials simultaneously. Each team will be timed to the completion of their airplane. When the aircraft is deemed complete by the team they will yell out "complete", and the CD will record the time for that team and the team will not touch the airplane again until engine start up. A maximum time of 45 minutes will be allowed to complete the aircraft. At the end of 45 minutes, all the teams will go

to the flight line for timed engine run-ups and shut-downs, then restart and launch.

8. Aircraft will be hand launched and must include a throttle control and shut-off. The shut-off must be demonstrated before launching the aircraft. Thus, the motor must be started and run up, then shut down by radio input, and then it can be restarted for the launching. Timing begins on the signal "start your engine" and stops when the one lap is completed and the airplane comes to a complete stop on the ground.

9. No more than three attempts to launch and complete the lap will be made. The clock will continue to run between attempts.

10. The team with the lowest time to build will go first, and so on. This way everyone is watching the flight line, and it reduces the risk of uncontrolled landings, without people being on the lookout. It will also be a good way to control frequencies.

11. The low total time score wins for completing the plane and flying a lap. No score applies if the full lap is not completed within three attempts. Spotters at each end of the runway will be used to ensure that you go the distance.

12. If no team completes a circuit around the runway, winners or rankings will be determined by the shortest time, then the next shortest time, etc., to complete building the airplane.

Bill of Materials: *(May be modified at discretion of CD)*

- One 24" x 36" sheet of 5/16" thick foam board
- One set of hard wood engine mount rails, 3/8" x 1/2" x 12" each.
- One set of engine mounting nuts, bolts and washers
- Two-36" long, 1/4" x 1/2" hard balsa strips.
- One 2" wide roll of Duct Tape
- One small bottle of CA gap filling adhesive and accelerator
- Double-sided servo mounting tape sufficient for four servos
- One 1" x 12" strip of 1/8" plywood,
- Four 12" long, 2-56 threaded push rods with clevises
- Three nylon control horns with mounting screws

The Build-n-Fly Contest will be on October 11, 2003. The preceding rules have been reviewed and extensively discussed by the Spirits' Board of Directors. There are still some aspects with which some B.O.D. members don't agree, but this is the form the majority accepted. If you have any questions, call Vic Bunze at 636-541-2094.

One Team's Build-n-Fly Prototype



The team of Pat Keebey, Ralph Amelung and Don Fitch arrive at the field with their first effort at a "Build a Plane Contest" prototype.



Don Fitch built a small-scale glider which flew well. The full-scale project suffered from lack of sufficient adhesion between the engine mounts, tank, paper surface and foam core.

George and Ralph's Big Adventure

By George Cooper

It is Sunday night. Ralph calls...."Do you dare me to fly my Seamaster tomorrow in the snow?" Ralph always needs a dare to get going. So, I said, "Sure, and I'll put the floats on the Four-Star 60 and fly it!"

Monday morning was President's Day, a day off for Ralph,

BILL LINDEWIRTH PHOTOS



Flight tests were aborted when the power plant components came loose from the foam and paper structure. Don has an improved prototype in work.

a Government worker). We meet at the field about 10:00 A.M. Bob Vogt arrived as an observer and photographer. Overcast, 25 degrees, light variable winds, looks like a good day. I had assembled and fueled my plane at home and was taxiing in a few minutes. It taxied better than expected, straight ahead and sliding easily over the snow. The runway was all ice so takeoff was in the grassy snow area, short run and airborne! The Four-Star flies sluggish with the floats on so it was full throttle all the time. Then, time for a landing. The first approach got a warning from Ralph, "You're landing downwind!" The wind had changed. Go around, make a final to the east parallel to the runway and a smooth landing on the floats. *(Continued on the next page)*



George Cooper taxis his Four-Star 60 prior to takeoff.

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Another surprise, the plane actually taxied really nice in the snow with full rudder control, so I got it all the way back under power.



Ralph Amelung prepares his Seamaster for flying off snow. Engine problems plagued him, but he overcame them for a successful day of cold weather flying.

Now it was Ralph's turn. A kink in the Seamaster vent line required cowl removal; not recommended on a cold snowy day in the pits! Ralph got it done and got the Seamaster fired up and made a smooth takeoff from the pits toward the runway. A short flight and the engine gave him another opportunity for a dead stick landing. He made a smooth one, but required a maximum walk to the far end of the runway. Testing the fuel tank to find the kink had depleted his fuel and made for a short flight.

My second flight was better than the first after being more familiar with the floats this time. Several passes for pictures were made, then time for another landing. I approached over the gate, touching down in the field and heading toward the pilot station. It skied nicely, and slid, and slid, and slid (now I was wishing I hadn't waxed those floats!) and slid some more. Finally, across the taxi way, it did a ski-jump from the drift built up by the concrete barriers and came to a stop against the barrier fence, the inside of it! No harm done, just popped a couple of nylon bolts.

Ralph's second flight was another nice takeoff from the pits. Engine a little rich so it was a slower flight and after I urged him, he made it through a loop, even on low power. Nice flying, Seamaster! He was more relaxed this time and enjoyed an uneventful flight. He approached the landing

toward the northwest. With the muttered "Don't pull another George!", he made a smooth, early touchdown and the engine quit in just the right spot, a few feet off the pit area. Cold was seeping in, and with four successful flights, we called it a day; however, the attraction of the morning flights proved too much and we went back in the afternoon for 2 more flights each. All in all, a great day of snow flying on float planes. Snow flying is FUN!

The Last Word

By Walt Wilson

With this unusually unpleasant winter, I'm spending a lot of my spare time building or working on the computer. I recently ran across an interesting web site and thought some of you might enjoy it, too. It's sponsored by the manufacturer of Sherline Model Lathes. They have some fantastic examples of model building and biographies of the builders. There are also biographies of some of the great names in engine building, such as Dick McCoy, Duke Fox and Clarence Lee, as well as several other notable modelers. It's not about R/C particularly, but great craftsmanship can be enjoyed regardless of the specialty. Check it out.

<http://www.craftsmanshipmuseum.com>

It's worth while to look at the web sites referenced throughout the R/C magazines. You never know what you may find! Our web site has links to many other club sites in the area, too. Go look at them. When viewing other clubs' web sites, you learn how really good ours is, too. My compliments go to Paul Geders for his diligent work in keeping it up to date and constantly trying to improve it. There's a whole world of information available on the internet. All you have to do is go look!

If this newsletter has a slightly different look this month, it's because I'm doing it on a new Dell PC instead of the old faithful Macintosh. The world turns and old computers become obsolete. I still have many files on the Mac and will continue to use it until I've had a chance to recreate them on the Dell, or they're no longer needed. Also, this issue is being printed on a Canon bubble-jet printer, instead of the twelve-year-old Apple Laserwriter I've been using, so the photos may look a little different, too. The version on the web site will be better looking because it'll be a direct Adobe Acrobat copy of the QuarkXpress repro, rather than a Microsoft Word recreation. I keep trying to find better ways to do things, as time goes by, but for now this is the way I'll be doing it.

Gotta Go Build

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. Photo credits will be given.

General Membership meetings are 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 daily from 9:00 A.M. to dusk. Flight Training may be arranged by appointment. Call Ralph Amelung at: **636-939-3331** or see our web site at **http://www.spiritsofstl.com** for a list of instructors and times when they may be available.



Late news flash: Don Fitch sent this photo of his team's revision C "Build-A-Plane" entry doing a slow fly-by! Don says he used his newly-developed Stealth Technology to make the plane invisible, so other teams can't pirate their design.

!

Spirits' 2003 Officers

President	Steve Cross	636-458-3287
Vice President	Steve Ramonczuk	314-298-9284
Secretary	Walt Wilson	636-946-6167
Treasurer	Les Richman	314-434-8080
Field Chairman	George Cooper	636-922-4060
Newsletter Editor	Walt Wilson	636-946-6167
Webmaster	Paul Geders	314-838-1350
Membership Chairman	Bill Lindewirth	314-839-0282
Safety Chairman	Ralph Amelung	636-939-3331
Activities Chairman	Vic Bunze	636-541-2094
Past President	Eric Langston	314-344-4459

Spirits' 2003 Activities Schedule

Date	Contest or Event	Contest or Event Director	Notes
March 15	Swap Meet	Ralph Amelung	Boeing Building 33
April 12	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
May 17	Fun-Fly	Pat Keebey	
May 24	Learn to Fly Day	Steve Ramonczuk	For Boy Scout Troops, Etc.
June 14	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
July 12	Low-Key Fun-Fly	Bob Fiely	
September 6	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
September 27	Open House	Steve Cross	
October 11	Build 'N' Fly	Vic Bunze	First team to build and fly one lap wins
November 12	Meeting		Participant Awards



FLIGHT LINES

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**Meeting is on
 Wednesday,
 March 12th
 at 7:00 P.M.**