



FLIGHT LINES

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

FUN FINALLY FLIES

PRESIDENT'S NOTES:

By Steve Cross

This is a story about Charlie Hedges and our club. Charlie is a brand new member, and in just a few short weeks, I think he has seen many aspects of what makes the Spirits such a great club. A couple of weeks ago, Charlie came to the field on a Saturday. I saw him standing around just watching, so I went up to him, introduced myself and asked if we could help him. Seems he had called Ralph Amelung and talked to him about joining our club. Ralph wasn't at the field at the time, but Charlie said he had a new plane with him. He was going to leave, but I told him to get his plane out, that we would check it over, and if everything checked out, he could be flying on a buddy box that day. So he got his plane out and Jim Rawlings and several others checked it over for airworthiness and so forth. About that time, Ralph showed up, and by the end of the day, with Ralph and some other members' assistance, Charlie got in four flights with his new Hobbico Superstar! He then came to our club meeting that very next Wednesday and joined our club! The following Saturday Charlie came to the field, the day we were having our Fun-Fly. Charlie came up to me and said that he was available to help in any way we needed. I asked him if he had brought his plane, and he said yes. I told him that he could participate in the fun fly, even on a buddy box. Again, by the end of the day, Charlie had gotten in multiple flights with the assistance of Spirits' members, primarily Ralph Amelung, and ended up going home with a prize of some epoxy for participating!

Charlie was at the field again this past Saturday, getting in lots of stick time. He even had to field charge his batteries at least once, maybe twice. I'm not sure, but he was flying a lot! He even said to me that he had already gone through his first gallon of fuel!

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MEETING MINUTES: July 9, 2003

By Walt Wilson,

Members signed in: 20 members, two new member applicants and three visitors 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 July Field Report as presented on page two. He also brought the remains of the leaf blower that had self-destructed, as noted in his report. It was free to anyone who wanted it. Pat Keebey took it home with him. Pat suggested that ear protectors were needed when using a leaf blower because of the loud noise. George will purchase a pair. Paul Geders said he thinks he can get a number of ear plugs at no cost and will try to do so.

Safety Report: Ralph Amelung, the Safety Chairman, was not present. He has a Safety Report on page two. Steve Ramonczuk noted that planes flying in the "pattern area", immediately in front of the pilots' box, should all be going in the same direction, dictated by wind direction. If takeoff is right-to-left, the pattern should be clockwise. If takeoff is left-to-right, the pattern flown should be counter-clockwise. After much discussion, it was noted that planes doing aerobatics that might interfere with other planes should go further out, away from the pattern area, or climb to a much greater altitude. Anyone doing aerobatics should announce their intentions, to avoid possible mid-air collisions. It was also noted that we have a long-standing rule against making low, high-speed passes over the runway.

Be Careful out there!

Activities Report:

The June 28 Fun-Fly was a lot of fun and well-attended. A report and photos start on page four.

The July 12 Fun-Fly was discussed. C.D. Bob Fiely told about some of the events. The only difficult one will be balloon bursting, in flight! The balloons will be suspended several feet in the air and will move around, as the wind blows. That should be fun!

The next, and final for this year, **Warbird/Four-Star 40 Race** will be September 6.

Ralph Doyle proposed a change in rules, to limit the penalty for cutting a pylon to one point, rather than reducing the total score possible for that heat to one point. The C.D.'s present at the meeting said the subject would be discussed and any need for changes would be decided by the C.D.'s, not the membership at large. The outcome is to be determined.

OLD BUSINESS: None presented.

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NEW BUSINESS:

Tent Needed: Paul Geders proposed that the club purchase a tent to protect lap counters and other contest workers from the sun. There was discussion about size and cost. Don Fitch moved that a tent, not to exceed \$200.00 in cost, be purchased. The motion was seconded by Carolyn Schlueter and passed unanimously. Paul will get the tent.

New Member Applicants:

Name	Phone Number
Charlie Hedges	636-970-0223
Tracy Bagwill	636-273-9177
Mark Petrash	314-962-6165
Kenan Petrash	314-962-6165
Carson Petrash	314-962-6165

All were unanimously accepted by the members present. Hedges and Bagwill joined at the meeting.

Meeting Activity:

George Cooper gave a presentation on wing loading and the relationship to good flight performance. The bottom line is that larger aircraft can fly better than small aircraft with equal wing loading. A chart defining the theoretical flying qualities of some aircraft and the formulas for making those determinations was handed out to members present. The data is available on the Spirits' Web Site.

Magnum Engines: Steve Cross asked what the people who have them think of Magnum engines, as compared with more expensive engines such as O.S. Several people who have flown them for years said they perform well and have no complaints. They generally put out a bit less power than



Steve Cross purchased this almost-built Cessna Cardinal a couple of years ago. He finished it recently with help from George Cooper. The kit is unknown. It could be scratch-built. It's powered by an older O.S. .90 Four-Stroke and weighs ten pounds. It's wood construction, covered with fiberglass and painted. He has flown it and says it flies very well, but lands hot due to high wing loading.

equivalent O.S. engines. It was noted that less expensive engines generally have less stringent quality control and more variation in performance. It was also noted that several lines of engines, such as Super Tigre, Tower Hobbies and GMS, are all built at the same factory in China. Magnum engines are built by the people who used to produce ASP engines, also in China. Thunder Tiger is the only engine currently built in Taiwan.

Steve Cross brought a Cessna Cardinal he recently finished (see the photograph for details).

Mel Vistine has been in ICU at St. Johns Mercy Hospital for two weeks! He is not allowed visitors or flowers. We will send flowers when he can have them. Cards can be sent to his home address.

Lost and Found: Gene Jones found a transmitter at the field on Sunday, July 5. If you lost one, call him at 314-291-5823. If you can describe it accurately, you can get it back!

Meeting was adjourned at 8:55 P.M.

FEBRUARY 2003 FIELD REPORT

By George Cooper

CALL ME! CALL ME! CALL ME!

PLEASE, MOWERS, if you can't make your mowing commitment, **CALL ME** as soon as you know you can't make it. I'm available as late as 11 P.M. Friday and as early as 6 A.M. Saturday. I'll mow for you if you just call me, or if you call early enough, I will try to get a substitute, if you can't find one. My phone number is **636-922-4060**. I would rather get a call than arrive at the field on Saturday morning and find only a skeleton crew working. This was all pointed out in the instructions you received when you volunteered to be on a mowing team.

On the Saturday of the Fun-Fly, June 28, two members of the mowing team failed to appear without notifying anyone and left the whole load of mowing on Ralph Amelung and Bob Vogt. They took on the job and were on the tractors for three and a half hours before being called off so the Fun-Fly could begin. This made Ralph late in getting back to fly and put him at a disadvantage, which was very inconsiderate of the two missing team members. The job would have easily been done in less than two hours with a full crew, well before flying was due to start.

The Fun-Fly was delayed slightly so Ralph could enter, affecting all those who entered the event.

Sure, the mowing is a volunteer job, and is secondary to your livelihood and family, but if you volunteer for ANY job, as an adult you should feel a certain responsibility to fulfill the commitment you accepted, or AT LEAST notify a responsible person so a substitute can be made. To me, this is a basic requirement of acceptable human behavior. A thirty second phone call to me is all that it takes. That's not much to ask in my estimation, and will be appreciated by

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your team members, rather than unexpectedly dumping your share of the work onto them.

Other than that, the field is in good shape. Pat Keebey, Harold Mantz and I sprayed the weeds in June and they are all dying now, requiring less weedeating and making the area look better. One negative; we had a hard rain after the spraying which washed some weed killer into three puddles in the pit area and killed some grass. It will be reseeded in the fall. The tractors are running well, so far this season, thus costs for maintenance have been at a minimum. Let's hope it continues. The blower broke a bolt on the muffler and pretty much burned itself up, so I bought a new blower. It is quieter and seems to start easier.

We are now one person short on the mowing teams. If anyone would like to fill in for the rest of the year for one or two mowings, please call me.

*George Cooper, Field Chairman,
Pat Keebey, Assistant*

SAFETY REPORT:

By Ralph Amelung, Field Safety Officer

No serious incidents have been reported during the past month. It is all of the minor incidents that are of concern. I'm speaking of situations that cause members to become angry, resentful and frustrated. These feelings are usually caused by unmet expectations. I'm not going to go over any of these incidents in detail, but I would like to briefly share some of my thoughts. Rules play a major part in establishing many of our expectations. Etiquette and common sense are the basis of other expectations. One role of the AMA, and its chartered clubs, is to promote this hobby by showing "outsiders" how safe and orderly R/C can be. You can do your part in accomplishing this task. Review the rules and follow them. This will reduce the likelihood of anyone's expectations not being met because of your behavior. Also, be etiquette-wise. This is simply being considerate of fellow enthusiasts, spectators and neighbors. Here are some examples:

- Pilots flying far beyond our airspace and having to "ditch" in a farm field might be in violation of the rules and breaching etiquette for failing to be respectful of our neighbors and their crops.

- Pilots running engines in the pit area for extended periods are showing no consideration for other pilots or spectators.

- Pilots in the process of flying are especially vulnerable. By failing to announce your intentions, distracting or otherwise surprising other flyers, you would be violating the rules and accepted etiquette. Anyone who has played golf, hustled pool or wrestled professionally would know this.

There is always a proper and/or a courteous way of doing things even when there are no specific rules.

The list could go on and on and on. Hopefully everyone gets the idea and will make the right choices. The "Golden Rule" is spoken here.

Be Careful and Considerate Out There!

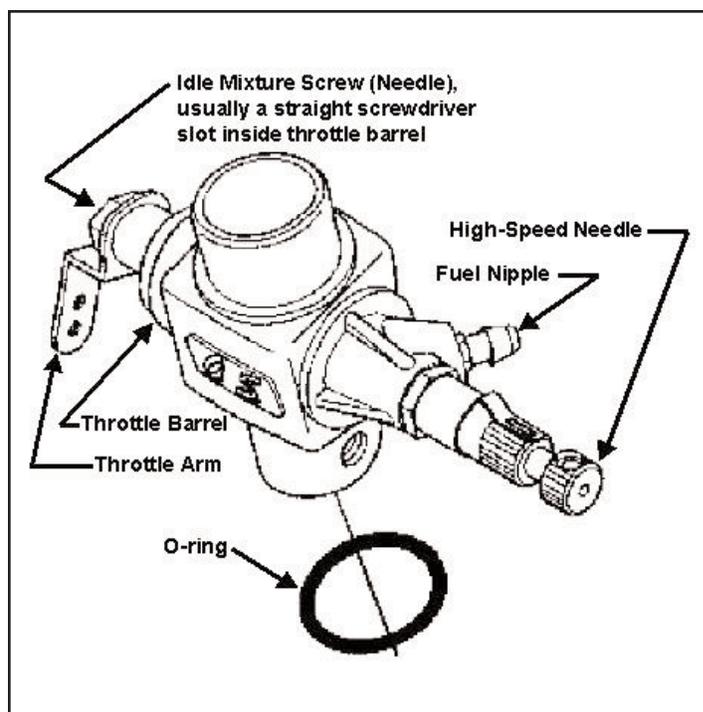
Ralph Amelung, Field Safety Officer

How to adjust a "Two needle" Carburetor!

By Paul Geders

Typically, carburetors come from the factory close to being pre-set. If you have torn down your carburetor for a thorough cleaning, examination, or you just want it to run right, here's a good starting point. With the throttle barrel in the full open position, close the high-speed needle until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Also, some carburetors have a throttle stop screw. Typically, we set these so the air hole in the carburetor barrel completely closes off against the stop screw. This is so we can shut the engine off at full low throttle trim.



The layout of this O.S. carburetor is typical of most two-needle types. Some have an idle stop screw that also holds the throttle barrel in place. If the screw is removed, the throttle barrel will fall out!

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A Successful Fun-Fly, Finally!

By Pat Keebey, C.D.

The scheduled May 17 Fun-Fly was postponed twice due to weather. The magic date of June 28, was a success with 15 participants. The age range and skill level were from a very young, inexperienced, Jacob Milster, to the experienced, senior member, Ozzie Barron. Four events kept the participants moving along. Participants received much direction and razzing from fellow competitors and spectators. A special thanks to Ralph Amelung who provided lunch for everyone.

- 1st Brad Joslin
- 2nd Paul F. Geders
- 3rd Vic Bunze
- 4th Curtis Milster
- 5th Gene Jones
- 6th Bob Fiely
- 7th Steve Cross
- 8th Bob Gizzie
- 9th Ralph Amelung
- 10th Stephen Romonczak
- 11th Jacob Milster
- 12th Dick Joslin
- 13th Craig Finks
- 14th George Cooper
- 15th Ozzie Barron



More pictures on the next page

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June 28 Fun-Fly (Continued)



The balloon busting event was the most difficult of the Fun-Fly. Only two competitors broke it on the first pass! Many planes ran over it, one even tore it loose. Bursting it was another matter. Getting a picture of the balloon being burst was as difficult as doing it. It finally happened when Steve Cross hit it, at right. Note the pieces flying!

Walt Wilson



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At the field....



RALPH AMELUNG PHOTO

Don Fitch got his Gere Sport Biplane out for some good "old fashioned" fun. It has an 8 foot wing span and weighs in at 25 pounds. Ralph Amelung assisted with final preparation and piloted the bird. George Cooper donated 4 pounds of lead to correct a CG problem. The O.S. 1.20 Four Stroke is only marginal for power. Don is considering alternative power plants so that Ralph will quit whining.



SUZI WILSON PHOTO

Walt Wilson with his VQ Curtiss P-40 Kittyhawk Mk I ARF. It's a kit review for RC Modeler magazine. It has rotating retractors and flaps. It's powered by a Super Tigre .90 and flies beautifully. The most troublesome item to get right was the retractors.

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When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward which makes it a little difficult to get a good setting. All you have to do is lock the throttle arm so it can't rotate or go in while you are adjusting the idle mixture screw.

Ten easy steps for setting up just about any 2-needle carburetor.

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about a ¼ to ½ a turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw in until the engine stops. While the engine is off, back the idle screw out ½ to ¾ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum RPM and back off 200-300 RPM.
8. Return to idle, and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you're done.
10. If it hesitates or sags just a little...it is too lean still, back out just ¼ turn. Repeat step 9.

When you are all done, at about ½ trim setting you should be getting a great idle, a good fast idle at high throttle trim, and be able to shut the engine off at full low idle trim.

That's all there is to it!

(I received the following via e-mail and thought it might be interesting to our members. ww)

New R/C Web Site

By Michael Kranitz

VLM, Inc., creator of RCUniverse.com, and Kranitz Enterprises, Inc. ("KEI"), creator of RCAirport.com and the RCMarket.com classifieds network, announced a merger that will result in the world's largest, most versatile community Internet site for Radio Control hobbyists of all types. The new site, which is set to officially launch in mid-July 2003 under the freshly redesigned RC Universe brand, will be jointly owned and operated by newly formed 24-7 RC, LLC., a Colorado-based subsidiary of current owners KEI and VLM.

One of the most exciting features of the site will be a brand new auction & classifieds services that blows the doors off anything online now, including eBay!

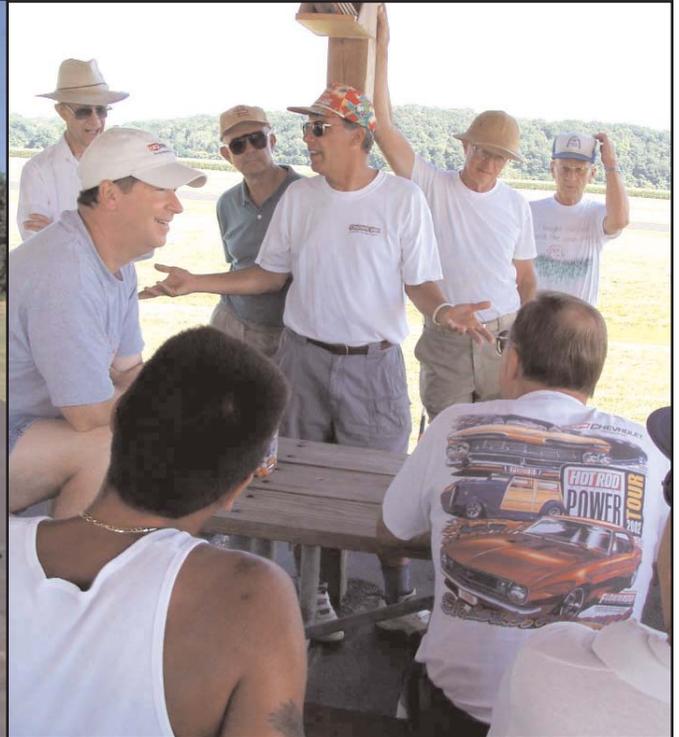
To answer the many questions you may have, and to give you a sneak peek at the host of new features and services coming, we have created a special page for you to review. It also contains our press release. To read the press release go to: <http://www.rcairport.com/merger/release.cfm>

To read the FAQ's (which include the release) go to:

<http://www.rcairport.com/merger>

Michael Kranitz, CEO, 24-7 RC, LLC

July 12 Fun-Fly



(More photos on the next page)



July 12 "Low Key" Fun Fly

By Bob Fiely

It was a fun day. The weather was great except for a gusty wind. George Cooper, Ozzie Baron, Paul Geders, and Bob Fiely displayed their aerial prowess by blasting enemy balloons out the sky. Gene Jones and Pat Keeby showed their high altitude accuracy with a direct hit on the runway with a Top Flite 2000 golf ball bomb. However, both of the pilots' bombers were lost in action.

A special thanks to Don Fitch, Harold Mantz, Jerry Quist, and Ralph Doyle for their help.

Top ten finishers:

- 1. Paul Geders 42 pts
- 2. Pat Keeby 38 pts
- 3. Gene Jones 34 pts
- 4. George Cooper 32 pts
- 5. Steve Cross 30 pts
- 6. Bob Fiely 29 pts
- 7. Curt Milster 28 pts
- 8. Brad Joslin 24 pts
- 9. Kevin Olson 23 pts
- 10. Jesse Milster 20 pts



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.spiritofstl.com** for a list of instructors and times when they may be available.

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You can see where I'm going with this. We have a club that welcomes new members with open arms, and we have members that will go out of their way to help someone new to the sport get in the air quickly and safely. Charlie even volunteered to fill an open spot on one of the grass cutting teams. I am sure that Charlie will be an outstanding member of our club for a long time to come, and I'd be willing to bet that, sometime down the road, Charlie will show the same friendliness and helpfulness to a new Spirits member that we have shown him. Thanks to everyone for making us proud of The Spirits of St. Louis R/C Flying Club.

*See you at the field,
Steve Cross*

The Last Word

By Walt Wilson

In most clubs, virtually all the work necessary to keep the organization going is done by a small percentage of the membership. The Spirits are no different. Whether it's being the Field Chairman, grass cutting, being the Activities Chairman, a Contest Director, a Board of Directors member, maintaining a club web site, being President, Treasurer, Secretary, or Newsletter Editor, we are *ALL* volunteers. The pay scale is the same, zip. Most members who have never been involved in any of these jobs have no appreciation of the effort that goes in to doing them. Many club members have no idea who does what for the club. Some seem to think it all happens automatically and, since they've paid their dues, they're entitled to a free ride in all other respects. The people who recognize and assume the responsibilities do so for a variety of reasons. Most want to do something to feel like they're doing their share to support the club. Some have unique skills that enable them to make special contributions. As long as the volunteers do their jobs, the people who recognize what they're doing appreciate and, occasionally, thank them. Whatever the reason, eventually the workers will feel it's time to move on and let someone else carry the ball for a while. Maybe they're burned out, tired, have developed physical problems, or have family or business responsibilities that precludes donating the time necessary to do a club job. Maybe they feel that they've done enough. Eventually, all will quit doing whatever they do. If you don't think that being a club officer takes it's toll on time and patience, think about how many past Presidents are still active members of the club. Of those who are, how many are willing to be President, or hold any office, again? Appreciate the people who spend their time making your club work. Pat them on the back occasionally. Don't resent them when they quit doing it. Ask yourself if you would have done that job.

Gotta Go Build

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Spirits' 2003 Activities Schedule

Date	Contest or Event	Contest or Event Director	Notes
August 13	Club Meeting	Steve Cross	Bridgeton Trails Library
September 6	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
September 10	Club Meeting	Steve Cross	Bridgeton Trails Library
September 27	Open House	Steve Cross	The Spirits' biggest flying event of the year!
October 8	Club Meeting	Steve Cross	Election of Officers for 2004
October 11	Build 'N' Fly	Vic Bunze	First team to build and fly one lap wins
November 12	Club Meeting	Steve Cross	Participant Award Presentations
December 10	Club Meeting	TBD	Bridgeton Trails Library



FLIGHT LINES

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