



FLIGHT LINES

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

Happy New Year

PRESIDENT'S NOTES

By Steve Cross

I am deeply saddened to report that Ozzie Barron passed away on December 10th. Ozzie epitomized what being a member of the Spirits is all about. He always had a smile on his face, was very interesting to talk with, and would volunteer to help whenever he was needed. Just look at his picture at the October Four-Star 40 race...there was Ozzie serving as a lap counter, even while tethered to an oxygen tank! I had the highest respect for him, and always looked forward to seeing him at the field each Saturday. He will be sorely missed.

This is the first newsletter for the New Year, and contains some great photographic memories of all the fun we had this past year. It also has a schedule of the events we are planning for 2004, beginning with the New Year's Day Fly-In. This is an annual Spirits gathering promoting camaraderie, good, hot food and even some flying (sometimes on floats!) Plan to come out anytime after 9 A.M. and spend some time with your friends.

I wish each of you and your family a very joyous and safe holiday season.

See you at the field!
Steve Cross

MEETING MINUTES: December 10, 2003

By Walt Wilson

The meeting was called to order by President Steve Cross at 7:00 P.M.

Members signed in: 20 members, two new member applicants and one guest, were present.

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

Treasurer's Report: The real estate tax bill was received. Last year it cost us \$1306 for our part of the taxes. This year, thanks to President Steve Cross' efforts, it will be only \$606. The property was re-evaluated and the tax rate lowered. The Treasurer's Report was accepted as presented.

Field Report: Field chairman Greg Pugh says no field maintenance is required at this time. It's cold and windy and no one is flying most of the time. Steve Cross and George Cooper have gotten estimates for having commercial mowing instead of maintaining our own equipment and having volunteers do it. It will be discussed at an upcoming Board of Directors meeting and, if approved, presented to the membership at the January meeting. Porta-Potty cost has increased \$3.00 per month, to \$66.00.

Safety Report: Vic Bunze wasn't present at the meeting. His safety report on that subject is on page two.

Training Report: Nothing new was presented.

New Member Applicants:

Name	Phone Number
George Kulage	314-291-4888
Jeff Harrison	636-939-3566

They were unanimously accepted by the members present.

Activities Report:

Four-Star 40 Racing: Paul Geders announced that the old Super Tigre SK .40 is no longer allowed in Four-Star 40 competition. The only engine allowed is the Super Tigre GS .40. As soon as one is available, the new Four-Star 40 ARF will be evaluated to determine if it meets the existing rules. At minimum, the wheel pants will have to be left off.

New Years Day Fly-In: As in the past, it will be an informal day of flying, visiting, and snacking. Hot dogs, chips, coffee, soda and hot chocolate will be provided by the club at no cost. Joe Stramaglia volunteered to coordinate the snacks. Steve Cross and George Cooper volunteered to pick up many of the items required. Early birds will probably start flying at about 9:15 A.M. While members may come and fly all day, the planned time frame for snacks and general activities will be from 10:00 A.M. to 2:00 P.M. If possible, participants are asked to bring logs, wood scraps, or other firewood, cut to a size which will fit in a barbecue pit.

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Gene Jones made a motion, to **not** give out prizes at this event, which was passed unanimously, .

2004 Activities Schedule: The event schedule for 2004 was discussed and dates set. The complete list is on page four.

OLD BUSINESS:

Joe Hodge is doing poorly and is in St. Louis University Hospital. His family is quite upset and Les Richman didn't have an opportunity to get or bring any of the modeling items Joe wants to sell this month. Visitors are not allowed at this time, but he would probably appreciate some cards.

NEW BUSINESS:

Swap Meet: It will be March 13, 2004, in the Boeing Building 33 Cafeteria, as in the recent past. In the past, many individuals have gotten in early by passing themselves off as hobby shop owners or employees. The Boeing Club Event Director has proposed that everyone going in, before the time the general public is admitted, be charged \$10.00, in addition to another \$10.00 for a table. General admission after 11:00 A.M. would be \$5.00 as in the past. there are questions concerning how much our concession



Bob Fiely and his new-old Falcon 56. It has Super Tigre .45 power up front.

workers would have to pay when arriving early to set up. Steve Cross will contact the Boeing E.D. and resolve the problem.

Meeting Activity: Bob Fiely showed and discussed his newly-built Falcon 56. The kit was 35 years old. It's quite fast and flies very well. This was a very popular kit in the earlier days of R/C flying because of easy building and good flight performance..

George Cooper showed his new RCV .58 four-stroke engine. It's different from other four-strokes in that it has no valves, springs, cam shaft, etc. The cylinder sleeve rotates and has ports for intake and exhaust. It's English-built and George will use it in his next Spitfire (number 7). Power output appears to be somewhat less than an O.S. .46 FX.

Meeting was adjourned at 8:50 P.M.

Sage Safety Sayings

By Vic Bunze

"Again, I felt that overpowering rush of excitement which I found almost everyone has experienced who has seen a man fly. It is an exhilaration, a thrill, an ecstasy. Just as children jump and clap their hands to see a kite mount, so, when the machine leaves the ground and with a soaring movement really flies upon its speeding wings, one feels impelled to shout, to rush after it, to do anything which will relieve the overcharged emotion."

Harry Harper, describing Louis Bleriot's departure for Dover, July 26, 1909

Safety is not something you do when you get to the field, it is a way of being in our hobby. It must be a paramount thought, something we carry around with us. It happens in our workshops as we assemble our birds, as we select adhesives, as we install our servos and route our push-rods. It applies to being fussy about checking what is important; balance, alignment, nuts that are tight and locked, proper control throws to permit adequate control input. It means balancing your props, throwing away faulty props having a nick or split. Selecting the right prop with a good match with the engine and flight envelope of the plane.

Application of safety awareness needs to happen before, during and after every flight. Things can happen during a flight, that can cause the next flight to be a disaster. The battery could be low on juice. It pays to check it with an expanded scale voltmeter, UNDER LOAD, on a frequent basis. Become aware of the readings under load and no load conditions. The difference is a measure of the battery pack's charge and it's aging. Batteries do become less robust over time, so being able to detect changes over time is a good practice. I have seen packs go bad, even though they have just been charged. You have a chance to catch that if you use the expanded scale voltmeter test.

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Our procedures for flying are the real meat of safety. The proper use of the frequency control board is very high on the list. This is a terribly unforgiving, costly and potentially dangerous thing to mess up. You stand the chance of shooting down another flier's plane or you might get shot down. If both planes are in the air at the time of a frequency conflict, then we have a double shoot down. If you own more than one transmitter, on more than one frequency, then you do have to think about putting up your card under the correct frequency. This becomes easy to mess up when you are alternating between planes and transmitter and you might forget to change the frequency card on the board. (I've been there, done that, sorry to say)

Keep em flying, tight, and in the right airspace.

Membership Update

By Bill Lindewirth

As of this writing, over 50 members have already renewed for 2004. Remember that your 2003 Spirits' Membership expires December 31, 2003. When renewing your membership, please include a copy of your 2004 AMA Card.

I have noticed at the field, that a few members are posting something other than their Spirits' Membership card on the frequency board. This is in violation of the safety rules set forth in our By-Laws. As a member of this club, everyone is responsible for abiding by, and enforcing this simple rule.

Have a Safe and Happy Holiday Season !!

To Diesel or Not To Diesel

By Don Fitch

A reporter once asked a famous mountain climber why he climbed the mountain. His reply was, "Because it is there." I must admit that is more or less the same reason I play with model Diesel engines. The literature gives the advantages as using less fuel, quieter, more power and no glow plug. To which I reply, "So what." The Diesel may use less fuel, however, the fuel is more costly per unit. It may be and I think it is quieter. Sure enough, it doesn't have a glow plug, but then neither does a steam engine. This all sounds very negative, but not so much so that I wouldn't use one. One quart of 1/2 A Diesel fuel is \$12.90, plus shipping. One gallon of Davis Diesel Fuel, for engines bigger than .010, costs \$19.95, plus shipping. The conversion from glow to Diesel is easy, just bolt on a Davis Diesel Head. A few of the prices are:

- 1) for a Norvel 0.049 - \$19.95
- 2) for an O.S. .25 FX - \$52.95
- 3) for an O.S. .46 FX - \$55.95
- 4) for an O.S. .61 FX - \$59.69
- 5) for a Super Tigre 2300 - \$89.95



Four of the five Spitfires George Cooper has built for himself and others. The fifth one was destroyed in a crash. How come they all have "GC-C on the side if they're built for someone else? Can you imagine four of these in a Warbirds race?

All of the above are plus shipping, ranging from \$9.95 to \$12.00. I think you have to save a lot of fuel to pay for the head and, at the price of fuel plus shipping, you may never come out ahead.

I have Dieselized several engines: 1) an .049; 2) an O.S. .10; 3) an O.S. .25 FX; and 4) an O.S. .61 FX. Numbers two through four fired up easily the first couple of times they were run. I still have not succeeded in getting the .049 to run as a Diesel although it runs fine as a glow engine.

The 25 has been put in a SIG Kadet Sr. The claim of Davis Diesel is that it would turn a 10 x 6 prop at 13,000 RPM. The most I got out of it was 12,300 RPM and that was on the bench right after I converted it. I asked the Davis people what to use to store the fuel in and was told to use a one quart plastic bottle. WRONG!!! Having tried to store ether in a can years before, I knew keeping the ether content of the fuel up would be difficult. I thought I had hit the jackpot, but it seems I had thrown craps. The first time I tried to fly the Kadet with the Diesel, it was very hard to start. I was unable to tune it to a reasonable RPM. Suspecting loss of ether, I doused the fuel in the plastic container with starter fluid which is mostly ether. That improved things, but not enough to make a believer of me. Fortunately I was able to get a one quart metal can with a cap that sealed tightly. I ran the .25 on a bench again with new fuel and although it didn't run as well as the first time, it ran better than it had in the Kadet. I think a lot of the trouble is my ignorance. A Diesel doesn't respond to tuning the same way as does a glow engine.

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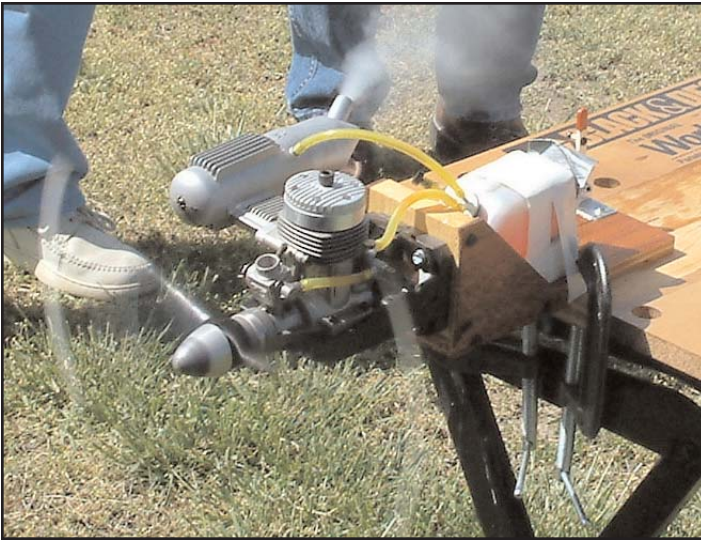
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The residue from running the Diesel engine contains soot. The soot is from the kerosene. This leaves a BLACK mess wherever it clings to the plane. And it does smell! At my house, at least one of the people doesn't like the smell left on the clothes that I wear to the field. Bob Underwood told me that his wife also objects to that smell. That smell doesn't come out the first, second or third time the clothes are washed, either. I don't know how many washings would be required, but sooner or later the odor will go away. I am reminded of a complaint about automobiles that was made repeatedly when they were first introduced. The odor of the



In Memoriam
Ozzie Barron
1926-2003



One of Don Fitch's Diesel engines runs on the test stand. Except for a bit more smoke, smelly residue and possibly a bit more power, it performs and sounds much like a glow engine of the same displacement.

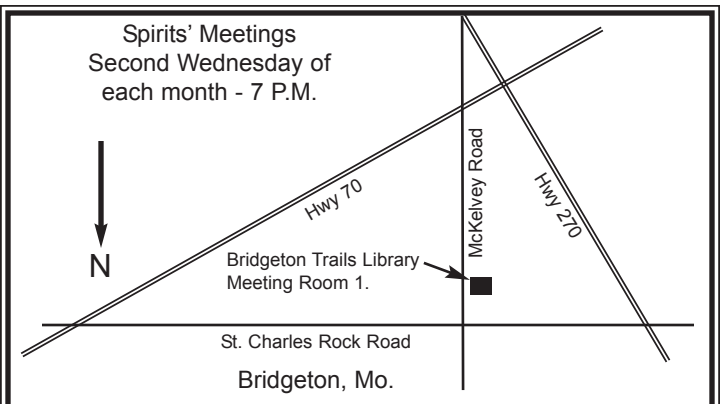
car was bad while the odor of the horse was good. I guess it depends on how you are raised.

Is a Diesel more powerful? I haven't actually measured and compared the performance of each engine, but my Diesel O.S. .25 FX turns a 10 x 6 prop 12,300 rpm. I think that's faster than the glow version would turn.

On the non-technical side . . . talking to Davis on the phone is a losing battle. Actually you don't get to talk, you listen. He is not the world's greatest communicator, but he tries. He is courteous on the phone, except you can't get a word in edgewise and personally I felt like I was being treated as the town idiot. I may be, but I don't like being reminded of it. It's winter time now and I don't feel like experimenting out in the cold. I'll bring you up to date as I learn more from playing around with my compression ignition engines. No matter how good the engine is, if I can't make it perform I don't want it.

2004 EVENT SCHEDULE

January 1	New Years Day Fly-In	N/A
March 13	Annual Swap Meet	S. Cross
April 24	Four-Star 40/Warbirds	P. Geders
May 15	Fun-Fly	L. Richman
May 22	SLRCFA Four-Star 40	C. Brunner
June 5	Learn to Fly-Scouts	B. Gizzie
June 26	Four-Star 40/Warbirds	S. Cross
July 17	Fun-Fly	Bob Fiely
August 21	SLRCFA Four-Star 40	TBD
Sept. 11	Four-Star 40/Warbirds	TBD
Sept. 25	Annual Open House	S. Cross
October 17	Show & Tell	Greg Pugh



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Remembering 2003....



New Year's Day 2003. It was cold and windy, but we had the largest turnout ever for this event with about 20 flyers and many more kibitzers.



Annual "Learn to Fly Day". Cub Scouts from two different packs received their first flight training.



Boeing/Spirits Swap Meet. Again, one of the best turnouts ever. A huge success!



June 14 Four-Star 40 Races. A good turnout and more good racing. Not enough Warbirds this time.

WALT WILSON PHOTOS



June 28 Fun-Fly. After two re-schedulings, the Fun-Fly finally occurred. Lots of relaxed fun and schmoozing. Some events turned out to be harder than they looked.



April 12 Four-Star 40/Warbirds Races. A good turnout and tight racing.

Looking back on 2003, we had a lot of fun and competitive events. No one can say the Spirits are a boring club. As the year wore on, participation increased and we finished the flying season with the largest race in years. The Boy Scout "Learn to Fly Day" stirred some interest in R/C and, hopefully, started some future flyers on a lifetime hobby. The Open House is always big. We had television and newspaper coverage this year, which may also have brought some new members into the Spirits. The photos on this and the next page bring some of a very busy year's activities to mind.

Walt Wilson

2003 in Review...



CAROLYN SCHLUETER PHOTO

July 12 Fun-Fly. Another good turnout with some very challenging events.



WALT WILSON PHOTO

With publicity on both television (Show Me St. Louis) and in the St. Charles Post-Dispatch, the turnout was great at the Annual Open House. Flyers came from several other clubs and cities to put on a great show.



WALT WILSON PHOTO

The October 18 race was the largest we have had in many years. The racing was close and winners really had to work for their victories. The turnout here is very encouraging for the coming racing season, both in Four-Star 40 and Warbird competition.

The Last Word

By Walt Wilson

Area R/C flyers been invited to fly their planes at Cricket Field in Forest Park. According to the GSLMA Minutes from December 3, GSLMA President Bill Hartman led a delegation and met with the St. Louis (City) Parks Department. They came away with the news that the all-grass field is immediately available. There are no restrictions on times and the site is available seven days per week. The city will keep the grass mowed short and R/C flyers are invited to try it out. No mention was made of frequency control provisions or field rules. If you choose to try it out, beware! Under these conditions, there is a very real danger of casual "Park Flyers" innocently walking up, turning on and causing radio conflicts. I believe some oversight and control will be required to make it a really safe place to fly.

The City of St. Louis is to be commended for this accommodation and the proper controls will come with time and experience.

The weather has finally turned bad and it's time to build new or refurbish last year's planes. The re-institution of Show and Tell should encourage some of our builders to put together some new and different aircraft. It'll be at the field and will be a different format from those we had for so many years, but it's a step in the right direction.

While I was writing this, Sam Piazza called to tell me Ozzie Barron passed away. I'm deeply saddened to hear that. He was a great guy and very active member. He will be sorely missed. That's two long time Spirits we've lost this year. Mel Vistine passed away a few months ago. Treasure our senior members, they won't always be there.

Gotta go build!

New Years Day Fly-In

January 1, 2004

Snacks and Soft Drinks Will Be Provided By The Spirits

Official Time: 10:00 A.M. to 2:00 P.M.

(Some early birds will start around 9:15)

Start the New Year right,
flying at Spirits Field



WARREN SPEH PHOTO

STINSON TRI-MOTOR BUILT BY WALT WILSON



FLIGHT LINES

Walt Wilson
3000 Persimmon Drive
St. Charles, MO 63301-0131

www.spiritsofstl.com

Meeting is on
Wednesday,
January 14th
at 7:00 P.M.