



# FLIGHT LINES

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

## Happy Holidays

### PREZ SEZ

By Bill Lindewirth

I would like to thank everyone who attended the November 10th membership meeting. Your input and suggestions regarding the 2005 budget were greatly appreciated.

Rather than increasing membership dues to offset the increased costs of leasing and maintaining our field, the members present at the November 10th meeting unanimously agreed that all future contest/events with the exception of the "New Year's Day Fly-In" and "Open House" will have a \$10.00 entry fee. It will be the discretion of the contest/event director as to the distribution of prizes.

With the approval of the 2005 budget, we are happy to announce that "EB Green Care" has been awarded a contract to continue mowing our field for the next three years. At next month's meeting we will be discussing the possible liquidation of our field equipment.

*Hope to see you there!*

### MEETING MINUTES: November 10, 2004

By Walt Wilson

**The Meeting was called to order** by President Bill Lindewirth at 7:02 P.M. He noted that long-time member, and past President, Joe Hodge, had passed away after a long illness. Several members went to the funeral home and a card will be sent to his family.

**Members signed in:** Twenty-two members and one guest 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:** Pat Keebey has been appointed as Field Committee Chairman. Greg Pugh had to step down due to family commitments. We want to give Greg our heartfelt thanks for a job well done!

The grass was cut for the last time this year on November 10. There will be an increase in commercial mowing costs next year (See "New Business"). Our mowing equipment needs to be winterized. Pat asked for assistance. The walkie talkies will be stored until needed.

**Safety Report:** Deer hunting season starts November 13. Be aware of possible hunters in our area.

Bill Lindewirth encountered a person flying a park flyer at the Katy Trail parking lot near our field. He was not an AMA member and didn't know what channel he was on or that he could be a threat to others flying at our field. He reluctantly put his equipment away and left after his discussion with Bill. The promised 'state sign' prohibiting R/C flying at that location has still not been erected.

**Activities Report:** A tentative schedule for next year's contests and events was presented to the membership. Contest Directors and Event Directors are needed for most of the events. Paul Geders tried to contact Steve Mizeraney about offering our field for the GSLMA fall swap meet, but has had no response.

**Membership Report:** The AMA is very slow in getting 2005 membership cards to members, so Spirits' renewals are virtually at a standstill. The Membership Chairman expects a flood of applications when the AMA cards arrive.

### OLD BUSINESS:

Spirits' caps and wearing apparel are available. Caps may be purchased at meetings. For ordering information on other items, see page three.

### NEW BUSINESS:

**Proposed Budget:** The Board of Directors prepared a budget estimate for 2005. Bill went over it on a line-by-line basis with the members present at the meeting. Several items were discussed. Mowing costs will increase, but the increase can be limited if we sign a three-year contract.

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It was proposed that we sell the tractors because they will deteriorate if not used regularly. After some discussion, the matter was tabled for the time being. Commercial mowing costs have imposed financial problems on the club and cutting the grass ourselves may be a consideration in the future. The rent is going up incrementally for the next five years, then will be steady for the second five years. Other operating costs are increasing to a greater or lesser degree also, so adjustments in our spending will be necessary to meet costs, if we are to avoid an increase in dues.

There was a discussion about ceasing printing and mailing of the newsletter and making it available only on our web site. This option has been studied in the past and is not feasible because of the large number of members who could not access the newsletter online. Printed newsletters are also used for various public relations purposes. Printing fewer than 100 copies would increase unit costs by 40%, so is not a viable option. No increases in printing or postage costs are anticipated for the foreseeable future.

Paul Geders made a motion to charge entry fees of \$10.00 for all events. This proposal excludes the New Year's Day Fly-In and Open House. Prizes would be limited to the amounts taken in via entry fees, making competitive events self-supporting. Don Fitch seconded the motion and it passed unanimously. Les Richman proposed that sanction fees for contests not be paid from the club treasury, but from entry fees. After some discussion, he withdrew his proposal.

A member asked why the insurance for the equipment and the pavillion were paid separately. Les Richman explained that this was the result of a previous administration trying to find lower cost insurance for the equipment and getting the terms out of phase. As it turned out, both are insured with the same organization.

It was noted that the proposed budget is an estimate based on this year's costs and will be tracked on a monthly basis to assure that any deviations will be addressed immediately. Don fitch made a motion to accept the budget, Jack Owens seconded, and it was accepted unanimously.

**Meeting Activity:** Bob Gizzie was given the "Spirits' Member of the Year" Award for his tireless activities as Chief Flight Instructor. Spirits Awards of Appreciation were given to Gene Jones, Jim Rawlings, Paul Geders, Les Richman, Pat Keebey and Walt Wilson for their extensive contributions to the success and growth of the Spirits' organization during the past year. Greg Pugh, who was not present, will also receive an award.



CAROLYN SCHLUETER PHOTO

*"Spirits' Member of the Year" award was given to Bob Gizzie (second from left). Spirits' Awards of Appreciation were given to Gene Jones, Jim Rawlings, Paul Geders, Les Richman, Pat Keebey (kneeling) and Walt Wilson. Greg Pugh was not present, but will also receive an Award of Appreciation.*



WALT WILSON PHOTO

*Jim Rawlings shows a Sig Four-Star 40 he built for Gene Jones. It has the usual Super Tigre GS 40 power plant. Jim still has to apply the decals and other finishing touches.*

Jim Rawlings, Don Fitch, Paul Geders and Walt Wilson brought airplanes to show and discuss. See the photos for details.

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PAUL GEDERS PHOTO

Walt Wilson discussed his Carl Goldberg Matrix 40 Extreme 3-D plane. It has an O.S. .46 FX up front. It's well-built and very lightweight for its size. It's a kit review for RC Modeler magazine and will appear in a future issue.



WALT WILSON PHOTOS

Paul Geders discussed how he rebuilt his Ugly Stick after it was almost destroyed in a mid-air collision at the Open House. The left wing and much of the fuselage virtually ceased to exist. Paul told how he recreated the damaged panels and instances where other very seriously damaged planes were restored to fly for many more years.

Meeting was adjourned at 8:55 P.M.

### Spirits' Caps

By Pat Keebey

The club has Spirit of St. Louis R/C Flying caps available in both Winter and Summer hats at a cost of \$5.35 each. You may purchase these hats at any regular club meeting.

### Proposed 2005 Event Schedule

Date	Description
January 1st	New Years Day Fly-In
March ?	Swap Meet with Boeing
April 16th	Show & Tell
May 21st	Four Star 40 / War Bird Racing
June 11th	Fun Fly
July 16th	Four Star 40 / War Bird Racing
August 6th	Fun Fly
August 27th	Four Star 40 / War Bird Racing
September 24th	Fifth Annual Open House
October ?	GSLMA Swap Meet ??



Don Fitch discusses the design concepts for his "Miss Steak". See below.

### Miss Steak

By Don Fitch

Miss Steak uses an aerodynamic arrangement that is different from most of the planes we fly. This arrangement, however, is not new. It was used by competition free flight planes during the 1950's. The predominate planes we fly now have a wing that lifts up and a tail plane that pushes down.

The downward force on the tail has an effect similar to that of increasing the weight of the airplane. The Miss Steak has a tail that lifts up along with the wing, which is also lifting up. Miss Steak has a main wing with 266 square inches and the rear wing has 133 square (Continued on the next page)

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inches, giving a total lifting surface of 400 square inches. The plane is powered by an AXi 2208/34 "Outrunner" motor that needs no gearbox. It swings a 9" X 6" APC prop. The battery is a Thunder Power three cell lithium polymer, nominally 11.1 volts capable of delivering 12 amps. Electric motors of this type use three phase alternating current and therefore require no brushes. They are much more efficient than the DC brushed motors we have used in the past. This combination of high density battery and efficient motor produces longer flights with more power. The plane is capable of multiple loops and rolls and is a ball to fly. It has no way to steer it on the ground so a "race horse" start is necessary for take off. It will fly inverted but, with a Clark Y airfoil ailerons (no rudder) and dihedral, it is not easy. However, from inverted level flight it will do the last half of an outside loop. The plane, including battery, weighs 20.77 oz. giving a wing loading of 7.47oz./sq.ft.

**Joe Hodge , 1927-2004**



Joe was a long-time member and Past President of the Spirits. He truly enjoyed building things. One of his projects was a full-scale replica of a Piper Cub, that was flown to California and is still in use. He built a boat for his family's use, and dozens of model airplanes. He voluntarily did custom machine work for his friends and accepted no payment. An example is a new back plate which adapted a self-starter to the Super Tigre engine in Les Richman's Citabria. He also adapted a self-starter to the O.S. twin cylinder engine in Les' new Cub. He could find a way to fix most broken or worn pieces of machinery and often repaired old equipment that others had cast off. He donated the trailer to the Spirits which is used for hauling mowing equipment.

Joe was an active builder and flyer until he became ill in 2003 and was unable to continue in our sport.

*May you fly with the angels, Joe!*

### World's Largest Aircraft

By Bob Gizzie and Paul Geders

(Bob) They had a little excitement recently at McCarran Airport Las Vegas. The world's largest aircraft, a Russian Antonov 225, came there to deliver a very large power transformer, that was built in Turkey, for Nevada Power. Check out all the tires!



(Paul) This is the only AN 225 left...there used to be two...the other one crashed some time ago! It truly is an awesome aircraft. Remember, when the C-5A Galaxy was initially rolled out? Six Greyhound buses were driven off through the nose area. AN-225 is even bigger than the C-5A. I believe it approaches a payload of 700,000 lbs. However, a Boeing 747 has taken off at a gross weight in excess of 1,000,000 lbs.

### For Sale

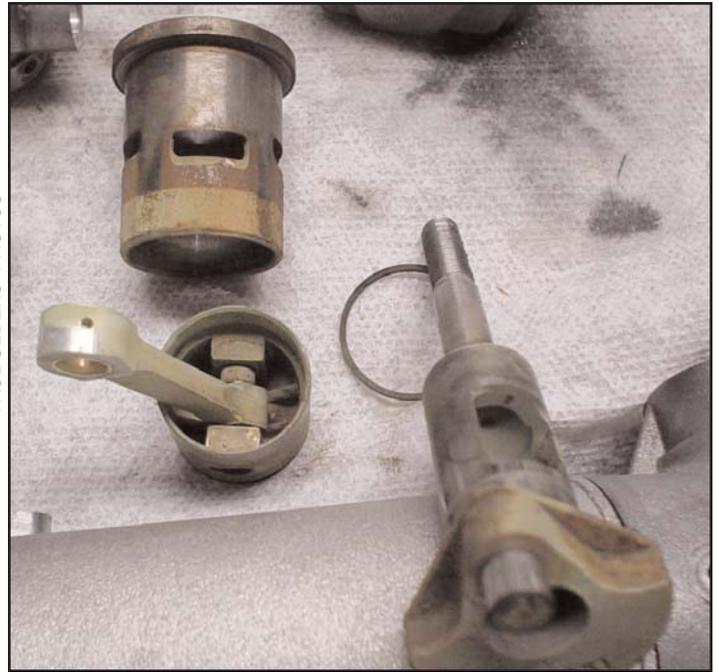
Great Plains Trainer 40 kit	\$60.00
Swizzle Stick 40 kit	\$40.00
New Era 20 with wing and fuselage built.	
It's almost an ARF	\$60.00
Kyosho Cap 21 ARF. A beautiful kit for 40 to 46 two strokes or 52 to 65 four strokes.	\$175.00
O.S. Max 52 Surpass	\$150.00

Call Pat Keebey at; 636-928-3918

In the Shop

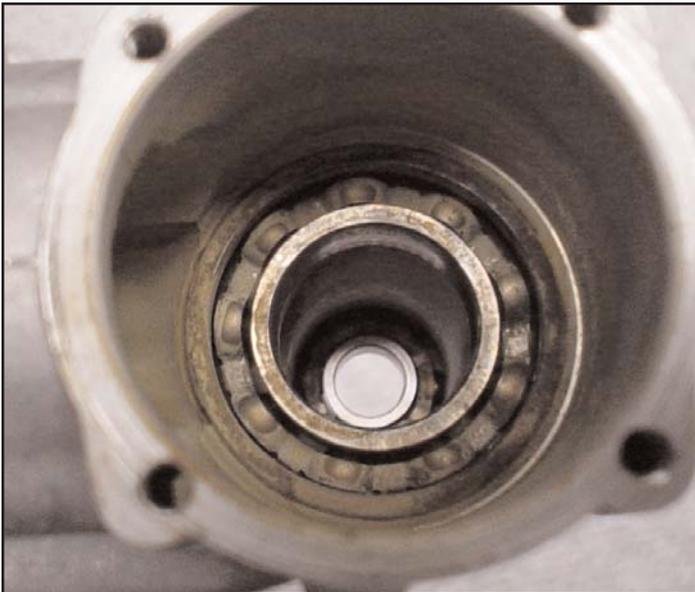


*Did you know your little two-stroke engine has this many parts in it? Actually, this engine isn't fully disassembled yet. This example was given to Paul Geders to try to figure out why it didn't run well.*



PAUL GEDERS PHOTOS

*While most internal parts were corroded to some extent, the steel and iron parts suffered the most. This kind of damage can happen in a very short time if the remaining fuel isn't run out at the end of a flying session and after-run oil isn't added.*



GEORGE COOPER PHOTO

*These photos were taken after the engine was initially cleaned in acetone. The fuel and combustion by-products create acids that attack metal. Engines in this condition can sometimes be salvaged with a few new parts and expert workmanship. This engine was overhauled and now runs like new. It's a far better idea to run out all remaining fuel, at full throttle, and use a quality after-run oil faithfully at the end of each flying session, so this doesn't happen. Marvel Mystery Oil, Automatic Transmission Fluid, Marvel Air Tool Oil, or other light oils are highly recommended.*



*Chad Schrieber holds a Four-Star 40 built for him by George Cooper. It was built from a kit, has a Super Tigre GS-40 and Ultracote covering. He hopes to race it next season. Chad re-joined the Spirits after taking a few years off from the hobby.*

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### Ozark Mountain Jets Pictures

By Walt Wilson

The fantastic action photos here and on page ten were taken by Ben Lanterman of the Boeing R/C Club. They were sent to me by our President, Bill Lindewirth. I have no information regarding whose planes are shown, but the photography is outstanding (and the planes aren't bad, either)!



BEN LANTERMAN PHOTOS



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### Mens' Club Presentation

By Bill Lindewirth

On Saturday, November 20, 2004, Jim Rawlings presented a short "Introduction to R/C" program to the Church of the Shepherd Methodist Men's Club. The Church is located at 4116 McClay Rd., St. Charles, MO.

Demonstrations were given by Bob Gizzie, Paul Geders, Vic Bunze and Les Richman. George Kulage and Bill Lindewirth were also in attendance to help answer questions.

A complimentary breakfast was provided to those who were in attendance.



JOHN KEY PHOTO

BOB GIZZIE PHOTO



Jeff Muhs does a low fly-by with his Corsair

ARF's and RTF's there are still some of us who actually build our own airplanes, at least part of the time. If you don't already have a plane in work, it's time to select a subject and head for the workshop.

In 2005, after being dropped for several years, we are planning to have a Show 'N Tell in April. The original Show 'N Tells, which were a Spirits' tradition, were held at a banquet hall, church meeting room, school gymnasium, or other meeting place, where whole families would gather for dinner and an evening of comradery and looking over the products of a winter's work. The planes were divided into Scale, Sport and Novice classes then judged for scale accuracy and/or workmanship by qualified modelers from other clubs. Winners earned trophies and/or "bragging rights". A raffle was usually held and one or more participants went home with a new treasure. Plans have yet to be formulated for the configuration of the coming Show 'N Tell, but it should be interesting. Only the "old timers" remember the really great ones we've had in the past. It'll be an opportunity to see some members' planes that you may never see at the field and don't know exist. You may even get some new ideas about how to improve your current project or build a better plane next time.

There will still be a few good days to fly this year, so get out and enjoy them!

*Gotta go build!*



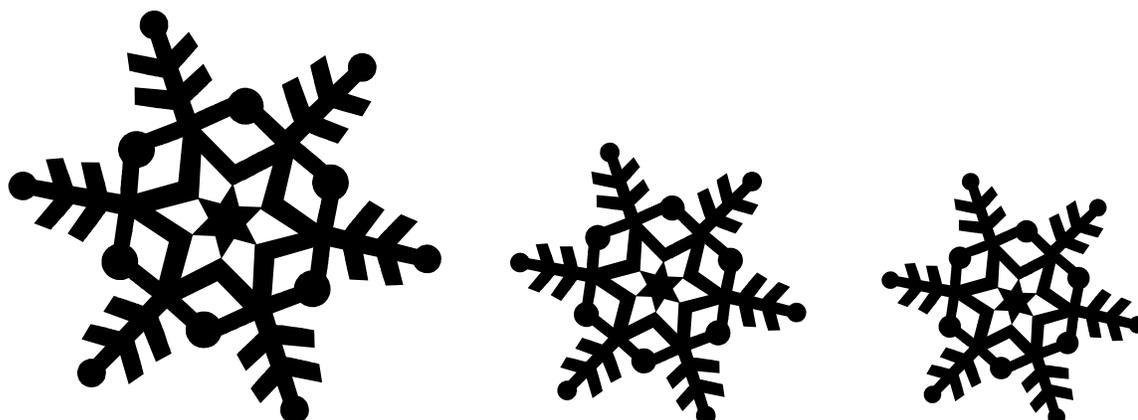
JOHN KEY PHOTO

*This is a picture of Jeff Muhs and John Key's Giant Scale Corsairs. They have 75 1/2" wing spans with 1.20 four stroke engines and fly great!*

### The Last Word

By Walt Wilson

Another year is drawing to a close. The cold, windy, wet, gray days come more often than the sunny, warm ones. This is building season in the Midwest! Yes, in these days of



# “Spirits R/C” New Year’s Day Fly In



Come Join Us at our Field!  
Saturday, January 1<sup>st</sup> 2005  
10:00 am – 2:00 pm  
Open to all AMA Members  
‘FREE’ Landing Fee





SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC.  
**MEMBERSHIP APPLICATION**  
 FOR YEAR \_\_\_\_\_



(PLEASE FILL IN YEAR ABOVE)

**PLEASE PRINT CLEARLY!**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

AMA No. \_\_\_\_\_

Your e-mail address: \_\_\_\_\_

Additional Family Members:

Name: AMA #	Name: AMA #	Name: AMA #
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NOTE: ANY MEMBER WHO ALLOWS THEIR MEMBERSHIP TO LAPSE BEYOND MARCH 1 OF ANY YEAR SHALL BE CONSIDERED A NEW MEMBER WHEN RENEWING THEIR MEMBERSHIP. SOURCE: ARTICLE 7 SECTION 1, AND 4, CLUB BYLAWS. DUES ARE PAYABLE NO LATER THAN THE JANUARY CLUB MEETING.

To become a new member or renew your membership, please do the following:

1. Fill in the above information, even if this is a renewal.
2. Photocopy this application with valid AMA license of each flying member in the spaces below.
3. Make out a check payable to SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC. **(NO CASH PLEASE)**
4. Send completed application and check to the membership chairperson: →→→→→

Membership Chairperson  
 Bill Lindewirth  
 1046 Pinecone Trail Dr.  
 Florissant, MO 63031  
 Phone No. 314-839-0282

If you apply at a club meeting, be sure to have all three of the above items. Meetings are held on the second Wednesday of each month, 7:00 p.m., at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd.

**Note: New Members shall be introduced in person OR, by their sponsor, to the club before joining. This allows new members to join the club, even though their schedule doesn't allow them to attend club meetings.** New members who join in August or September will pay \$10.00 each for August and/or September, and will also pay next year's dues and initiation fee at the same time. New members who join on/after October 1st pay only the annual membership amount and the initiation fee, but get the next year and the end of the current year included.

Junior members pay no initiation fee and \$2.50 each for August and/or September!

**MEMBERSHIP AGREEMENT:**

I agree to abide by the SAFETY RULES and CONSTITUTION & BY-LAWS of the SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC.

\_\_\_\_\_  
 Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
 Family Member Signature

Date: \_\_\_\_\_

Membership rejected if not signed and dated, or AM A card NOT VALID FOR YEAR APPLIED FOR!

**Spirits Web-site Address is: <http://spiritsofstl.com>**

Place AMA card here when photocopying

Place AMA card here when photocopying

*FLIGHT LINES*



BEN LANTERMAN PHOTO



*FLIGHT LINES*

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

[www.spiritsofstl.com](http://www.spiritsofstl.com)

**Meeting is on  
Wednesday,  
December 8  
at 7:00 P.M.**