



February, 2004

FLIGHT LINES

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

Mild Weather = Winter Flying

First to Fly in 2004



Joe Stramaglia made the first flight of 2004 at 9:10 A.M. on New Year's Day.

MEETING MINUTES: January 14, 2004

By Walt Wilson

The meeting was called to order by President Steve Cross at 7:01 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: Treasurer's report was accepted as presented.

Field Report: Field Chairman Greg Pugh reported nothing new at present. See "New Business" for new plans for 2004 field maintenance.

Safety Report: Vic Bunze reported that flying model airplanes can hurt you if you don't pay attention. One way is for a moving airplane to run into you! When taking off, always start the takeoff run at one of the taxiways and fly AWAY from the pilots' box. Of course, the direction will be determined by the wind. Never take off toward the pilots'

First to Crash in 2004



Bob Gizzie had the dubious honor of the first crash of 2004.

box from somewhere down the runway! Also, a crosswind may cause the accelerating plane to swing one way or the other. Not correcting, or over-correcting, may cause the plane to taxi or fly toward the pits and hit someone in that area. If your plane begins to turn uncontrollably, shut it down and start over!

Sticking body parts into a spinning propeller can also cause severe injury. Always be aware of the propeller and stay away from it when the engine is running. A careless movement of your hands, or other extremities, around a propeller can cause much pain and lasting damage, even when the engine is at idle.

Check your batteries frequently. See Bob Gizzie's "Safety Stuff" on page three for more on this.

Training Report: Bob Gizzie gave a report on the training program. See his full report on page three.

New Member Applicants:

| Name | Phone Number |
|--------------|--------------|
| Bill Stewart | 636-349-0527 |

Bill will submit his application upon receipt of his AMA card.

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OLD BUSINESS:

Swap Meet: Due to heightened Security Alerts, it is possible the Boeing cafeteria will not be available for the Swap Meet. Steve Cross will compile a list of members on the work list. These members will get in early at the usual cost of \$5.00. Hobby shops and dealers will be charged \$10.00 per person entering before the public opening time. Shops and dealers will also be charged \$15.00 per table. Tables will be free for Boeing and Spirits' members. There will be tables in the hall (If we are allowed to use the Boeing facility) for clubs to have literature and recruiting materials displayed. Greg Pugh volunteered to organize the concession stand and Spirits' workers.

If you have any suggestions for this event, e-mail Steve Cross at svcross@charter.net. or call him at 636-458-3287.

NEW BUSINESS:

Joe Hodge has recovered enough to leave the hospital and stay at his daughter's home. It is doubtful that he will return to the hobby in the future.

Jim Rawlings went to the hospital on January 7 with leg circulation problems. After extensive examination, he underwent open heart surgery. He is expected to be well enough to undergo further surgery to correct his leg circulation problem soon.

Get-well cards were available for personal messages and signing at the meeting.

Budget: The Board of Directors compiled a budget for the coming year. Funds were appropriated for all known needs and, with the same number of members we had in 2003, will zero out at the end of the year. Expenditures will be moni-



Bob Gizzie shows his Sportsman Aviation Spitfire ARF. It has a 64 inch wingspan and is powered by a Magnum .91 four-stroke. He says it's a very impressive kit. The only shortcoming was flexible pushrods, which he easily replaced.

WALT WILSON PHOTOS



Art Frost built this Laser from a Lanier kit. It's powered by a Zenoah G-23 and is finished with Ultrakote and Ultrakote paints. He cut each star out by hand!

tored monthly to assure we don't exceed the budget without appropriate adjustments to correct any problems that may arise.

Field Maintenance: Maintenance of our tractors and mowing equipment has been labor intensive for the past three years. George Cooper, who personally did most of the work, has stepped down as Field Chairman. No one else available for Field Chairman has the time, tools, or skills to maintain the equipment as George has. (Continued on the next page)



George Cooper shows his airplane of the month, Spitfire number six! This one is powered by a RCV .58 four-stroke. It isn't as powerful as the usual O.S. .46 FX. The covering is Balsa U.S.A. Solartex.

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Pat Keebey discusses his Extra 300 built from a Carl Goldberg kit. It's powered by an O.S. 1.20 pumper four-stroke and weighs eleven pounds.

George and Greg Pugh, the new Field Chairman, solicited bids from several commercial mowing concerns to cut our field weekly for 28 weeks. The best bid is \$120.00 per mowing, or \$3360 for the year. The Board of Directors has discussed this approach extensively and recommends that we try it for one year. At the end of the year, we will see how successful it is and make further decisions for coming years. Our equipment will be stored and maintained in working order for that period. If we choose to continue with the mowing service, the equipment will be sold at that time. After much discussion, Paul Geders made, and Don Fitch seconded, a motion to try the mowing service for one year. It passed unanimously. Ralph Doyle suggested we get a bid from a service with which he is familiar before committing. Greg and Ralph will get such a bid in the next few days and a mowing service will be contracted.

The field will be always be closed for flying while being mowed! No exceptions!

Electricity at the field: Bill Lindewirth presented bids by an acquaintance of his for installing electricity at the pavilion. The cost will be approximately \$3000.00 and is not in the budget for this year. It will be reconsidered next year.

Public Address System Upgrade: At the request of the Board, Paul Geders investigated the cost for improving our PA system with better speakers, wiring, etc. Lee Volmert presently owns most of the PA system, but will donate it to the club. Thank you Lee! The cost for upgrading is modest, but is not in the budget at present. If we're within budget later in the year, it will be reconsidered.

Meeting Activity: Four Spirits brought their planes. See

the photos for details.

Meeting was adjourned at 8:55 P.M.

Safety Stuff

By Bob Gizzie

This could happen to me (You bet), this could happen to you (You bet). The (RCSB)-Radio Control Safety Board (me) stated that on Sunday, November 16, 2003, the Pilot in Command (PIC) stated he had no control of his aircraft. From about 50' above the asphalt runway, he had an uncontrolled flight into asphalt terrain! The PIC stated he had checked the receiver pack prior to flight with a reading of 5.4 volts. The investigation found the five cell 1700 mah receiver pack should test at 6 volts. This was the third flight of the day and (clue 3) the battery tested at 4.2 volts in the investigation after the crash of one of the PIC's favorite and better flying planes! The PIC stated that he has numerous packs of both five cell and four cell batteries. When he checked before the flight at 5.4 volts the thinking was that a 4.8 volt pack was installed and in use. That was wrong! Voltage should have been 6 volts or better on a five cell pack! The PIC did remark that he was thankful that he was flying on the proper side of the flight safety line, identified by the white fence and yellow posts. He had observed some of the other PICs going beyond the flight safety line prior to the UCFIT (Uncontrolled Flight into Terrain)!!! Come on guys, staying beyond the flying safety line is a very important rule! I'm sure a believer now! PS if you haven't figured out who this is, it's me, Bob Gizzie! Thanks for taking the time to read this and I hope being aware of this helps prevent someone else from having it happen to them!

WALT WILSON PHOTO

Training Report

By Bob Gizzie

December and January have been good, with the weather cooperating most of the time for training. I'm pleased to report that there have been a few walk-ups, with new models and radio gear, looking for help in flying them! We have encouraged them to continue to seek help from our club members and tried to sell them on the advantages of joining the club and AMA. The results of that effort have been positive in gaining new members!

I've been impressed with the training aircraft that have become available. They are easy to fly and ready to go with radio gear and engines already installed. One, for example, the Nextstar, has an Auto Flight Stabilization (AFS) system installed which works almost too well! The price is even right!

The club has approved the purchase of a new trainer cord, with micro-to-round connectors, that will work with the club's buddy box and its on hand now. I have discovered that the new computer radios, like the Futaba 6TXAS, which have PCM receivers and transmitters, need to have a computer PCM buddy box.

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The club currently does not have a computer radio that will work in PCM as a buddy box. I would be interested in hearing from anyone who would let their TX computer radio be used for a training session, should it be necessary. In the mean time, I will be looking for a way to work around this problem.

I have a few handout cards for a free training flight with a club instructor. It has the club's web site address as well as the club instructors' names and contact numbers. If you would like some, let me know. Also, I am still interested in gaining the interest of young people who might be attracted to our end of the hobby. Think about bringing your young neighbor the next time you visit the field.

In closing, a special note; **Do not take your eyes off the aircraft that you are flying!!** Sometimes another plane may be flown erratically, or do something spectacular, and attract your attention while your plane is airborne. Be ready to take evasive action, but keep your eyes on your own airplane! If you're not watching your plane, it's out of control, too.

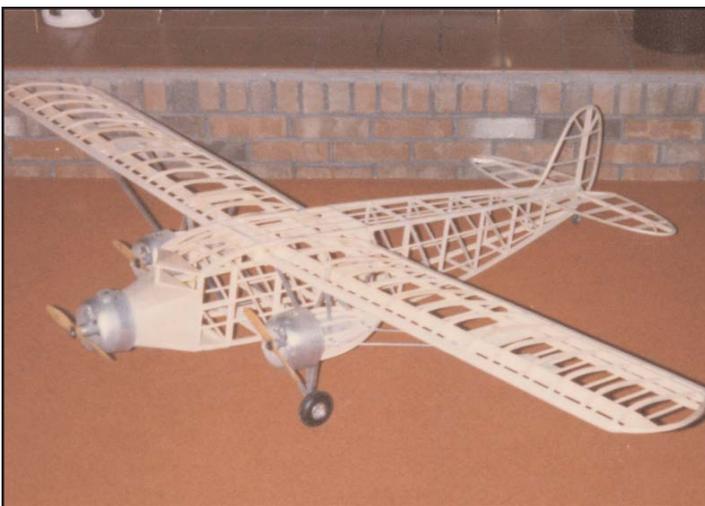
The Last Word

By Walt Wilson

I have a correction to last month's Flight Lines! George Cooper informed me that the Spitfires don't all have GC on them. They all have the owners initials, SC, ER, MR, GC, with the separate C behind the roundel denoting all built by him. The light washed out the white letters in the picture. Thanks for the info, George. He's working on number six as this is being written.

Some interesting web sites have come to my attention recently. The following site calls itself the "House of Balsa Dust" and offers some interesting tips and hints. Try: <http://home.mindspring.com/~the-plumber/index.htm>

Our own web site has a number of links to other clubs and the major hobby shops in the area, as well as links to AMA and various hobby suppliers. Check out the features Paul Geders has added to our site, you'll be amazed at the information available there.



A few people have inquired about my Stinson Tri-Motor which was on the back cover of last month's Flight Lines. It was a kit I reviewed for RCM in 1980. It had an 80-inch wingspan, was all pine or other similar wood, and covered with Monokote. All markings were cut from Monokote Trim Film. It was powered by a K&B .40 in the center, and twin O.S. .15's in the nacelles. It flew slowly and majestically on the single K&B and went like a Quickee 500 with all three engines running! I've included a picture of it in bare bones before covering.

It was too big to transport assembled, and a royal pain to assemble at the field, so didn't get flown much. One day something about the ailerons didn't work as intended and it turned right when I wanted it to go left. I still have the wreckage and plans, with the idea of rebuilding someday. If I were to rebuild it, I think I would convert it to a hybrid, with electric motors in the nacelles and a .40 to .46 gas engine in the center. That would be one cool airplane (it'll probably never happen)! Though I've done it several times, and probably will again, I really don't enjoy repairing a wreck or building the same type of airplane more than once. The New Year's Day Fly-In was a huge success with 56 members present at one point. The unusually mild weather brought out most members of the Spirits' club sometime during the day. There was a bit of a crosswind, but it was manageable and the day was a welcome opportunity for mid-winter flying. The club-provided snacks and drinks were also very welcome. Thanks to Carolyn Schlueter and Bob Gizzie for the photos they contributed.

There are occasional good winter days for flying, but essentially it's building season in the midwest! Get your flying stock ready for the coming season!

Gotta go build!

2004 EVENT SCHEDULE

| | | |
|------------|-----------------------|------------|
| 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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New Year's Day Fly-In, January 1, 2004



WALT WILSON PHOTOS

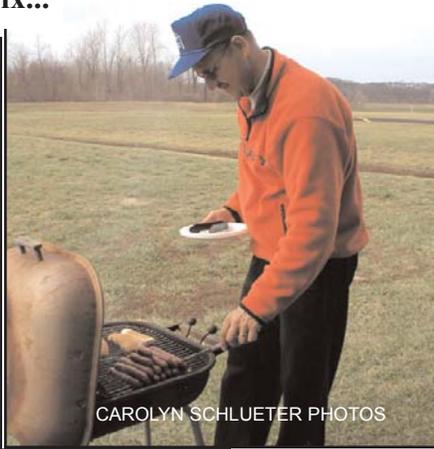
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Still More New Year's Day Fly-In Pix...



CAROLYN SCHLUETER PHOTOS



CAROLYN SCHLUETER PHOTO

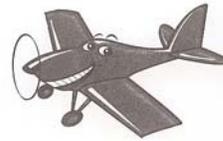


CAROLYN SCHLUETER PHOTO



WALT WILSON PHOTO

Thanks to the great weather, the turnout looked more like Open House day than New Year's Day!



Belleville R/C Flyers Swap Meet

WHEN: Saturday, February 21
Sellers set-up @ 9am
Public invited @ 9.30am
till 1pm

How much? Admission 5 dollars
tables 5 dollars/each

Where: Steamfitters Hall
Fairview Hts, IL
(one mile north of I-64
on IL 159 - 15 miles east
of St. Louis)

Contact Larry Dawson
618-233-5484 or
rcld1810@aol.com
www.bellevillercflyers.net

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New Year's Day Fly-In, 2004
A Carolyn Schlueter photo



FLIGHT LINES

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

www.spiritsofstl.com

**Meeting is on
Wednesday,
February 11th
at 7:00 P.M.**