



# FLIGHT LINES

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

## F-S 40 & Warbirds Races April 24

Hundreds Enjoy 2004 Expo And Swap Meet



Static Display Area



## FLIGHT LINES

### PREZ SEZ:

*By Bill Lindewirth*

With the resignation of the President and Vice-President at the February meeting, the remaining officers in accordance with our Bylaws; (Article 4: Section 1) have appointed me to fulfill the office of President for the remainder of the term.

As of this writing, the position of Vice-President is still open. Vic Bunze and Paul Geders have both stepped forward to fill this position. I would prefer that this position be filled by someone who is not currently an existing member of the Board of Directors. We will address this opening in the near future.

The next time you are at the flying field, talking to a prospective member, or attending a monthly meeting, please don't lose sight as to why all of us have joined this club in the first place. "...to promote radio controlled model airplane flying for the enjoyment and recreation of its members." (Article 2: Section 1.)

*Thank you for your support!*

### MEETING MINUTES, MARCH 10, 2004:

*By Paul Geders,*

• **Meeting was called to order at 7:02 P.M.** by President Bill Lindewirth. 36 members were present. No Guests.

• **Bill started the meeting** with a notice to the members that Walt Wilson and his wife, Suzi, are having some recent serious medical issues. Bill said to keep them in your thoughts and prayers.

Bill then introduced himself and the background leading up to his appointment as president.

• **Secretary's Report:** Unanimously accepted as printed.

• **Treasurer's Report:** Unanimously accepted as presented.

• **Field Report:** Greg Pugh presented the status on the "outside" grass cutting relative to liability and workmen's compensation insurance. (Recommended by AMA that we make sure grass cutting contractor has both insurances.) Once paperwork is completed and received the contract will be signed.

A question on maintaining existing club equipment was raised and Greg said that it had been winterized and that he would make sure that the equipment had the oil and filters changed and were greased.

• **New Members:** Two new members were introduced.

Gill Grand 314-569-0404

Justin Rose 636-244-6563

• **Safety Report:** Vic Bunze discussed "mid-air" and how to avoid them. Recommended that you stand back and see how others fly and decide if you can fly together...your style versus. their style!

• **Training Report:** Bob Gizzie read his report to the members present. See elsewhere in the newsletter for his report.

• **Membership Report:** Bill gave a membership report that showed we had 134, members not counting the new ones joining that evening. We are a little ahead of last year and Bill expects we will go over 150.

### OLD BUSINESS

• **Club Hats:** Steve Ramonczuk returned the club sound meter and seven club hats (five Summer, two Winter). Bill Lindewirth has the hats, and Paul Geders has the sound meter. Club hats are \$6.00 each.

• **Jim Rawlings** thanked the club for the card and well wishes and said, "He appreciated it very much"!

• **Vic Bunze** volunteered to run the June 26 Four-Star 40 & Warbirds race.

• **Swap Meet:** Greg Pugh reported on the upcoming Swap Meet Saturday March 13. Greg has put a lot of effort into this and because of his and others' efforts it should turn out to be a huge success.

### NEW BUSINESS

• **Radio Control Ban:** Bob Gizzie read an article from the Thursday, March 4, 2004, St. Charles County Post relative to a bill presented to the County Council. It stated, "A bill was introduced to bar the use of radio-controlled model airplanes and boats in city parks. The City Parks and Recreation Board requested the measure because of the noise involved and because of the possibility that users could lose control of the models because of interference from other radio signals". Reporter Mark Schlinkmann can be reached at: e-mail: [mschlinkmann@post-dispatch.com](mailto:mschlinkmann@post-dispatch.com) Phone: 636-255-7203

• **Contest Prize Distribution:** Steve Cross led a discussion relative to how the monies for events are distributed to as many participants as possible. No vote was taken.

• **Entry Fees:** Ralph Amelung made a motion to have free entry fees, which was tabled by Bill until we see how much money is brought in from the Swap Meet. The Board of Directors will look at the budget at the next BOD meeting. Steve Cross was pointing out that the BOD was attempting to change how these funds were to be distributed.

• **Bob Fiely** volunteered to buy the prizes for all events and distribute them at each event.

• **Vice President:** Position of vice president was brought up by Bill to solicit a volunteer for the remainder of the term. There were no takers at this time. However, after the meeting Curtis Milster inquired as to the duties of the vice president.

• **New Board of Directors Members:** Pat Keebey and Don Fitch were introduced as new appointed board members for the positions of Appointed and Contest Committee chairman respectively. *(Continued on the next page)*

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Voted on and approved by the majority of the members (26 yes, 4 no, 6 abstained).

• **The subject of Past President** was brought up by George Cooper and was dropped after Les Richman addressed the events leading up to the vacancy.

### MODELING ACTIVITIES

• Don Fitch gave a technical presentation and several members brought new airplanes. See the photos for details.



Bob Fiely showed his almost completed Top Flight "Gold Edition" T-34 Mentor powered by a Magnum 1.20. Bob said the plane was designed for retracts, but he chose to put fixed gear on it.



Newly appointed Board of Directors members Don Fitch and Pat Keebey smile for the camera.



David Rose showed a very nice looking camouflaged Four-Star-40 he built for Ralph Amelung. It is covered with Worldtex Olive Drab and the gray was painted on. ST-GS40 for power. Ralph has a new racer...look out!

CAROLYN SCHLUETER PHOTOS

• **Don Fitch** demonstrated a Polk's Hobbies "Seeker II" 50 channel FM (PPM) only receiver that automatically adjusts to the transmitter frequency. See Don's article elsewhere in this newsletter.

**Meeting was adjourned at 8:15 P.M.**

### FIELD REPORT

*By Greg Pugh*

I'm glad to announce we have a field mowing contract for the 2004 Flying Season! The Spirits club has contracted with Eric Bledsoe, owner of EB Green Care. Eric and his crew will start mowing in the next week or so. Mowing is scheduled on Thursday or Friday, however, it may occasionally change based on weather or other unanticipated circumstances. **MOWING HAS PRIORITY** over all other field activities for the Safety of the Mow Crew and you, the Club Members. Club Members are **PROHIBITED** from flying or running engines in the pit area during setup, mowing or cleanup. **SAFETY is PRIORITY ONE - No Exceptions.** If you are present when the Mow Crew arrives, please quickly remove your airplanes and materials from the flight line in order to expedite the job. Your cooperation is greatly appreciated!

*Greg Pugh, Field Chairman*

**Convenient Balance Stand**



WALT WILSON PHOTO

*Walt Wilson's Four-Star 40 balances on the handy Robart Super Stand.*

*By Walt Wilson*

So you've finished up that new bird and it's time to balance it. The Center of Gravity is almost always specified by the kit manufacturer. Place some masking tape in the area and mark the CG on it. The wingspan may be too large to hold the plane by the wingtips, so how do you hold it? It isn't necessary to buy or build a fancy holding stand if you have a Robart foam Super Stand, available at your friendly local hobby shop for about \$10.00. They're handy for many building applications, too. I use mine all the time.

Simply set your plane crossways on the stand, with the CG points on the forward cradle tip. If the landing gear interferes, turn the plane upside down. Add weights on either end until it balances level. "Stick-on" automotive wheel weights are available from Autozone or your friendly tire dealer. Permanently attach the weights and re-check the balance. It's that easy!

**TRAINING REPORT**

*By Bob Gizzie*

The month of February had on and off days for training due mostly to the extreme wind velocity. We have seen an increase in interest from people wanting to fly. Young and old drive into our parking lot following directions they have received from the local hobby shops. Most have new planes and new engines: Hanger 9 Alphas, Arrows, Nextstar with AFS, Easy2 VRTs, and Hobbico's Superstar Select. I feel that Hobbico's Glow Superstar Select is a fine training air-

craft for the money. It has everything for \$279.00. I have been working with a student who has a Superstar electric and it's great, but flight time is limited and there is no provision for a buddy box.

Please, as club members, work with the instructors to assist in recruiting new members and flyers, by what Ralph Amelung and I call "working the parking lot". There are always spectators who drive into the parking lot to watch. Go over and encourage them to get out of the car and show them your plane and equipment, answer questions, promise them an introductory flight with any of our club instructors on a buddy box.

I have been encouraged by all the new planes that have been built over the winter by our members. They are pairing up with club instructors on buddy boxes for the test flights.

Remember, in closing, keep your eyes on the plane you are flying!

*Bob Gizzie*

**Float Fly**

**The Phantom Flyers and Wright Flyers will host the 10<sup>th</sup> annual Float Fly and Static Display at Innsbrook Estates. Guest flyers are welcome (AMA required)**

**Date/Time:** Saturday, May 29, 2004/9:30 – Noon



**Static Display:** Any R/C Airplanes and Helicopters are welcome.

**Practice Day:** There will be a practice day on Sat., May 15 from noon to 4:00 PM. This is a good time to check out your equipment and get some practice.

**Directions:** I-70 West to Wright City (Exit 200). Hwy F South 5 miles (follow the Innsbrook Estates signs). Left at Innsbrook Estates entrance (identify yourself as part of the Model Airplane Club demonstration). Once inside the gate, take an immediate Right. Follow the main road 1.0 miles. Turn Left at sign: "Lakeside Villas 21-66". Take gravel road to beach for unloading, then park behind villas.

**For additional information, call Don Vetrone, 636-745-3241**

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## ANY OLD CHANNEL YOU LIKE

By Don Fitch

Having shown up at the field in the past with a receiver and a transmitter that don't match I was interested in a radio sold by Polk's Hobby. It is the Tracker II and the Seeker II. Only the receiver, Seeker II, was purchased, but a system, consisting of a synthesized Tx, an Rx and 1 servo is available at what I think is a very competitive price.

The Tx has 1024 stick position resolution and can store 99 models in memory plus a bunch of settings and mixes.

The receiver is of special interest to me. It can adjust itself to the channel of your FM (PPM) Tx at the field just before flight and requires no crystals. Having ordered and received one, I tried it out. Using Tx's on channel 37 and channel 11, the receiver was started using the sequence stated by the Polk people. Holding a red reset button down the Rx power was turned on. An LED on the receiver began flashing. The Tx was turned on and the antenna was held next to the Rx antenna. The receiver soon found the transmitting channel. At this point the Rx responded to Tx input, as an RC system should. Changing transmitters, the Rx would not respond, as was the correct thing to do. The Rx and Tx were then turned off and both then turned back on. The Rx then again responded to the Tx inputs from the correct Tx, as it should, and would not respond to the second Tx.

Repeating the start up procedure with the second Tx yielded identical results.

The 8 channel Rx is priced at \$70 plus shipping. That makes it within a few bucks of a Futaba 7 channel Rx that only works on one channel.

Futaba has a receiver that can be manually set to any of the 50 channels available to us, but at a greatly increased cost. Check it out on the internet at the Polk's Hobby site and see for yourself. Meanwhile I will be flying the Rx in my next plane (SIG Kougur).

*Se Finis, Don Fitch*

**TECHNICAL Q&A:** The following is an edited e-mail exchange between Jeff Kubik, Paul Geders and Walt Wilson.

**Jeff:** I am working on a .25 ME-109 ARF. I want to ask you about how to cut openings in a cowl without a template.

I have a Dremel tool and I think I need to line up the cowl, with the engine mounted inverted, and outline lightly in pencil, on the cowl, where the cylinder and muffler openings will be, as well as the needle valve. Am I on the right track as far as my assumption of how to cut out the correct openings in the cowl?

**Paul:** The first thing to do is mount the engine with the muffler, needle valve and prop removed. Put pieces of paper towel in the inlet and flush in the exhaust so dust won't get into the engine. This assumes that the engine fits inside the

cowl and head won't protrude through the cowl. If it does protrude through the cowl we would measure with out the cowl on and measure from the back edge of the cowl as described later.

Since you are going to use a spinner, it is decision time. If you use the plastic spinner that came with the ARF, and later decide to go to a metal spinner, a difference in the gap between the front of the cowl and the spinner backplate could occur. Decide which spinner you're going to use before fitting the cowl.

Mount the engine, then slide the cowl on loosely. Mount the spinner and prop to the engine. Locate the cowl with about 1/16" clearance between the spinner (put 1/16" thick pieces of balsa on the back edge of spinner) and the front of the cowl. Now make sure the spinner lines up with the cowl top to bottom, left to right, and masking tape the back edge of the cowl to the fuselage in at least 3 or 4 places. Now you can drill pilot holes in the cowl and structure and then mount the cowl to the structure. Remove the prop and spinner.

There are several ways to locate the glow plug/head, exhaust manifold area, and needle valve. I like putting masking tape around the fuselage just at the aft end of the cowl. I then remove the cowl and using masking tape again, I put masking tape on the fuselage lengthwise, past the circumferentially placed masking tape and inline with the glow plug. Then I take a straight edge and place one end directly centered on the glow plug and the other end centered on the masking tape and I draw a line along the masking tape over the one that we put on circumferentially earlier. At the same time I measure the distance from the center of the glow plug to the front edge of the circumferential masking tape and write it down. I do the same thing to a point in the middle of the exhaust port and/or the needle valve. Mask, draw a reference line, measure distance to forward edge of the circumferential masking tape, and write them down.

Now you can re-install the cowl. Put your ruler PRECISELY along the line that you drew on the masking tape and measure from the forward edge of the circumferential masking tape that equates to what you are measuring for, like the glow plug center. Mark a dot on the cowl. Do the same for all the other points. Now take a small drill and drill through the cowl and see how close you came to the points you located. From this point on you can enlarge, and pull each hole one way or another. with a round file for the needle valve and glow plug, and a small rotary file in your Dremel tool for the exhaust area. Take your time and enlarge slowly and check as you go. It works for me...let me know if this works for you!

**Walt:** I've found that a Dremel tool with a stone or sanding drum works best when cutting holes in gel-coated fiberglass and many plastics.

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A drill will frequently chip the edges and a file sometimes will chip, too, besides taking a lot of manual work. If you don't have a Dremel tool or rat-tail file, you can make a round file by wrapping rough sandpaper around an appropriately-sized piece of dowel rod and stapling it in place. Masking tape over the area to be cut is very handy for pencil layout and helps hold chipping down, too.

**Jeff:** Because of the cowled engine, I also want to use a fuel filler valve in the fuel line. Will I have to close the needle valve each time I fill it to avoid flooding?

**Walt:** A fill valve isn't always necessary with a cowled engine. If you have access to the pressure line on your muffler, you can simply add a second vent tube, with a plug, and use them to fill and vent. No need to access your line to the engine or close your needle valve. It won't flood unless you pump fuel in with the vent plugged. I like to use a big-headed nail, cut off to about 1/2-inch long, for a plug. If you DO use a fill valve, I wouldn't put it in the engine fuel line. The shorter you can keep *that* hose, the better your fuel feed will be. Put the fill valve in the muffler pressure line, with a second line to vent and direct your overflow into a container.

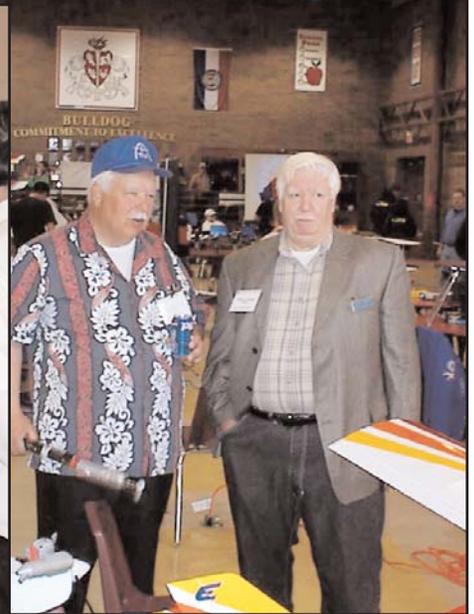
**Jeff:** Thanks so much. I really appreciate the insight. Someone like me, who has only been in the hobby a few years, can learn a lot from seasoned veterans in the club. I sure do love the Spirits Club...it is SO great. Please let others in the club know this, too, as I really enjoy listening to other members talk about their planes, etc. There is so much to know, and there are so many great resources in our club to draw from such as you, Walt, and Paul.

Thanks so much gentlemen for your insight, knowledge, and expertise.

*Jeff Kubik*



### More Expo/Swap Meet pictures



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### More Expo/Swap Meet pictures



### FOR SALE

**Airtronics Stylus 8 channel** with aero cord - FM receiver and 8 servos, extra extensions, etc., \$260.00

**Lancer 10;** 36" span, mostly built with O.S. .15, never run. \$70.00

**Futaba Aero Star ARF;** 68" span, .60 to .80 size. \$50.00.

**Laser 200;** 33% scale, Needs repair, extra parts such as foam wing cores, turtle deck, etc. \$100.00

**Top Flite Trainer;** Very old!. Needs minor repair. Has very old O.S. engine. \$25.00

**Dave Platt Retracts;** Air, main gear. \$40.00.

Bob Underwood at; 636-939-3394 or e-mail at: [bobscale@aol.com](mailto:bobscale@aol.com)

### The Last Word

By Walt Wilson

Not much room this month with all the photos and technical articles. The Swap Meet was a huge success with even better attendance than last year, at the Boeing facility. The new location at Fort Zumwalt South High School and having an "Exposition" along with the Swap meet was very well received. Thanks to Carolyn and Bill for all the great photos! I'm sorry I couldn't be there!

*Gotta go build*



*FLIGHT LINES*

## Area 2004 Activities Schedule

| Date         | Contest or Event      | Contest or Event Director | Notes                            |
|--------------|-----------------------|---------------------------|----------------------------------|
| April 24     | Four-Star 40/Warbirds | Paul Geders               | AMA Sanctioned Races             |
| May 8        | SLRCFA Four-Star 40   | Charlie Brunner           | Eureka. Mo.                      |
| May 15       | Fun-Fly               | Les Richman               |                                  |
| June 5       | Learn to Fly Day      | Bob Gizzie                | Boy Scout Introduction to Flying |
| June 26      | Four-Star 40/Warbirds | TBD                       | AMA Sanctioned Races             |
| July 17      | Fun-Fly               | Bob Fiely                 |                                  |
| September 11 | Four-Star 40/Warbirds | Paul Geders               | AMA Sanctioned Races             |
| September 25 | Open House            | Steve Cross               |                                  |
| October 2    | SLRCFA Four-Star 40   | Charlie Brunner           | Eureka, Mo.                      |
| October 17   | Show & Tell           | Greg Pugh                 | Show off Planes                  |



### *FLIGHT LINES*

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**Meeting is on  
Wednesday,  
April 14  
at 7:00 P.M.**