



FLIGHT LINES

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

GREAT TURNOUT FOR FUN-FLY

PREZ SEZ:

By Bill Lindwirth

This month, I would like to address a potential safety issue that affects all of us. At the July membership meeting, it was brought to my attention that there have been people flying R/C aircraft and helicopters at the Katy Trail Head. The Katy Trail Head is the parking area located approximately one mile east of Amrein Rd. on Greens Bottom Rd. As every member knows, two aircraft cannot fly on the same radio frequency at the same time.

After making numerous phone calls I was able to contact the appropriate person in charge of that area of the Katy Trail. He was very knowledgeable of R/C aircraft, for he is the one responsibly for setting up other R/C flying fields in other Missouri State Parks, and understood my concern of two planes sharing the same frequency at the same time.

Since there is no law that prohibits the flying of R/C aircraft in Missouri State Parks, there is nothing for the Park Rangers to enforce. He promised to do everything he can to resolve this matter quickly, but it may take time for the Parks Department to put up signs indicating that the flying of R/C aircraft is prohibited at that Trail Head, due to the close proximity of our flying field.

I have also contacted Carl Maroney at AMA regarding this matter. He promised to provide whatever assistance they could.

Until this matter is resolved, please use extreme caution while flying, and pay close attention to your control surfaces prior to take off. I also would recommend stopping by the Trail Head and keep a lookout for flyers, and invite them to visit our field, for it is just as dangerous to them, as it is to us.

Since this matter affects all of us, any ideas or input regarding this matter would be greatly appreciated. I will have additional information regarding this matter at the August membership meeting.

Hope to see you there!

MEETING MINUTES: July 14, 2004

By Walt Wilson

Meeting was called to order by President Bill Lindwirth at 7:00 P.M.

Members signed in: 24 members 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: The commercial grass cutting is going well, with no known complaints. The mower will skip some weeks if the grass hasn't grown much. Greg plans to seal the asphalt in the pits in coming weeks. Volunteers will be appreciated.

Safety Report: Don Fitch recommended that a flag or wind sock be located in front of the pilots' box so it isn't necessary to look behind you to determine wind direction before takeoffs and landings. We have a wind sock from a previous field in the barn. Pat Keebey, Lee Volmert and Greg Pugh will investigate installing it at the far edge of the field, opposite the pilots' box.

Training Report: Bob Gizzie has been out of town, but has instructed some new flyers since he returned.

Membership Report: We have 155 members as of the meeting night. The first member has joined for the balance of 2004 and 2005.

Activities Report:

July 17 Fun-Fly: Bob Fiely explained planned events and the distribution of \$200.00 worth of prizes. Events include spot landings, five quick flights, and a golf ball drop.

Open House, September 25: Greg Pugh distributed some flyers and noted that he will see that the major hobby shops in the area will get some. Paul Geders will send pdf files of the flyers to all area clubs for posting on their web sites. Specific responsibilities have been assigned to volunteers. The raffle winner will be allowed to pick one of a variety of prizes, yet to be firmed up. If "big bird" flyers from other clubs appear, they will be given dedicated time for flying, for safety.

OLD BUSINESS:

Spirits' Decals: The web site that provided Spirits' decals, presented in an earlier issue of Flight Lines, was off line for a while. The web site is now back on line and the products are available.

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NEW BUSINESS:

Lost Airplanes in Farm Fields. Our field is surrounded by farm fields where people are trying to earn a living by raising crops. Unfortunately, sometimes our planes make

unscheduled landings in the fields. The farmers are rightfully concerned about damage to their crops by flyers searching for their downed planes. Recently, the farmer from across Amrein stopped one of our searchers and told him to leave the plane there until harvest time. The farmer would then return whatever was left, if he found it while running the combine, or whatever he uses. This of course, isn't a logical option. Field mice like to eat airplane parts and radio components,

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Don Hoelting discusses his scratch-built Fokker D-VII. He designed and built it in 1982. The scale lozenges are hand-painted in 15 different colors. The top surfaces are different colors from the bottom, but all are lozenge patterns. The Fokker is 1/6 scale and powered by a Super Tigre .60. It has scale engine and cockpit detailing. It has never been flown. After this paint job, Don retired from modeling for a number of years.



Bill Lindewirth did a presentation on ducted fan "jet" aircraft. The centerpiece of his presentation was his Yellow Aircraft Starfire. Bill says it's a superb kit, featuring a fiberglass fuselage, sheeted foam wings, and all hardware, etc. Building it was a lot of work. He finished it using acrylic latex enamel from Home Depot and automotive clear coat. It uses 11 servos and weighs 12.5 pounds. The O.S. .91 ducted fan engine, Dynamax fan, and tuned pipe provide between 15 and 18 pounds of thrust. The expected speed is 180 mph in level flight. Fuel consumption is two ounces per minute at full throttle. Average flight time is expected to be 10 minutes with 32 ounces of fuel.



Dave Rose built his Great Planes Extra 300S. It's powered by an O.S. .70 FS and weighs 6 lbs., 10 oz. He covered it with Ultrakote.



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and the weather will virtually destroy engines. Being run over by a combine doesn't do any of it much good, either. Club officers will try to contact the farmers and establish a viable procedure for airplane retrieval. If you must enter a farm field, be very careful to do as little damage to the crops as possible.

There have been several crashes lately, apparently caused by radio problems. It has come to our attention that people have been flying helicopters in the Katy Trail parking lot on Greens Bottom Road. If you see someone flying radio control aircraft in the vicinity, talk to them and let them know we have a field and about the potentially disastrous consequences of radio interference. Invite them to try our field and, hopefully, join us.

Meeting Activity: Don Hoelting, Dave Rose and Bill Lindewirth brought airplanes. Bill gave a presentation on ducted fan type jets. See the photographs for details.

Meeting was adjourned at 8:55 P.M.

Fun Fly 'Purr' fection

By Bob Fiely

July 17, 2004; All were treated to Gene Jone's great flying and psychic abilities this past Saturday at the Fun Fly. Purple gum balls were the highest valued and Gene selected all purple. Gene was truly miraculous. Spirits' members are becoming great golf ball bomber pilots with 10 direct hits out of 15 attempts and no aircraft lost or damaged. Final standings were:

Gene Jones	64 pts
Cody Morgan	54 pts
Vic Bunze	53 pts
George Cooper	46 pts
Bob Fiely	44 pts
Paul Geders	44 pts
Ralph Amelung	42 pts
Pat Keeby	39 pts
Ralph Doyle	37 pts
Steve Cross	36 pts

Photos are on the next three pages.

What is Scratch Building?

By Walt Wilson

Plan building is somewhat more ambitious than building from kits, but it's not the same as scratch building. A modeler may choose to build from plans for a variety of reasons. Sometimes people recreate kit-built planes by building from kit plans. Usually it's to create a plane that's different. Plans published in magazines are usually for planes people have scratch-built that are unique in some respect. It's seldom cheaper and considerably more time consuming to buy the plans and wood, cut out all the parts and buy or build special parts such as a fiberglass cowl, canopy, etc. The feeling of accomplishment is greater when people recognize

that your plane is different and ask "Where did you get that?". Plan building obviously takes somewhat longer than kit building. Flying qualities may vary.

Scratch building is the most ambitious and respected endeavor in modeling. Sometimes a modeler will combine the wing and tail from various existing or wrecked aircraft and build a fuselage to adapt the parts. This is a simplified form of scratch building. The true scratch builder starts with a blank piece of paper and designs it all. This involves researching the subject and determining many factors. Size may be determined by available accessories or the specific purpose of the aircraft. The desired engine usage and relative wing area are major considerations. A sport plane is generally easiest to scratch build and can even be a variation on something that exists. Scale models are the most demanding and sometimes take months of research on details before the first line is drawn on the plans. Most scratch-builders draw plans, though sometimes rather rough, for their subjects. Three-view outlines are available for most subjects and can be enlarged to the desired size by a variety of methods. In most instances, photographs are available in various publications. Full scale subjects are frequently available in a museum, or in use at airports, and can be photographed. Placement of bulkheads is determined by engine size, fuel tank requirements, wing and tail mounting, and other functional requirements. The airfoil may be designed by an engineer or sketched by a "seat of the pants" builder. Both can work well.

WALT WILSON PHOTO



Bob Underwood's Stormovik is a fine example of the scratch-builder's art. He's competed internationally with it, very successfully.

Sometimes the designer will vary the size of the wing or tail surfaces for perceived improvements in flying characteristics. When construction techniques and bulkhead and airfoil shapes are established, the material thickness must be determined and the parts cut out.

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July 17 Fun-Fly



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July 17 Fun-Fly (Continued)



At the field....



GEORGE COOPER PHOTO

By George Cooper

Jeff Muhs' giant scale P-51. It's made of fiberglass and foam, has approximately a nine-foot wingspan, weighs 38 pounds, and is powered by a 100 cc gas engine. It has full retracts, flaps, detailed pilot, the works. He bought it ready to fly.

Jeff flew it for the first time on June 19, very successfully. His second flight was June 24. It took off and flew great for a while, but during the flight, he lost radio control for some unknown reason. They retrieved it from the bean field and the final picture below shows it's condition.

And now, a moment of silence; it was a beautiful airplane.



WALT WILSON PHOTO



GEORGE COOPER PHOTOS

What is Scratch Building? (Continued from page three)

Construction becomes much like Plan-building, except that the shape of every part must be determined and manufactured accessories may not exist. Construction problems may arise and challenge the builder, sometimes even causing the project to be scrapped. A simple sport plane may be designed and scratch-built in a week or two. Monokote, Ultrakote and equivalent coverings are quick efficient ways to finish a sport plane or a scale subject that may have been fabric-covered. Some beautiful planes have been built using these materials. They do limit realistic-looking surface detailing. Serious scale modelers almost always finish their planes with paint. Over time, Monokote or other film coverings have a habit of developing wrinkles on sheeted surfaces. Panel lines and hatches, etc. can be more realisti-



Bob Underwood's world-class scale Stormovik has been competitive in international contests.

cally portrayed if the surface is painted. It's easier to deal with complex contours, too. Painted surfaces are usually started by fiberglassing the balsa skins. This establishes a good base on which to develop a smooth finish. The finishing process can be very time consuming if done correctly. Scale models can take up to several years to complete. When flown, they can end up like the one in the bottom picture at left. It's all part of the hobby of model-building. At what level do **you** want to build?

The Last Word

By Walt Wilson

Some of our members are in modeling for the almost sole purpose of building. They really don't care much if they never fly the birds. Their theory is that building a good scale model is more an art form than just creating something to fly. Would anyone sail the Mona Lisa off a building to see if it flies? If you want something to fly, you can get a simple kit to build or put together any of a number of ARF's. Some ARF's look enough like a scale model, in flight, to satisfy the esthetic values of many scale builders. A builder's time is much more valuable than money, so after spending a year or two building a good scale model, why take a chance on wrecking it? Even good flyers, with good equipment, crash occasionally. See the photo on the left for proof of that!

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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 a PC and use QuarkXpress and Microsoft Word, so send the copy as the e-mail message or as a Word enclosure. Typed or clearly written copy on paper, or a Microsoft Word file on a 3.5 inch 1.44MB floppy disk or CD 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, either e-mailed or on CD. Please send them in the format created by the camera, or scanned at a minimum of 300 dpi. 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 Bob Gizzie at: **636-441-7924** 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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Even if you don't crash it, wear and tear from flying will take its toll over a period of time. A ding here, a scrape there, they add up and the nice airplane begins to not look so good. Don Hoelting has scratch-built some great scale models that have never seen the light of day at a flying field. They're built with all the capabilities, but have not been exposed to the dangers of everyday flying. I have a couple of planes with too much work in them to risk their destruction, too.

Warbirds Pylon Racing was a scale competition where the planes were raced after scale judging. People tried to build good scale Warbirds to get the scale judging points which represented half of the competition score. Experienced scale judges were selected to do the judging. With the demise of the scale competition part of Warbirds, the incentive for building good scale Warbirds in the Spirits declined, too. Some members still build good scale models but, today you don't see many of them on race day!

About the time Don built his Fokker DVII, I designed and scratch-built built a Kawasaki Ki 61 "Tony" (See more pictures on our web site) specifically for Warbirds competition.



WALT WILSON PHOTOS

Walt Wilson's scratch-built Kawasaki Ki 61 "Tony". It represents hundreds of hours of work. It's powered by an O.S. .61 FSR and has pneumatic retracts. It has been flown many times and has competed in two Warbirds events.

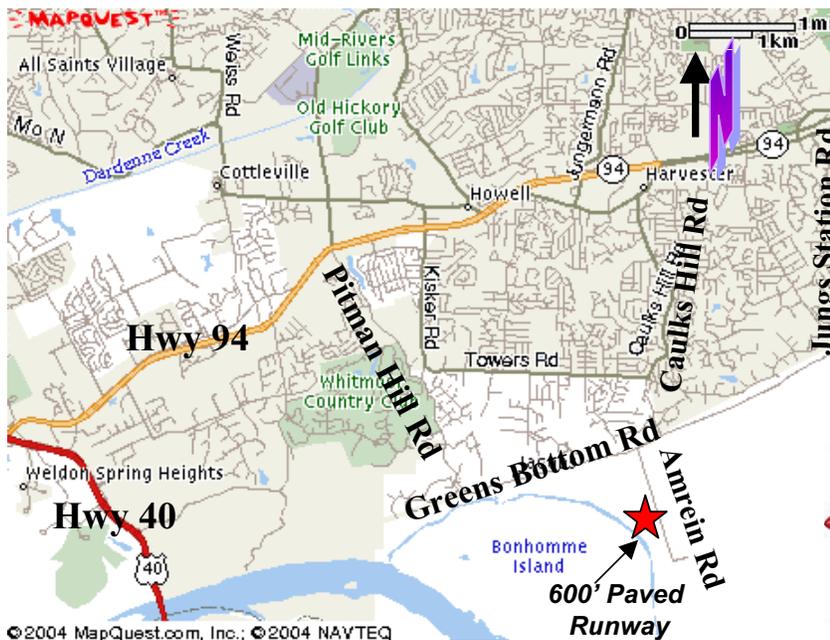
All markings are painted, no decals were used. After this paint job, I retired from scale building for fourteen years! So far, I consider it the high point of my scratch-building efforts. It took first in scale judging for two years running. The second year, with Ralph Doyle flying (I was flying my Heinkel He 100, which took third in scale, but crashed), the Tony finished third overall in a field of about 20 Warbirds. It still hangs in my basement, and is flyable, but has too many battle scars for showing. Don's Fokker is pristine. Who's better off?

Gotta Go Build

Spirits of St. Louis R/C Flying Club, Inc. "Open House"!



*Saturday - September 25, 2004
9:00 AM to 4:00 PM*



See Website for detailed directions or call contacts below.



FREE Admission! FREE Parking!

**Pilot Registration Required with Current AMA
Transmitter Impound Area Provided for Your Safety**

SPECTATORS ALWAYS WELCOME!

***RAFFLE PRIZE: "Winner's Choice" of Ready to Fly R/C Aircraft,
Computer Radio, Gift Certificates, Free Club Membership, or many more!***

Hosted By: *Spirits of St. Louis R/C Flying Club, Inc.*

CONTACTS: Greg Pugh 636-279-1289 / Bill Lindewirth 314-839-0282

Website <http://spiritsofstl.com>

Concessions Provided

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Paul Geders' biplane makes a low pass at the Spirits' July 17 Fun-Fly.

WALT WILSON PHOTO



www.spiritsofstl.com

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