



FLIGHT LINES

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

ELECTION OF 2006 OFFICERS

OCTOBER 12

PREZ SEZ:

By Bill Lindewirth

"Open House 2005" once again was another huge success, due largely to the tremendous amount of help and support Greg Pugh and I received from our fellow members.

I would like to personally thank Greg Pugh, his wife Leslie, and the rest of his family, as well as Ken Brock for organizing, setting up and working the concession stand.

I'd like to offer my special thanks to Daryl Youngman, Babe Raab and Tony Eckstein for meeting me at the field at 7:00 AM to help with set up, as well as Joe Stramglia, Gene Jones, Walt Wilson, Russ Watts, Bob Fiely, Mark Livesay, Bill Hancock, Don Fitch, Jack Owens, Mike Freymuth, Charlie Hedges, Frank and Cliff Nolle, Ralph Amelung, Andy Scholl, Pat Keebey, Carolyn Schlueter and Bob Gizzie for helping out throughout the day. With this many wonderful people volunteering to help out it was certain to be an outstanding event.

And finally, I'd like to thank Dennis Babbit of "Mark Twain Hobbies", Art Schaefer Jr., of "Schaefer Hobbies" and to "Morris Hobbies" for their generous support to this event.

Please Note: Beginning Monday, October 3rd, Jungstation Rd. between Upper Bottoms Rd. & Greensbottom Rd. will be closed for construction. Please alter your route to the flying field accordingly!

MEETING MINUTES: SEPTEMBER 14, 2005

By Walt Wilson

The Meeting was called to order by President Bill Lindewirth at 7:02 P.M.

Members signed in: 23 members and three applicants 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 reported the in-ground plane restraint sockets are being repaired or replaced. He's also painting them orange to make them easier to find. The locking pin in the gate is being replaced. We have another new flag and the posts around the parking lot will be painted or replaced as needed in late September or early October, when the weather cools somewhat.

Safety Report: Once again, we are experiencing interference on channel 11. Pilots are warned to avoid flying on this frequency!

Fencing: Bill Lindewirth proposed that we install a ten-foot chain link fence on the north and west sides of the pavilion. Since we've been at this location, several flyers have crashed into or flown dangerously close to the pavilion. A motion was made and passed unanimously to get a bid for this fence. Bill will pursue it.

New Member Applicants:

The following applicants introduced themselves at the meeting:

Mark Livesay	314-838-3249
Paul Horrell	636-441-2143
Scott Hoffman	636-272-0146

All were accepted unanimously and two joined at the meeting.

Membership Report: We now have 178 members, including those who joined at the meeting. Some are early joiners for 2006. This is the most members we've had in many years!

Activities Report:

Rockets: John Key recently requested that a Boy Scout troop he's associated with be allowed to launch model rockets at our field for a short period of time. Les Richman, who taught rocketry when a school teacher, has investigated the (Continued on the next page)

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situation and assured the BOD that no problems should be encountered if the rockets are properly set up and launched. He requested that the field be closed to regular flying from 10:00 A.M. to noon on September 17 to permit this activity. A motion was made and passed unanimously to allow it. A sign will be posted on the gate and Bill will e-mail notification to the on-line members.

SLRCFA is having a Fly-In on September 17. Parking is \$3.00 and the flying fee is \$15.00, which includes dinner for the pilots.

Spirits' Open House September 24: Greg Pugh reports that he's ready with the concessions. Volunteer workers are few, so there will be no one directing the parking. A sign will be posted that only flyers are to park in the lot behind the pits. Spectators are to park along the driveway, on the field. Raffle prizes are a Futaba 6 channel radio for first place with Mark Twain Hobbies gift certificates for \$75.00 second and \$50.00 third places. Registered pilots, who fly before 1:00 P.M., will be eligible for a free family membership in the Spirits and a \$50.00 gift certificate from Schaeffer's Hobbies. Entry and parking are free! You can't beat this deal!

The Ozark Mountain Jet Rally was cancelled for this year due to FAA concerns about flying R/C aircraft at an active airport. To the best of our knowledge, the **Superman** is still on, since it's at a private airport.

Warbirds/Four-Star 40 Races: Attendance was good at our August 27 races. A report starts on page three and photos are on page eight.

SLRCFA Four-Star 40 Races:The St. Louis R/C Flying Association races will be on October 1. We're hoping several of our racers will go there and support their club's efforts to keep the event going.

OLD BUSINESS:

Field Improvements:

Storage at the field: Bill Lindewirth proposed that we install flooring in the rafters in the pavilion. Much stuff is presently being stored there. A floor would make it safer and provide the capability to keep a generator at the field for electricity. A pull-down staircase could be installed for access. A generator would also provide power for lights, fans, and electricity for other purposes, such as soldering for on-the-spot repairs. Bill will get estimates for the flooring and wiring, fans, a new generator, etc.

Removal of trees in line with the runway: As part of the lease, we have the property owners' permission to remove the trees, on the west side of the levee, for approximately 100 feet on each side of the runway, to provide a 250-foot wide approach corridor.. Curt Milster has volunteered to

fell the trees when winter comes and all the bad critters, such as snakes, ticks, whatever, are in hibernation.

Asphalt grindings for the road from the parking lot to the levee: Paul will contact Ford Paving again to remind them that we are still interested. They will provide it when a suitable road in the area is to be repaved or dismantled.

NEW BUSINESS:

Nomination of Officers for 2006:

The following candidates were nominated at the meeting:

President: Bill Lindewirth

Vice President: Gene Jones

Secretary: Walt Wilson

Treasurer: Les Richman

Other candidates may be nominated at the October meeting, or written in on an absentee ballot. An absentee ballot, for members who can't attend the meeting, is on page nine.

Meeting Activity: There was a question and answer session conducted by Don Fitch. Even people who think they "know it all" can benefit from these discussions!

Q: A member lives close to the field, at Kisker and Highway 94. Could he cause interference when he turns his radio on at home?

A: Not likely, from that far away, particularly if there are hills in between his house and the field. To be safe, it was recommended that anyone who lives close to the field keep his antenna down when using his radio at home, or come to the field and post his card when using his radio for testing.

Q: Futaba has a new 14-channel radio that seeks unused frequencies when turned on. If someone already has his card on the frequency board, but hasn't turned on his radio yet, it could cause an interference problem.

A: The flyer with the frequency-seeking radio should establish what frequency he wants to use, then post his card on the frequency board. If someone already has a card on that frequency, they should talk with each other about time-sharing.

Q: Are more expensive glow plugs better than cheaper ones? I seem to get approximately the same service out of both.

A: The thing that burns up glow plugs is running the engine too lean, or using too much nitro methane. Since only racers are likely to experiment with high-nitro content, and most flyers use 15% or less, the usual problem would be lean runs. Flyers present reported experiencing equal service using Fox, K&B or other low-cost plugs as with O.S. and other high-priced types.

Q: What's the difference between digital and analog servos?

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A: About \$30.00 each! Digital servos are generally more powerful and precise than analog and are working anytime the radio's on, even when not being flown. An extensive report is available on this subject on our web site: <http://spiritsofstl.com> in the "Collection of Interesting Things" box.

Q: I'm a pilot trainee and would like to start working on the next plane after my trainer. What kind of plane should I get?

A: Many good planes are available. Some of them are the Sig Four-Star 40, Sig Cougar, Great Planes Super Sportster or the Sig Something Extra. These planes are "tail draggers", or have two wheels up front and a tail wheel. Most trainers have tricycle gear and are easier to handle on the ground. The first experiences with these tail-draggers can be enlightening! They're generally more erratic to control when taking off. Once off the ground, they fly much like a trainer, but are a little less forgiving. It is not recommended that the novice go directly into large scale models or 3-D type planes without more experience than their first trainer. One exception is the Goldberg Matrix which can be a smooth-flying plane when on the low-rate settings. Other planes of this general type, such as the Great Planes U-Can-Do-3D can be good flyers for less experienced flyers, too, with minimal control throws.

Meeting was adjourned at 8:40 P.M.

Field Report

By Pat Keebey

The flying field is in good condition. The in-ground pipes for hold-down brackets are in the process of being repaired and the tops painted orange for easy location. The American Flag is in good condition. Wind sock has been replaced since last storm. The wind sock is not as visible. I would like to replace the present sock with one in orange or yellow that would be more visible. One of the gates broke off the hinge and is being repaired by Jeff Harrison and we appreciate his work on the gates. I also want to thank Tom Murphy for making the handle for the sliding tube on the gate. Sometime in late September or early October I will get a paint party together to repaint the posts in the parking lot. Enjoy the flying site, as it is one of the best in this part of the country.

Starting Tables;

By Walt Wilson

Some of our starting tables were seriously damaged in a windstorm recently. Don Fitch, who built most of them, has built two new and better tables for the club. Other members repaired the damaged ones. Our heartfelt thanks to Don and the other caring members for their efforts. Some members might have stopped flying if these tables were not available. **Thank You!**

Biggest and Best Open House Yet!;

The 2005 Spirits' Annual Open House was the best-attended yet. We had large scale 3-D flying, sport flying, helicopters, spectator demonstration flights, electric-powered flights, good food, and a lot of good comraderie. Mark Trent and Jim Lanzendorf put on a spectacular show with their large scale 3-D aerobatics. It was a great success as shown on the next two pages. A big thank you goes to the committee who put on the event and to Mark Twain Hobbies, Schaeffer's Hobbies, and Morris Hobbies for their kind contributions. Bob Gizzie won the six-channel Futaba radio, Charlie Hedges won the \$75.00 gift certificate donated by Mark Twain, and Paul Geders won the \$50.00 gift certificate, also donated by Mark Twain. Mark Trent won the pilots' drawing for a free 2006 family membership in the Spirits. *Photos start on page four.*

August 27 Four-Star 40 and Warbirds Races

By Walt Wilson

The day was hot and a bit windy, but there were nine entries in Four-Star 40 and six in Warbirds. There would have been two more Warbirds, but Charlie Brunner and Ralph Doyle encountered engine problems and scratched their entries. Steve Cross was CD for the races and did a good job under difficult conditions. During one of the Four-Star heats, two planes crossed the starting line before the countdown was completed and received cuts. Then, the other plane in the heat cut two pylons almost immediately. The CD stopped the race and announced that it would be re-run because he felt that he had made a mistake in not calling the first two cuts immediately. This brought protests from some of the entrants who had cuts in previous heats and didn't get a second chance. Three entrants withdrew from the races in protest. After some debate, the CD called a meeting of the remaining pilots and, after further discussion, he decided to let his re-run decision stand.

It was a "cash bash" and the entry fees were distributed among the winners, down to fifth in Four-Star 40 and third in Warbirds. The Four-Star 40 winner was Curt Milster, with Steve Ramonczuk second and Ron Hesskamp third. Bob Gizzie was fourth and Jim Schilling was fifth.

Steve Ramonczuk won Warbirds, with Bill Lindewirth second and Curt Milster third.

A big "Thank You!" goes to Mark Twain Hobbies, who donated six ten-dollar gift certificates for prizes at the races. They were distributed to the workers who spent their day cooking, lap counting, pylon judging, and otherwise supporting the events.

This was the Spirits' last racing event for 2005.

Photos are on page seven.

Spirits' Fifth Annual Open House, September 24, 2005



More photos on the next page.....

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Beginners' Corner

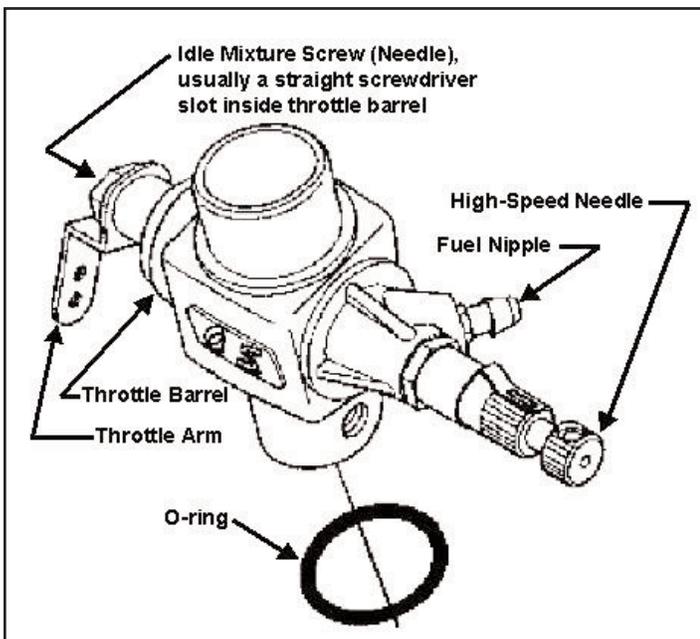
One problem beginners, and some experienced flyers have is getting a reliable idle. The following is reprinted from the August, 2003, issue of Flight Lines:

How to adjust a "Two needle" Carburetor!

By Paul Geders

Typically, carburetors come from the factory close to being pre-set. If you have torn down your carburetor for a thorough cleaning, examination, or you just want it to run right, here's a good starting point. With the throttle barrel in the full open position, close the high-speed needle until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Also, some carburetors have a throttle stop screw.



The layout of this O.S. carburetor is typical of most two-needle types. Some have an idle stop screw that also holds the throttle barrel in place. If the screw is removed, the throttle barrel will fall out!

Typically, we set these so the air hole in the carburetor barrel completely closes off against the stop screw. This is so we can shut the engine off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward which makes it a little difficult to get a good setting. All you have to do is lock the throttle arm so it can't rotate or go in while you are adjusting the idle mixture screw.

Ten easy steps for setting up just about any 2-needle carburetor.

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about 1/4 to 1/2 turn.

3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw in until the engine stops. While the engine is off, back the idle screw out 1/2 to 3/4 turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum RPM and back off 200-300 RPM.
8. Return to idle, and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you're done.
10. If it hesitates or sags just a little...it is still too lean, back out just 1/4 turn. Repeat step 9.

When you are all done, at about 1/2 trim setting you should be getting a great idle, a good fast idle at high throttle trim, and be able to shut the engine off at full low idle trim.

That's all there is to it!

Spirits' Wearing Apparel

By Pat Keebey

Order forms for Spirits' clothing apparel is available on our web site. Just go to: <http://spiritsofstl.com> Click on "Wearing Apparel" and download, or print, the order form. Jackets, shirts, sweatshirts, and hats are all available. Simply download and complete the order form, then send your order with a check, made out to "Spirits of St. Louis R/C Flying Club, Inc." to Pat Keebey at the address on the form. Be sure to note colors and logos desired.

Be proud of your club! Wear your colors when you attend our events or when you represent the Spirits at other organizations' activities!

Generator Repair

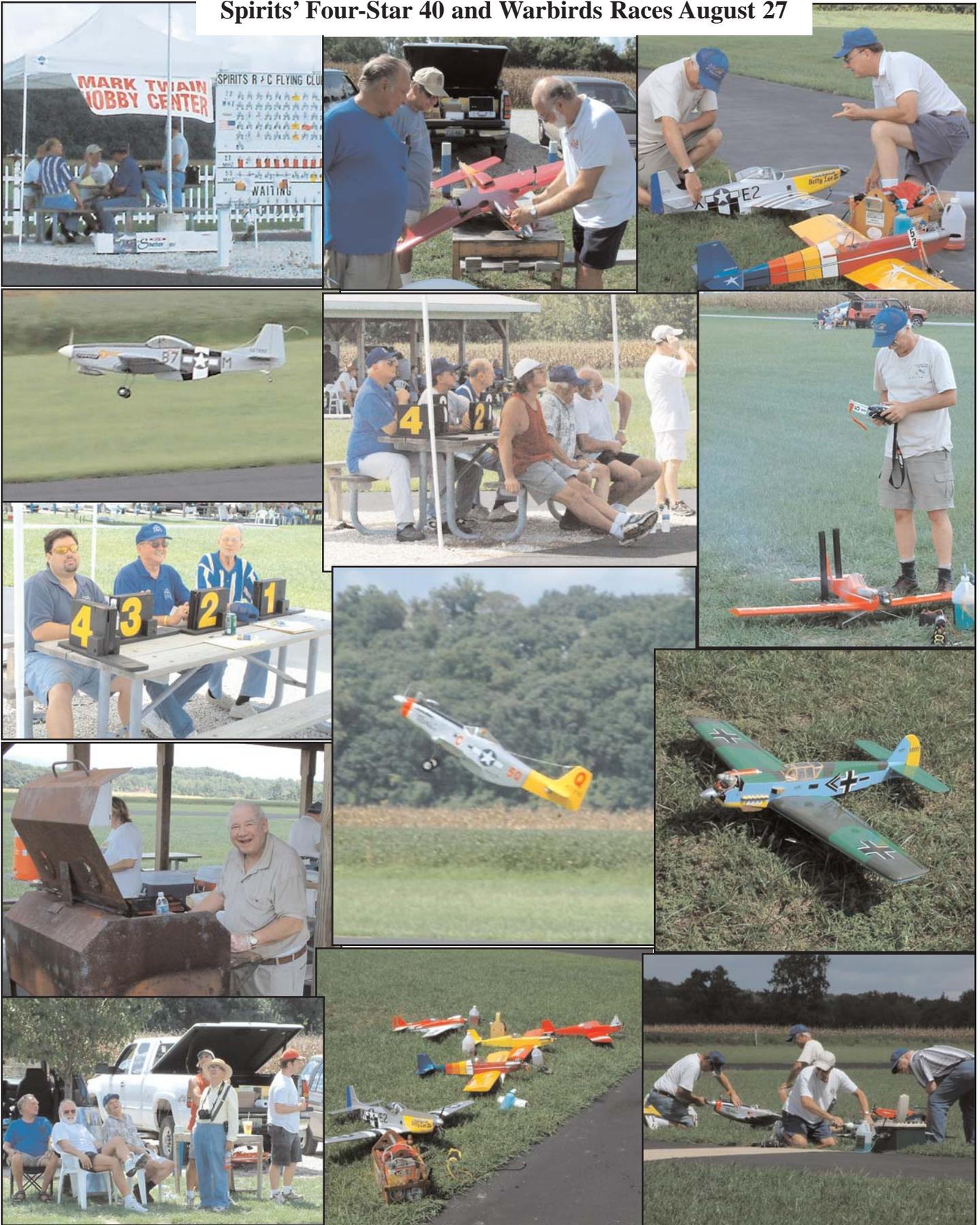
By Pat Keebey



The club generator has been cleaned, repaired and is running. The carb was cleaned, a new coil (mice destroyed the original), and a new plug were installed. Bob Gizzie, Lee Volmert, Leo Steck, and Pat Keebey did the work..

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Spirits' Four-Star 40 and Warbirds Races August 27



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At the Field!



Sharibim and Daryl Youngman proudly show off one-month-old Arron. Congratulations! Does Aaron have his AMA card?



Pat Keebey shows off his Hobbico Twinstar. It has two O.S. .40 LA's to pull it around!



Bill Hancock with his Phoenix Models Sukhoi SU 31 ARF. It's well-built, flies well, and the O.S. .46 FX pulls it very nicely.

Walt Wilson wanted an electric-powered plane that could be taken off and flown in the traffic pattern just like a gas-powered model. He scaled down the outline of a Four-Star 40, to 60%, and re-designed the structure to lighten it and accept an electric motor and accessories. The original motor was a geared Speed 400, which wasn't powerful enough to satisfactorily pull the 21 - ounce plane. The present power system is a brushless Uberall "Nippy Black" 1812/100 outrunner, with a Jeti 18 Amp ESC and a 2100 Mah LiPo battery. The combination pulls it beautifully. Weight is reduced to 19.5 ounces and the wing loading is 10.75 ounces per square foot.



Bill Lindewirth built this "Hots Profile" from RC Modeler plans. It has an O.S. .61 SFR up front and flies very well.



Official 2005 Absentee Ballot

The following candidates have been nominated for officers for the year 2006. If you will be unable to attend the October meeting, place a circle around the name of your choice for each office. If you want to nominate another candidate, draw a line through the printed name and use the line below the name of the candidate already nominated for that office.

President	Bill Lindewirth	_____
Vice President	Curtis Milster	_____
Secretary	Walt Wilson	_____
Treasurer	Les Richman	_____

If you cannot attend the October meeting, complete the above and mail it to:

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

Absentee ballots must be received no later than October 11 to be counted.

Rockets at the Field

By John Key

Even though the Scout attendance wasn't as expected, those who came had a great time and learned a lot from Les Richman, our club Rocket Expert. On behalf of the scout troop I have been asked to express their thanks for allowing them to use our field for this event. Also, special thanks to all those club members who postponed their Saturday morning flying until the rocket firing was done.



The Last Word

By Walt Wilson

Some of you old-timers, like me, knew Dick Teneau when he was in the Spirits. He was Joe Lunt's brother-in-law and although he was a capable flyer, he was relentlessly kidded by everyone about his difficulties in making right-hand turns. Dick was a regular contributor to the Spirits' newsletter from about 1975 through 1978 or so. He was the original "Grandpa Pidgeon" in their television commercials during the early 1970's. After a while he was replaced by Jack Mahoney, who eventually went to Hollywood and appeared in several movies. Dick appeared in other local TV commercials and acted in a radio mystery show for a while. His day job was teaching acting and television communication (I'm not sure about the actual titles of his courses) at Florissant Valley Community College until he retired a few years ago. He was always fun to be around and had many witty things to say in our conversations and his writings. Without warning, he would sometimes lapse into his Grandpa Pidgeon persona and bring a round of laughs. I was saddened to learn that Dick passed away on August 29. I hadn't seen him since about 2001, but feel a personal loss knowing I'll never have the opportunity to talk with him again. The world turns....

Gotta Go Build

GSLMA Swap Meet, October 15 and 16

By Walt Wilson

The Greater St. Louis Modelers' Association will have it's Annual Swap Meet at Buder Park on October 15 and 16. The hours are 8:00 A.M. to 1:00 P.M. each day. The field will be closed to R/C flying during the Swap Meet. For those of you who may never have seen one, the Lafayette Esquadrielle will have a Control Line Meet on October 16, at Buder, too. Buder Park is at the intersection of Highway 141 and Highway 44, in Valley Park. It's a public field, but a GSLMA permit is required to fly there.

Wanted: A pair of wheel pants from a Four-Star 40 ARF. Walt Wilson. Call at 636-946-6167 or e-mail at: rallyo@charter.net.

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This is Mark Trent flying his 44%, 50 lb, Yak 55SP! Mark is a very talented 3D Extreme pilot. It is powered by a Desert Aircraft Twin Cylinder 150 engine. Airframe cost is about \$4,100, and by the time it leaves the ground you are looking at more than \$10,000! Is that beautiful or what?

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

www.spiritsofstl.com

*Meeting is on
Wednesday,
October 12
at 7:00 P.M.*

October 2005