



# FLIGHT LINES

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

## Happy Holidays

### PREZ SEZ

By Bill Lindewirth

Now is a great time to start planning your building for next year. If you are interested in getting started in our Four Star 40 races, or would just like to build one for fun, Darren, at Mark Twain Hobbies in St. Charles, has agreed to provide some extra incentives to get you started. Receive an extra \$5.00 off when you purchase a SuperTiger GS-40 and a Sig Four Star 40 kit, or receive an extra \$10.00 off when you purchase a SuperTiger GS-40 and a Sig Four Star 40 ARF. For additional information regarding Four Star 40 racing, visit our website at: [www.spiritsofstl.com](http://www.spiritsofstl.com).

I would also like to remind everyone that deer season opened Saturday November 12, 2005. Please use extreme caution while visiting or flying at our field, for deer hunters will be in the immediate area.

Being that this is the "December" issue, and the daytime temperatures are still hovering in the 70's, it's doesn't seem quite right to remind everyone about our "New Year's Day" Fly-In, but 2006 is not that far away, so please join us on Sunday, January 1st, from 10:00 AM - 2:00 PM for our annual "New Year's Day Fly-In." Free coffee, hot chocolate and donuts will be provided. Firewood is needed for our New Year's Day bonfire

*Hope to see you there!*

### Meeting November 9, 2005

By Paul F. Geders

**Meeting called to order** at 7:00 P.M., 22 members present and signed in. The 2006 budget proposal was handed out.

**New Members:** No new members present

### Secretaries Report:

*A correction to last month's report relative to crystal changing was requested by Ralph Amelung. The following change was in work prior to Ralph's comments. Correction is: You can not legally change crystals in most transmitters.*

*Transmitters equipped with frequency modules allow you to conveniently change frequency. However, you still can not change the crystal within the module. The bottom-line is; Refer to the radio system manufacturer if you have any questions about changing frequency. One other correc-*

*tion, the 72 MHz low range is from channel 11 thru 35 (not up to 28) and the high range is 36 to 60 (not 29 to 60) for those radios equipped with frequency modules.*

### Treasurer's Report: Les Richman

Treasurer's report was read and copies provided to members for review. Report accepted as presented.

### Field Report: Pat Keebey

Pat informed the members present of the following;

- Final mowing occurred last week.
- Awaiting the return of the repaired entry gate.
- Will paint the posts in near future. Anyone wishing to assist, contact Pat at 636-928-3918, or e-mail him at [keeb56@aristotle.net](mailto:keeb56@aristotle.net).
- Saturday November 12 is the beginning of deer season...be aware of hunters in the area.
- Porta-potty tie-down cable will be tightened.
- Kubota tractor will be winterized.
- Generator concerns on how to protect from mice eating the wiring.
- Pat will remove the batteries from the walkie-talkies.

### Safety Report: Joe Stramaglia

This is the first of many safety reports for the upcoming months. They will cover every aspect of the hobby, or at least as many as I can come up with to cover.

Safety has to be of paramount concern in our hobby for many reasons, as we know, many of the actions we deal with every time we are using RC models may cause a serious injury to ourselves, our loved ones, or others, both persons and property.

For this first safety report I'd only like to touch on a few things that I'm sure will stir some interesting conversations.

#### 1. Being safe in every aspect of your actions:

a. Anything in this hobby can be dangerous if we don't give it the proper respect. While moving a lithium polymer battery from one box to another I noticed a brief but large arc as it came in contact with a nearby tool. It is important that we remember that almost all of the batteries we use in this hobby are capable of this and have a very high energy density. They need to be treated with respect and care at ALL times.

#### 2. Being safe in terms of our actions at the field:

a. I've been as guilty of this as the next man, it is easy to become complacent about safety and wander up to the flight

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line to chat with the people that are flying. Remember how much concentration it took you (or may still take you) when you started? Please make sure not to be too distracting to the people flying (or to their instructors, they need to be on top of the buddy box at all times!).

### **3. Being safe in terms of being a good member of the community:**

a. I've seen several events where people are clearly WELL above the maximum altitude at the field. We have full scale traffic coming by all the time. Flying above the limit is a danger to them as well as our ability to keep the club where it is! Please be aware of the rules so that we are acting as good neighbors. So many clubs have had difficulty maintaining a place to fly. Let's not make a mistake that will cause everybody grief.

Lastly, there has been much discussion about changing transmitter frequencies. If your transmitter is not one designed with a module or synthesized section that allows for a frequency change, then you must obey all of the instructions deemed necessary by the manufacturer of your radio. Anything else is a violation of the FCC rules governing that equipment and is breaking the law.

*Thanks, and let's all fly safely!*

**Safety P.S.** Mentioned during meeting by several members present.

- Individuals with electric airplanes are still flying behind the flight line in violation of the club safety rules 17, 18, 19, 20 and especially 26.

- Some individuals are covering multiple frequencies with their frequency cards and not flying. Some have gone to lunch with their cards still up. You must remove your card when done flying and only one card put on the frequency board at a time. See safety rule 4.

### **Training Report: Bob Gizzie**

I'm glad to report that during our open house we were able to give quite a few introductory flights. I would like to thank the other club flight instructors for all their help! I have to report that one of the club trainers, the Sig Kadet Senior, was lost and had UCFIT (Uncontrolled Flight Into Terrain) due to excessive speed and aileron flutter resulting in right wing separation. This was the aircraft I have been doing battle with Sig over their covering separating and peeling off their Sig Kadet Seniors! So far at this point in time the matter is unresolved with no satisfactory response from Sig! The thing that makes it hard for me is that I really like the aircraft for a trainer.

I have replaced the Kadet Senior with another one, which I was able to purchase from club member John Smith and have donated to the club. I was at my wits' end trying to install the club's RCV .58 engine in this aircraft. You would think it would be just four bolts, right? I could not get the throttle linkage to work right after many attempts. A contributing factor was one which I mentioned in a review of this engine. The carb is mounted on the intake manifold which slants back at 25 degrees towards the firewall, leaving minimal room for the lever to open and close the carb. After asking if Jim Rawlings had the time and would he be

willing to fix this problem, he came up with a bell crank system that works great and the first test flight and succeeding flights have gone great. Thank you Jim for the help and good job! I could not believe it, but on the fifth flight the covering on the right side of the fuselage peeled off the aircraft (Ask me if Sig has a problem with the covering on their ARF Kadet Seniors, WOW!) I'm really tired of doing battle with Sig so if anyone else would like to see if they could get this resolved with Sig I would appreciate it!

Many of you have seen and know Forrest Holt and his Sig LT40 Green machine. Great looking airplane and has been in continuous service for Forrest for I think at least two years! He has given this airplane to the club. I have the airplane now and if anyone has a .46 two-cycle or .52-.56 four-cycle engine and 4 channel radio gear with five servos they would like to donate and install in the plane, that would be great. Thank you, Forrest for the good-looking training aircraft. I will also talk to Forrest to see if he might be willing to donate this plane to a worthy student who is starting out for a reasonable price, if we can't come up with engine and radio gear!

The club instructors will continue to use the club training aircraft for introductory flights and limited flight training. However, all flight-training students are encouraged to have and use their own aircraft on a buddy box with an instructor. This is still the best way to learn and get to solo in shortest time.

I think that Hanger 9 has a very neat PRTS with their scale-like P51 training aircraft system. If anyone has any experience with this system let me know what your opinion is. Looks like they have hit the market with a good idea to satisfy every student's desire to have a scale war bird and yet have the training device removed from the aircraft when they become more advanced.

I can report at this time that the club's RCV .58 is still operating satisfactorily after six gallons of fuel have been run through it, with no surprises or difficulties! We will keep you updated!

### **Membership Report: Greg Pugh**

I received a couple of membership applications and expect to see a lot more next month.

**Activities/Contest Report:** Don Fitch stated that Bill Lindewirth will show us his method of spray painting.

**OLD BUSINESS:** None.

### **NEW BUSINESS:**

- Proposed 2006 budget was presented and approved.
- The event schedule was presented and additional CD/ED's volunteered to run contests/events.
- See 2006 Contest/Event schedule on page 10 of this newsletter.
- Group of volunteers needed to run concession portion of Swap Meet. Call Bill at 837-0282 to volunteer.
- Mike Livesey, Duane Youngman and Pat Keebey volunteered to be part of a committee to help

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with the Swap Meet. More volunteers are still needed.

· Show 'N Tell costs were presented by Pat Keebey. Cost per person could be between \$25 and \$35! Do we want to pursue as a club? Make your feelings known to the officers or board members.

· Need volunteers for the 2006 Open House. Greg Pugh volunteered to help with concessions. Transmitter impound help is needed!

**Business meeting adjourned at 8:00 p.m.**



Don Fitch showed his "Don's Dandy Delta", an original design of an electric delta flying wing made from 1/4" blue fan fold foam. It's powered by a Hacker A20-20 brushless motor and has 517 square inches of wing area. It's a bit touchy to fly for Don's tastes.

**Technical Presentation:** Bill Lindewirth gave an excellent and informative presentation on spray painting aircraft. He used water-based acrylic enamel based colors available from the local Handyman hardware. The clearcoat is the most expensive...around \$100.00 for base, hardener, and thinner. Bill discussed all the different types of spray guns from HVLP to single and dual action air brushes used to paint his Scat-Cat Quickee 500. Bill used Frisket paper, available at art supply stores, to make the flame patterns. Paint job weighs 3 1/2 oz. Bill is looking into using a product called Createx from Hobby Lobby that is a latex, water-based, fuel proof clear coat that is only \$5.00 for about a 16 ounce bottle. He hasn't tried it yet! In all Bill has 120 hours in the paint job alone.

Don Fitch and Paul Geders showed and discussed their current airplane projects. See the photos for details.

Joe Stramaglia showed a compact e-box for carrying a 12V gel cell and Triton charger for his electrics. It comes beautifully clear finished and wiring already installed to banana plug receptacles.



DON FITCH PHOTOS

Paul Geders showed his Carl Goldberg Matrix 40 Extreme 3D powered by an O.S..61 ABC with a 14 X 4 prop. It weighs 6 lb 11 oz. The "Animal" from the Muppets in the cockpit was inspired by Walt Wilson's "Elmo" in his Matrix.

**Meeting was adjourned at 8:55 P.M.**

### AN INTERESTING OBSERVATION

By George Cooper

I recently installed a Magnum .52 four stroke engine in my Nobler airplane. As I usually do, I checked the thrust at full throttle with a fish scale. It pulled 5.0 pounds.

I have a Magnum .70 four stroke in my Chipmunk. Checking the thrust on it, it pulled 7.0 pounds.

Noticing a trend, I checked my old records on my Saito .91 four stroke in my Flybaby and I have 9.0 pounds recorded. Finally, I had to check the records on my OS 120 four stroke in my Ultimate Biplane. 12.0 pounds! Amazing!

For the final kicker, I checked my records on the Saito .56 four stroke in my Smith Miniplane. Right there on paper, I had recorded 5.5 pounds.

This all proves nothing, but it is an interesting observation and might come in handy in sizing a four stroke engine to an airplane with a known flying weight. The props are all 6 inch pitch, and lengths as recommended for the various engines.

### Lost Cell Phone

I have lost a T-Mobile cellphone in a black case that I carry on my belt. The last time I used it was at the flying field on Wednesday, Oct. 26th. If anyone hears of someone finding a cellphone please let me know. Pat Keebey, 636-928-3918

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**A Day At the Field**



*Russ Watts prepares to taxi out with his Somethin' Extra. A Saito .56 four-stroke pulls it very nicely.*



*Mike Freymuth taxi's his electric-powered Hobbico Superstar EP to the runway. It's a lively performer! He's going to change to tricycle gear for better ground handling.*



*Four generations of Haenels are now into R/C flying! Jack (left), his grandson Mike, and great grandson Justin are shown here. Jack's son, also named Jack, didn't make it to the field in time to be in the picture! All plan to be Spirits' members in 2006!*



*Charles Booker does a "Harrier" with his Carden Edge 540. It's powered by a DA 150 Engine and is guided with a JR Radio.*

WALT WILSON PHOTOS (LEFT)

BOB GIZZIE PHOTOS (RIGHT)

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*Note: This area and two other pages of the paper copy of this newsletter, distributed to our members, contained the club roster. The roster is not included in the internet version of Flight Lines to protect the privacy of our members.*



*Jack Owens' Electric Air Force. They flew great as there was little wind*

### **The Last Word**

*By Walt Wilson*

I want to give my sincere thanks to Paul Geders for taking minutes and reporting the activities at the November meeting. I also want to thank him for clarifying the discussion on frequency changes that was reported in the minutes last month.

I was unable to attend because my wife, Suzi, who does the final quality control check on your newsletter every month, had a knee revision (replacement of a previously replaced



BOB GIZZIE PHOTOS

*Capt Crash Turner's New Balsa USA Taube. It's powered by a Magnum .52 four-stroke and controlled with a new Polks Tracker III Transmitter. It looked great in the air and even flew good too! We think he is a bit happy*

knee) surgery on that day. She's doing fine and will check this newsletter before publication to continue keeping me honest!

As I'm writing this, it's a gray, rainy, windy November day with predictions of snow flurries tonight. Now it's time to start working on your winter projects!

*Got lots of work to do!*



# “Spirits R/C” New Year’s Day Fly In



Come join us at our Field!  
Sunday, January 1<sup>st</sup>, 2006  
10:00 am – 2:00 pm  
Open to all AMA Members  
‘FREE’ Landing Fee  
Free Coffee, Hot Chocolate & Donuts!



For more information contact:  
Bill Lindewirth: 314-839-0282  
E-mail: [MrBillSTL@aol.com](mailto:MrBillSTL@aol.com)  
Or visit our website at: [www.spiritsofstl.com](http://www.spiritsofstl.com)

Must have current AMA!



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 BYLA WS. DUES ARE PAYABLE NO LA TER 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  
 Greg Pugh  
 1645 Dardenne Ridge Dr.  
 St. Peters, MO 63376  
 Phone No. 636-279-1289

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

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**Spirits of St. Louis R/C Flying Club, Inc. 2006 Event Schedule**

<b>Date</b>	<b>Event</b>	<b>CD/ED</b>
January 1, 2006	New Year's Day Fly-In	Bill Lindewirth
March 25, 2006	Swap Meet	Pat Keebey/Mark Livesey/Duane Youngman
TBD	Show 'N Tell	Pat Keebey
May 27, 2006	Four Star 40/ Warbirds	Paul Geders
June 10, 2006	Fun Fly	Les Richman
June 24, 2005	Four Star 40/ Warbirds	Curt Milster
July 15, 2006	Fun Fly	Bob Fiely
August 19, 2006	Fun Fly	Curt Milster
September 30, 2006	Open House	Bill Lindewirth/ Greg Pugh
October 14, 2006	Four Star 40/ Warbirds	Paul Geders



**FLIGHT LINES**

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

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

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