



FLIGHT LINES

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

Fun-Fly Moved to August 13

PREZ SEZ:

By Bill Lindewirth

Once again I would like to express my sincere thanks to George Kulage, our in-house "Master Chef" for preparing a fabulous lunch at the July 16th Four Star 40/Warbirds race, and to his helpers, Carolyn Schlueter, Pat Keebey and Lester Richman.

Curtis Milster is to be commended for the outstanding job he did as Contest Director for the July 16th races. With a little help from Paul Geders and Steve Cross, Curtis's first event was a huge success.

I'd also like to thank the many members of SLRCFA who participated in this event.

August 13th is our next scheduled event at our field. Bob Fiely will once again CD his ever famous "Summer Fun Fly", and Steve Cross will CD our final Four Star 40/Warbirds race on August 27th.

For additional information on future events, visit our web-site at www.spiritsofstl.com.

See you there!

MEETING MINUTES: July 13, 2005

By Walt Wilson

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

Members signed in: 22 members, one applicant, and a visitor from Rolla 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: New gates have been built and are ready to install. Jeff Harrison has volunteered the materials and work necessary to build them. A decision will be made as to where to install them and a work crew will be needed. Removal of the old gates may be a problem, but will be worked out. Lee Volmert volunteered an engine hoist to assist in pulling the posts out of the ground. The old gates will be stored at the barn until other disposition is decided. Pat Keebey changed the oil in the Kabota.

Someone dumped a load of used bricks in the farm land next to our field. We don't think any of our people were involved. **Do not ever dump anything on or around our**

field! People have been bringing their pets to the field and not cleaning up after them. **Clean up your mess! Whether it's airplane parts, dog poop, cigarette butts, or old paper towels, if you brought it, take it home with you!**

Pat has a complete Field Report on page three.

Training Report: Bob Gizzie reports that he has run more than four gallons of fuel through the RCV .58 test engine in the club trainer. It's still running like a champ!

It was suggested that a club trainer be stored at or near the field, so Bob doesn't have to take one every time he goes to the field and instructors may have easy access if someone wants a demonstration or impromptu training flight. Possible storage facilities were discussed, but no decision reached.

Membership Report: We now have 167 members and one applicant who will join in the near future.

Activities Report:

July 16 Four-Star 40 and Warbirds Races: Paul Geders reiterated that the entry fee is \$10.00 for each class of racing. That is; \$10.00 for Four-Star 40's and \$10.00 for Warbirds. Lee Volmert feels that racing should be more about the fun of racing and "bragging rights" rather than how much money can be won. He sees no need for the entry fee for each class and \$10.00 should cover the whole day. There was an extended discussion and the matter was tabled.

One member suggested that winners be interviewed to see what modifications they may have made to win. Members were reminded that Four-Star 40 is a specification class and no modifications or deviations from "stock" engines or the airplane plans were allowed. Winning or losing is a matter of how well you fly and having the airplane set up correctly. An article on this setup, by Paul Geders, was in the January 2005 issue of this newsletter, which is available on our web site. A slightly updated article is also available at: <http://spiritsofstl.com/contest.htm>

Today, most Warbirds are ARF's and cover the spectrum of kits available (mostly P-51's). Some racers use Great Planes P-51's and two flyers use versions of the Dynaflyte Spitfire. All are very competitive. The engine used can make a big difference, but again, consistent flying is the most important factor.

(Continued on the next page)

FLIGHT LINES

(Continued from the previous page)



Art Frost discusses his plan-built Ultra Hots. It's G-23 spins a 16 x 8 prop and pulls the 11 pound bird vertically for quite a distance before stalling.



Earl Acker completed the Modeltech Messerschmitt Me109 ARF he discussed last month. It has a Thunder Tiger .46 Pro. Earl encountered several minor problems and shortcomings with it, but still feels it's a good kit.



Walt Wilson shows his Parkzone P-51 Mustang RTF. The kit comes with everything needed to fly, including a three-channel radio with the speed controller built-in, a geared 480 motor, batteries, a peak charger with adjustable charge rates, a dual-rate transmitter, and a spare 10 x 8 prop. The weight is 1 pound and 11 ounces. Construction is styrofoam and plastic. It can be assembled and ready to fly in the 40 minutes it takes to charge the battery. This is a kit review for an upcoming issue of RC Modeler magazine. It was flown the next day (see page 10).

WALT WILSON PHOTO (RIGHT); BILL LINDEWIRTH PHOTO (LEFT)



Bill Lindewirth bought this Great Planes P-51 kit many years ago. He finally built it a couple of years ago, but didn't finish it until this year. The wing is covered with Monokote and the fuselage is fiberglassed and painted with enamel Bill had mixed to match the Monokote color. It's powered by an O.S. .61 FSR ABC engine. He had fuel-feed problems until he discovered he installed the tank upside-down!

(Continued on the next page)

FLIGHT LINES

(Continued from the previous page)



WALT WILSON PHOTO

Jack Owens discussed radios and the frequencies we are assigned by the FCC. Other functions, such as pagers, aircraft signal beacons, etc, are assigned frequencies interspersed with ours. It's imperative that our radios are tuned to the proper frequencies to avoid interference! Always use crystals built by the radio manufacturer. Transmitters and receivers should be the same brand, for maximum safety. Several other subjects, too involved to define here, were discussed. The technical discussions at our meetings are too valuable to miss!

Fun-Fly Moved to August 13: For the convenience of the concession stand management, Bob Fiely moved his Low Key Fun-Fly to August 13. There will be three events, as defined on the flyer on page eight.

Open House, September 25: Work is starting on our Annual Open House.

OLD BUSINESS: None presented.

NEW BUSINESS:

Rockets at our Field: John Key would like to allow Boy Scouts to launch rockets at our field for a short period one day. There is concern about fires wherever the rockets land and damage to the crops if the Scouts have to go into them to retrieve their craft. Les Richman, who taught rocketry before retiring as a teacher, says the size of the rocket motor can be reduced to keep the rockets on our field. He will get with John to discuss the issue.

Bill Lindewirth wants to purchase a new, lighter and more powerful public address system. He requested \$139.00 to add to his President's \$500.00 discretionary allowance to do so. After much discussion, the proposal was passed. Bill will proceed with the project.

Meeting Activity: Four members brought airplanes and Jack Owens gave a presentation on radio frequencies and ways to avoid interference. See the photographs on page two and at left for details.

Meeting was adjourned at 8:55 P.M.

Field Report

By Pat Keebey

The Spirits of St. Louis Flying Field is in pretty good condition and the rains the last few days will certainly enhance our site. It was really getting dry and the trees needed the rain. The Kabota tractor had the oil and filter changed the last week of June and no notation was made on the board at the barn because the old messages will not come off. Pat will try to clean with alcohol or a cleaner of some type. The "john" has been placed on a concrete pad that is level and tied down with steel cable so the wind will not blow it over. It also has posts at the corners so that, hopefully, will withstand hits from an automobile, tractor or other large objects. The "john" was a project of Lee Volmert and our thanks go to Lee, Steve Landrum, and Pat for completing this project. The new gates are completed and our thanks go to Jeff Harrison for his contribution of materials and construction of the gates. A work party is planned for the 23rd of July to remove the present gates and install the new gates. This may take a couple of days to complete as the posts will need to be set in concrete and cure before the gates can actually be used. A new P.A. System has been ordered for use at our field and we need to utilize this equipment at all functions, events, and contests. It will keep participants and spectators informed as to what is taking place on the field at any given time. Thanks to Frank and Cliff Nolle who, this spring, put the back blade on the Kabota and moved gravel from the edges of the drive and parking lot to the low area in the parking area. This really helps keep the drive and parking area in good condition without having to apply additional gravel.

I also want to thank the following club members for volunteering their time to install the new gates. Daryl Youngman, Gene Jones, Tony Eckstein, Lee Volmert, George Kulage, Bob Gizzie, Chris Starkey, and Tom and T.C. Murphy.

SLRCFA Races July 9, 2005

By Ron Hesskamp

Four-Star 40:

We had 11 participants and flew four heats. Ron Hesskamp and Charles Brunner tied for first with 20 points. Charles Brunner won the flip of the coin for 1st Place. He accepted no prize money. Ron Hesskamp finished in 2nd Place and also accepted no prize money. Paul Geders had 18 points for 3rd Place and \$10.

Warbirds:

We had three entrants and flew four heats. Paul Geders earned 16 points for 1st Place and \$30.

(Continued on page six)

FLIGHT LINES

July 16, 2005 Spirits' Four-Star 40 and Warbirds Races



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July 16, 2005 Spirits' Four-Star 40 and Warbirds Races



Results are on the next page

(Continued from page three)

Ralph Doyle had 14 points and won the coin toss for 2nd Place and \$20. Lee Volmert also had 14 points for 3rd Place and \$10.

Pictures were not taken because my digital camera was right where I left it, at home on the table. In the future I will complete my check list .

July 16 Spirits' Four-Star 40/Warbirds Race Results

By Paul Geders and Curt Milster

(Paul) There were twelve entrants in Four-Star 40 and five in Warbirds...there would have been six, but Steve Ramonczuk encountered a problem with his fuel system and withdrew.

The five winners in Four-Star 40 were Ron Hesskamp (after a two out of three coin toss) between him and Charlie Bruner. Second went to Charlie, third was Jim Schilling, fourth was Gene Jones and fifth went to Paul Geders (after an odd man wins flip of the coins between Steve Ramonczuk, Paul Geders, and Bob Onori)

Warbirds was won by Ron Hesskamp, second went to Ralph Doyle and third was Curt Milster.

(Curt) I want to thank everyone who helped to get the race off the ground. Being a CD for the first time was a lot harder and more work than I thought it would be. Thanks to Paul Geders and Steve Cross for their teaching and help. Now I understand what they go through when running a race. Any time I'm there in the future, they'll have my full help and cooperation. To make things easier, the race went very well. Everyone seemed to have a good time even though it was very hot. Thanks to Bill Lindewirth, George Kulage, Carolyn Schlueter, Les Richman, and Pat Keebey. They endured the heat to be sure everyone had lots of food and drinks for lunch. I hope to CD another event and thanks to all who participated. God Bless.

Lost: I left a hammer and iron stake at the field early in June. Will whoever found it please call me. Fred Switalski, 314-434-2077.

Beginners' Corner

By Walt Wilson

Frequently people want to get started flying radio-controlled aircraft, but don't know what equipment to get. Hopefully, this column will help answer some of their questions. There are literally hundreds of toy-like electric powered aircraft on the market. Generally they're called park flyers. The City of St. Charles has a law prohibiting the operation of radio-controlled vehicles in public parks. In the hands of an experienced pilot, most will fly as advertised, but they frequently differ in control functions from larger, gas-powered aircraft. Because of their small size, light weight and low power, generally, they're less stable and harder to fly than larger aircraft. Frequently, smaller planes may be skittish and require more advanced flying skills than larger ones, even when gas-powered. Bigger is better!

The most popular size training aircraft have wingspans between five and seven feet. Most use engines in the .40 to .50 cubic inch displacement range. You have to decide

whether you want to build your planes or just buy something and go fly. There are several Ready To Fly (RTF) kits available. One with which I'm familiar is the Hobbico NexStar (\$399.99). It's well-built and comes with all the "good stuff"; an O.S. .46FXi engine, a Futaba 4YBF radio, and an Active Flight Stabilization unit. All are quality products and will perform well. You'll still need a starter, starting battery, fuel, a glow plug igniter, and basic hand tools. Never try to fly your first RC plane without assistance from an experienced instructor. If you do, your first flight will be brief, and possibly the only one with that plane! You'll need a capable flight instructor to check the plane over, before flight, and assist you with learning to fly it. Contact Bob Gizzie or one of the other Spirits' instructors, listed on our web site at: <http://spiritsofstl.com>.

If you have limited building skills, but want to put your own plane together, there are dozens of Almost Ready to Fly (ARF) trainers available. They aren't really almost ready to fly, just mostly pre-built and covered, and can be completed with only modest building skills. A good example of an ARF is the Sig Kadet LT-40 ARF (\$131.99). It's well-built, tough, affordable, and much of the required hardware is included in the kit. The wing halves must be joined together and the tail surfaces installed. The control surfaces have to be installed, as well as the fuel tank, landing gear, engine (not included), and radio components (also not included) with all linkages. The Sig Senior Kadet ARF is a fine airplane, too, but more fragile and expensive (\$219.99). The O.S. .40 FX (\$109.99) or .46 AX (\$114.99) are fine engines for most types of radio-control flying and will be useful for many projects beyond training. If funds are limited, a Super Tigre GS-40 (\$54.99) is also a great engine. There are many other good engines available, but any without ball bearings on the crankshaft should be avoided.

There are probably more Futaba radios used by the Spirits than any other brand. I would recommend the Futaba 6 EXAS (\$179.99 with four servos) as a first radio. It's a six-channel computer-programmed radio (don't let that scare you) with dual rates, servo reversing, adjustable servo throws, and it can keep adjustments for up to six aircraft in memory. The six channels will serve you in the future when you may want to fly planes with retracts and/or flaps or other functions. There are other fine radios, such as JR, Hitec, and Airtronics (at various prices, depending upon what you want), some of which may be preferred by advanced flyers.

Prices quoted are from the current Tower Hobbies catalog (for the research convenience of this writer) and may vary somewhat in local hobby shops.

If you're interested in building your first R/C plane yourself, there are kits available, too. While scale and aerobatic models are very attractive, your first airplane, whether you build it yourself or use a RTF, should always be a trainer. Build-It-Yourself (BIY) kits are available for the Sig Kadet LT-40 and Sig Senior Kadet as well as many other types. Most quality kits have die-cut or sawn parts, speeding construction. There is a great deal of satisfaction to be derived from building a plane from a pile of lumber and flying it.

More next month.

FLIGHT LINES

At the field....



Ralph Amelung purchased this Pitts at the Spirits/Boeing Swap Meet. It is powered by a Fuji 50 CC gas engine. It weighs in at 17 pounds and has delivered 16 pounds of thrust with a 20 x 8 Zinger. Initial ground tests continue.

BOB GIZZIE PHOTO (RIGHT) GEORGE COOPER PHOTO (LEFT)



Lee Volmert shows off his Top Flite P-40 Warhawk. It's powered by an O.S. .91 Surpass four-stroke.



Bob Gizzie helped Scott Mitchell in flying his Balsa USA Fokker E.111 Eindecker 90. Covering is Solartex and it has a Saito .91 for power. Scott took ten months, on and off, to build it. The big Fokker flies like a trainer!

DON FITCH PHOTOS (LEFT) WALT WILSON PHOTO (RIGHT)



Nelson Itterly flies this scratch-built powered glider he calls the "Buder Bombshell". It's powered by a Saito .30 four-stroke.

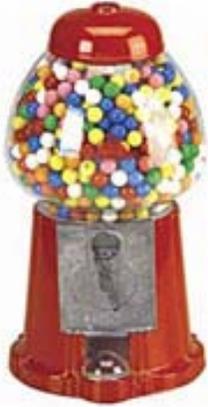
(Right) Final RC NTSB conclusion: Flight into terrain jammed the battery pack forward into a capscrew holding the motor mount. Hole punched in one cell caused ignition. Heat from that cell lit off the other two. It was spectacular!

At least better than just looking at a pile of pieces. The battery was a 3 cell Polyquest Lithium Polymer, 11.1 volts, 2600 mah.

Plane was George Cooper's Mini Funtana ARF

BOB GIZZIE PHOTO





"Low Key" Fun Fly August 13 at Spirits of St Louis Field

Registration: 9:00 AM

Flying Begins: 10:00 AM

Entry Fee: \$10.00

Scoring: Gumball draw after each event

Completion: 2:00 PM



EVENTS:

- Dead stick landing in designated area. You get 1 gumball for participating. If you stop in bulls-eye you get 2 extra gumballs and 1 extra gumball for stopping in secondary target. (Maximum possible -3 gumballs)
- Free-Fly (lunch). Get one ball for each full stop or touch & go take off. (Maximum possible -3 gumballs)
- The dreaded golf ball drop. You get 1 gumball for participating. If the golf ball hits the runway after dropped from the plane you get 2 extra gumballs. Golf ball, cup, and Velcro straps for attaching cup to your plane will be provided. (Maximum possible -3 gumballs)

Questions: Call Bob Fiely @ (314) 434-0206,

or

e-mail: mrsfie@swbell.net

NOTE: Fun Fly itinerary subject to change at a later date.

The Last Word

By Walt Wilson

At the last Spirits' meeting, one of the members suggested that some of our more experienced members write kit reviews and post them on our web site. My suggestion for him is to go to the hobby shop and buy a magazine with a review of the plane in which he's interested. Combined, the four major model airplane magazines have a couple of dozen reviews each month! RC Modeler has five or six, Model Airplane News has about the same number, and Fly RC has up to fifteen in each issue. Model Aviation usually has a couple, too.

The editors don't sit in their offices and build airplanes! The reviewers are modelers throughout the country like you and me. Most have extensive experience and can be believed. Some magazines' reviewers seldom find anything wrong with the product. Sometimes when I read other magazines' reviews, I get the impression the magazine won't allow negative comments, for fear of losing an advertiser.

RC Modeler has never placed such a restriction on me or any other reviewer I'm aware of. I'm allowed to tell it like it is. When notified of the problems, the manufacturers will usually make changes in the kits.

I've written more than 20 kit reviews, for Model Airplane News and RC Modeler, since 1978. If I have a problem with a product, I say so! The late Dick Kidd and Jim Pearson, Technical Editors for RC Modeler, have both told me that it's no crime to admit a mistake. Sometimes that kind of honesty makes a review more believable. The reviews should tell the potential buyer what to expect when he buys a product. Sometimes, through manufacturing changes or builder ineptitude, someone may encounter a problem not experienced by the reviewer or that was not considered important enough to address. It happens!

It helps to subscribe to applicable magazines, whatever hobby you're in. There's a world of knowledge to be gained by reading about other's experiences.

Gotta go build!

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



Presents



Four-Star 40 *

and

Silver Class **WARBIRDS** *

Races

Saturday, August 27, 2005



At Spirits Field
on Amrein Road, ½ mile south of Greens Bottom Road
St. Charles County

Contest Director, Steve Cross

ENTRY FEE:

\$10 each class



Registration starts at 9:00 a.m.

Racing starts at ~ 10:00 a.m.

*Class rules are available on the Spirits' Web Site at:

www.spiritsofstl.com

under the Contest & Events link on the first page!

For more information call: Steve Cross at 636-458-3287

or e-mail him at: svcross@charter.net

FLIGHT LINES



Walt Wilson's electric Parkzone P-51 beats up the runway on a low fly-by.

DON FITCH PHOTO



FLIGHT LINES

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**Meeting is on
Wednesday,
August 10
at 7:00 P.M.**