

Flight Lines

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

"Celebrating 50+ Years - Established in 1965"

August, 2017

FROM THE PRESIDENT:

I hope the rest of you are getting your flying in. Its that time of year for this Prez when kids return to school, homework, sports, scouts, and about 15 other activities that all rank above the flying schedule. The weather has been awesome and despite hurricanes in other parts of the country, we have had calm winds most days.

The club was fairly busy in August. On National Model Aviation day we had about 25+ flyers and numerous spectators. Greg Bowles and I cooked some burgers and everyone left full of fun, food, and fellowship! And I don't remember seeing a single R/C model aviation fatality that day which is an added bonus!

The Heli-Fly was a great success and has become our biggest event. We had an awesome turnout of helicopter pilots and quad racers. Jason Cummings pulled off another excellent event for the club and everyone in attendance enjoyed themselves immensely.

We have two events left for 2017. The Membership appreciation dinner and annual elections are on the 12th of September. We could really use some people to step up and help run the club. Please consider giving back by becoming an officer in 2018! Our final Pylon Race Event is on the 16th of September. Bring that foam warbird, 4-Star, or Trainer out and run the pylons with the rest of the group. It should be great fun!

If you like foam warbirds, check out my article on the new Flightline 1600mm Spitfire in this edition. Next Month I hope to review the new

NEXT MEETING:

Join us 7:00 on Tuesday, September 12th, at the field for the Membership Appreciation Dinner and Officer Elections.

Tentative Agenda:

- Dinner (Bring a dish to pass)
- Meeting Minutes Review
- Secretary's Report
- Treasurers Report
- Field Committee Report
- Membership Chair Update
- Flight Safety Moment
- Officer Elections for 2018

Extreme Flight FW-190 Warbird from their new Aces High series of planes. This ones gonna be awesome!

Remember, introduce someone new to flying today or just help another flyer the next time your at the club!



Happy Flying!
Ralph Grant (2017 Spirits President)

SEPTEMBER 16TH RACE EVENT:

By Ralph Doyle

As the temperature becomes more reasonable, we can look forward to the last race of the season in September. I hope there will be a larger turnout than the previous races this year and I can count on the membership to help run the race. If you just want to support the club by participating, tell me or let one of the officers know, and I can certainly find the time to explain how to count to 10. There will not be any concession stand so, if you think you will get hungry, bring a sandwich. We will be using Ralph's Relaxed Racing Rules (R4) which evens out the scoring a bit and gives everyone a better chance of winning.

Check out the photograph below of the prize being raffled off for free to a volunteer and/or FIRST TIME RACER! I also have token prizes for



This Flightline 1200mm Spitfire pictured above (About a dozen flights) will be donated for use in a drawing for volunteers and new warbird race pilots!

the volunteers as a "thank you" because we would not be able to hold any event without them

There were several members and spectators who came to watch the July race but left disappointed when the event was cancelled. The cooler temperatures in September should bring out more racers and I am looking forward to seeing Jim, Pat (both of them), Bob, and several others come out to race. I think that 4-star racing, unfortunately, may be dying out, mainly due to lack of planes and engines. However, don't forget that the rules have been relaxed to allow other models as well including .45 size engines. How about getting and then entering an electric warbird? There are several models that probably include retracts and flaps and the pilot does not need to have the expertise to even set up and tune an engine. As stock, they are about as even an airplane as you can get. I would recommend keeping to a size of about a 38-42 inch wingspan. Although, if you go to an 800mm size plane, the cost reduction could be as much as \$100.

SAFETY COMMITTEE REMINDER:

By Ralph Grant, President and Steve Cross, Safety Chairman

September was pretty quiet from a safety perspective. Just two things to remember:

If you see someone at the field that shouldn't be, approach them first and invite them to join the club or learn about model aviation! If they seem to be up to no good, don't confront them. Just take a picture of their license plate and forward it on to Steve Cross and he will contact the proper authorities.

Help your fellow flyers. We have some new blood in the club out there flying those apprentices and other planes. The safest pilots are the ones who have control of their planes. Go out of your way to give back to others and help them enjoy the hobby as safely as possible!

MONTHLY MEETING MINUTES:

By Greg Bowles, Secretary

Attendance:

10 members were in attendance.

New Member(s) in Attendance:

None.

Secretary's Report:

Greg Bowles, Secretary (Not Present)

A motion was made, seconded and voted to accept the June meeting minutes as published in the 2017 July "Flight Lines".

Treasurer's Report:

Bill Lindewirth, Treasurer (Not Present)

July 2017 we had an income of \$1200 and expenses of \$900.

Field Committee Chairman's Report:

Paul Geders, Field Committee Chairman (Not Present)

1. To extend the life of the newly purchased "Lawn Chairs are to be Stacked Under the Pavilion when Not in Use".
2. "Please Do Not Sit on the Plastic Flight Tables". Someone has sat on two of the plastic flight tables, and now are bent in the middle.
3. The last members at the field are still leaving the gate open! If you are the last person to leave the field, please close and lock the gate. And if the gate is closed, PLEASE don't drive around it.

Safety Committee Chairman's Report:

Steve Cross, Safety Committee Chairman (Not Present)

"Have Fun and Be Safe."

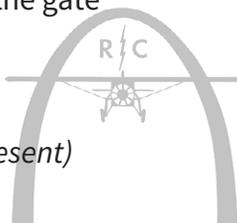
1. With summer temperatures and humidity rising, be sure to drink plenty of water. Please read the flyer on the bulletin board listing the warning signs of Heat Stroke and Heat Exhaustion. If you have an aircraft go down off the field, before doing starting your search & rescue 1) inform someone you are going off the field, 2) take a long marker pole to mark your position and 3) take a "walkie-talkie" with you and leave one with someone on the flight line to keep in contact with.
2. We are still having incidences where are members are not familiar with our revised safety rules. If you are a new or existing member, please review the revised Safety Rules posted on our website and at the field. Safety is your responsibility!
3. Please be courteous and announce your attention when at the Flight Line and during take-off, landings, aircraft retrieval, taxing and any issues during flight. Don't forget to yell if they need to "Duck".
4. Again, non-members are still flying at the field and we still have trespassers on our property. If you are a member and are flying, please place your membership card on the Frequency Board. If you suspect someone is not a member, politely ask to see their card and remind them they have to be a member to fly at our field. Spectators are always welcome (when members are present).
5. Helicopter & Quadcopter pilots please note, keep your aircraft on the other side of the runway (opposite of the Flight Line) when performing maneuvers.
6. If you are new and are seeking instruction, contact Ralph Grant at ralph@thegrantz.com. Please provide information on your aircraft, times & dates available, transmitter type, experience and contact information.

Membership Chairman's Report:

Ralph Doyle, Membership Chairman

Our membership is presently at 132 members.

If you are a new member, and join the club in August, the cost is \$170 for the remainder of 2017 and 2018.



**Contest/Event Committee Chairman’s Report
(Position Open).**

Upcoming Spirits Events:

- 2017 Membership Appreciation Dinner & Nomination of 2018 Club Officers; Tuesday, September 12th, 5:00-9:00pm.
- 2017 Four-Star 40, Unlimited Electric Warbirds & High Wing Trainer Racers event schedule: Saturday, September 16th, 9:00am-2:00pm; Open (CD). Cut Judges and Counters needed. Ralph Grant is donating 1200mm Flight Line Spitfire as a 1st place prize for the Unlimited Warbirds. The \$5 entry fee for the event was eliminated by vote of the attending members.

Upcoming Local Events:

SLRCFA Indoor Flying – Every Friday 6-9pm; Eureka Central Baptist Church, 601 North Central Avenue, Eureka, MO; \$5 & current AMA required.

Wright Flyers Innsbrook “FLOAT FLY” – Saturday, September 2nd; 9:00–12:00am; for directions visit www.wrightflyersrc.com, email information@wrightflyersrc.com or contact Bill Moran 314-952-8542

SLRCFA “SUPERFLY – Friday, September 29th & Saturday, September 30th; 10:00-?; 788 Augustine Rd., Eureka, MO 63025

SLRCFA “WARBIRDS OVER ST. LOUIS” –Saturday, October 7th; 10:00-5:00; 788 Augustine Rd., Eureka, MO 63025

Technical Presentation:

Presentation #1: Steve Ramonczuk presented his new Motion RC FlightLine Grumman F7F-3 TigerCat. This was the highest performing piston driven aircraft in aviation history. With a 63 inch wingspan, twin 12X7 three-bladed props, 3W LED lighting and retractable landing gear, this is an impressive looking aircraft. It features durable 4mm steel wire struts on the landing gear, tall foam rubber wheels, four flaps, two 3748-600kv brushless motors, two 60A ESCs and operates on two 4s 3000mAh LiPo batteries. Top speed as configured is 78mph. Steve liked the ribbon wire connecting the wing electronics to the RX. Two things he didn’t like, the attachment of the tail assembly to the fuselage and that the wiring had to be redone from the manufacturer. It has yet to be flown. (www.motionrc.com)

(www.motionrc.com)



The meeting adjourned at 8:15pm.

Next Spirits’ Meeting:

Membership Appreciation Dinner & Nomination of Club Officers
Tuesday, September 12th, 5:00-9:00pm
St. Louis County Library/ Bridgeton Trails Branch, 3455 McKelvey Road, Bridgeton, Missouri.

2017 Monthly Meeting Schedule:

Tuesday, October 10th (Election of Club Officers)
Tuesday, November 14th
Tuesday, December 12th



2017 EVENT CALENDAR

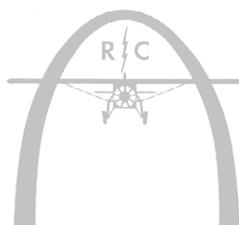
DATE:	TIME:	DESCRIPTION:	CD/ SPONSOR:
Sept 12	5:00 - Dusk	Meeting / Membership Appreciation Dinner	Officers and BOD
Sept 16	9:00 - 1:00	Four Star 40, Warbirds, and Trainer Pylon Races Volunteers Needed	Ralph Doyle

Calendar was approved at the March Meeting. If you have an event you would like to sponsor, just come to the monthly meeting and let us know!

ARTICLE & PHOTO SUBMISSIONS:

By Ralph Grant, President / Newsletter Editor

If you have an idea for an article or technical piece, please contact any of the officers and we will do our best to provide it. If you would like to submit an article, all you need to do is provide the text via email and a few pictures, we'll do the rest to make it "Pretty" for you. I know there is a ton of knowledge out there so please, share it with the club members. Don't forget to submit your photo's to the club as well! Just email them to ralph@thegrantz.com and I'll include them in the newsletter.



THE FLIGHTLINE 1600MM SPITFIRE

Text and Photography By Ralph Grant

INTRODUCTION:

Its here. The large foamie Spitfire Mark IX you have been waiting for. And its awesome! The minute this thing hit the pre-order at www.motionrc.com Steve Collins and I ordered one. He said he ordered it first but I think I actually

Telemetry: Futaba Current

Servos: Flightline Digital Hybrid

Flight Stabilizer: None - Believe it or not!

Total Cost: \$349 if you can get one!



beat him to the punch. He certainly got his in the air before me due to a few minor "Glitches" which I will share in this article. Here are the details:

SPECIFICATIONS:

Here are the details of the setup I configured.

Wingspan: 1600mm (63") **Length:** 1350mm (53")

Wing Area: About 500-700 in²

Weight: 8+ lbs with Battery

Motor: 5055 (380KV) 6S motor.

ESC: Flightline 80A ESC

Batteries: Revolectrix 5800mah - 60C

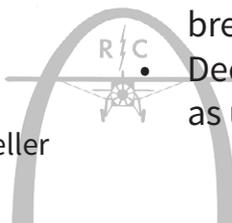
Propeller: Flightline Scale 16x10 4-blade propeller

Receiver/Radio: Futaba R7008SB / 18SZ

QUALITY, FEATURES, ETC:

Everything about this plane is 100% quality:

- Great paint job!
- Awesome Big Ol' Scale Propeller
- Suspension Struts on the scale landing gear
- Four panel split flaps.
- LED wingtip lights and a blinding dorsal strobe.
- Removable guns, antennae, etc to prevent breakage in transport.
- Decals and Graphics although I used Callie as usual.



THE FLIGHTLINE 1600MM SPITTY (CONTINUED)

I've built about 6 Flightline foam warbirds and have only had a few problems. This bird must have been built on a Friday and has been the only one with multiple issues that kept me out of the air.

The prop shaft: The end of the shaft looked like it had been cross threaded. No big deal, order another one. Problem was the prop shaft wasn't available for 3 weeks after the bird was released.

Tail Wheel: On maiden day I was lovingly putting the bird in the truck and I looked down and the tailwheel was missing? When I went back to the basement where she was sitting it was laying on the ground. It looked like the injection molded shaft had a separation in it like it hadn't been molded properly? I ordered another (naturally this only happens on Fridays and Saturdays!) and 3 days later had it from MotionRC.

BUILD TIPS:

I really don't have a lot of tips for these foamies. They go together so easy that I rarely use the instructions for anything but verifying the lengths of the control rods and finding the CG. Other than that its easy. However, that being said, here is my standard practice:

1. Unscrew everything and re-apply the loc-tite.
2. Check the solid feel of all plastic to foam glue joints. I've had my share of gear just fall out of the things.
3. Test all servos. Lately I have been putting them on a servo tester and letting them "Cycle" for ten minutes each to test them (Not the landing gear!). I also check the current draw on all of them. Anything crazy and I toss them and replace with Futaba

digitals.

4. On multi-blade propellers, weigh each propeller blade and balance them by weight when you install them. I always buy several extra bags of them and if you get a weird one that is light or heavy, I just throw it away and replace.
5. Check the current draw on the battery at full power to see that the ESC is OK. I've had one bird pull 60A on a 40A ESC due to motor problems.
6. Check the voltage of the ESC BEC and make sure it is in range for your receiver.
7. Airbrush the heck out of them to make them look cool!
8. Toss the graphics they give you and buy them from Callie at www.Callie-Graphics.com
9. Fly it like you stole it!

PAINTING / AIRBRUSHING:

Lately I have been enjoying the process of weathering and detailing out my birds. The minute I saw this plane, I knew it had to have



invasion stripes. It took some effort to get the white to cover fully but the final results were awesome. I use YELLOW FROG TAPE from home depot and it almost NEVER removes the underlying paint on the foam. Notice I said,

THE FLIGHTLINE 1600MM SPITTY (CONTINUED)

"almost". Just be really careful. I also take the yellow tape and run it across my shirt/pants/etc to reduce its tack and in some cases apply it to a paper towel and then peel it off. It does a fantastic job of creating crisp lines. The blue tape in the pictures s used to tape paper towel to the yellow tape to prevent overspray. It is

Ginormous! Having a very interested group of spectators just makes me even more nervous on a maiden so I flew a few flights with my Techone Neptune 64mm EDF flying wing to work the kinks out and let the crowd lose interest. I always recommend flying something else until the fingers stop shaking on maiden



not sticking to the foam paint. On this bird I also painted the yellow leading edges of the wings and the Sky Green band around the fuselage in front of the tail. I also went crazy with weathering the panel lines and really soiled the bottom of the plane. It turned out awesome!

FLYING THE 1600MM SPITFIRE:

There were about 5 or 6 people at the field on a blustery Thursday night. The minute I removed her from the truck I immediately got a lot of attention. The cord of the wing with the invasion stripes makes the plane look

day! Once I finally got up the courage, I selected the "REG Spitty" from the menu on the Futaba 18SG and plugged in the hefty 5800mah 6S battery. I double checked all the throws and the control directions and taxied her out on the runway. I spooled up the propeller and took a couple dozen images for the newsletter before conducting a range check. The sky was pretty amazing which always makes for great static images but makes you quickly learn why the military chooses the colors they do on these warbirds. This bird loves to lift her tail on rollout and tracks amazingly straight down the runway and the rudder has plenty of

Spirits of St. Louis RC Flying Club

WEDNESDAY NIGHT WARBIRDS

JULY 12 - "JUGS" (P-47) & "TIGERS" (P-40)
JULY 26 - MULTI-ENGINE
AUGUST 9 - PYLON RACERS
AUGUST 23 - "DAWN PATROL"
SEPTEMBER 6 - "BRITISH INVASION"

1600 HRS. (4:00 pm) to DUSK

Free to Spirits Members,

\$5.00 landing fee for everyone else with a valid AMA Membership.

Don't have a warbird? Put Stars and Bars on your trainer and come fly! Static aircraft welcome.

73 Amrein Road
St. Charles, MO
63303

Find us using Google Maps,
MapQuest or your GPS
using the address above.

Hwy 94 & Pitmann Hill & Mid Rivers (10 Minutes)
South on Pitmann Hill Rd, it crosses the Katy Trail
and turns into Greens Bottom Rd
Turn right on Amrein Rd.
About 1 mile down on your right

Hwy 94 & Jungs Station (10 Minutes)
South on Jungs Station, it crosses the Katy Trail
and turns into Greens Bottom Rd
After Chalks Hill intersection, turn left on Amrein Rd.
About 1 mile down on your right



THE FLIGHTLINE 1600MM SPITTY (CONTINUED)

authority without being twitchy. After liberal speed was obtained she just lifted off slowly and did the most awesome scale climbout over the trees and into the sun. She was pretty twitchy even on my lowest rates so later I cut all throws in half. The landing gear operate so awesome and scale that I deployed them about 5 times and watched them work from every angle. Very cool! Thank goodness for those bold invasion stripes because without them, she would have completely disappeared several times. The strobe/beacon on the top is also a fantastic feature for insuring she is right side up on dusky sorties. I flew her until the current telemetry was at 40% and setup to land. When the flaps are deployed on this bird she actually dives instead of balloons so make sure you program in a mix of about 10% UP elevator on flap deployment which is the total opposite of most other birds. I brought her around the pattern, reduced power, and did a perfect "on the mains and tail up" landing to applause from the peanut gallery! One of the best maidens of any plane I have flown.

CONCLUSION / SUMMARY:

This is without a doubt the most awesome big single engine FlightLine offering to date. She's no pylon racer but the performance is very scale like. She will do GIANT loops and any aerobatic maneuver a warbird should do. She fly's pretty spirited considering the big 16x10" four bladed propeller. My favorite maneuvers are to bring her around, drop the flaps and gear while its flying away to watch the silhouette of the mains coming down out of that big elliptical wing. I then bring her around and do a giant tail up 100' long touch and go before adding power and climbing out to raise the gear and repeat. This plane looks so scale when its landing that you almost cannot help but want to practice those landings with it! Order your today!

