



May 10th, 2022

The Heat is On!

Monthly Meeting Minutes for May 10th, 2022

By Robert Wilson, Secretary

President Ralph Grant

Meeting called to order at 7:00pm

Vice President Dave Harrington

Attendance:

24 members were in attendance, including one of our newest members, Doug Gilmore.

Secretary's report:

Robert Wilson, Secretary

John Deluca reached out to us; he is still flying but mostly at St Louis RC. He wants to visit our field and try it out. I let him know he needs to be a member of AMA and bring his card.

I also got an email from a Howard Sarquist about his new Eflite Apprentice STS and is asking for help binding his receiver and transmitter. His phone number is 585-303-2595 if anyone would like to help. I am going to direct him to the field if someone there can help and let him know I plan on being there next weekend.

Treasurer's Report:

Wayne Nenninger, Treasurer

The treasurer's report was passed out at the meeting and there were no corrections. 3 checks were written, and 1 auto debit was made totaling \$436.12. We had \$633.23 in income.

Field Committee Report:

Dave Brown, Field Committee Chairman

Nothing to Report

Safety Committee Report:

Sid Kinzel, Field Committee Chairman

We had one serious accident to report. Dave Harrington was attempting to start his 30cc Ultra Stick with a Saito 33R3 spinning a 18 inch carbon fiber prop and was not using the best safety procedures. When the aircraft started it struck his fingers resulting in severe damage to his hand. He underwent three hours of surgery and will make a full recovery. Remember, do not start your aircraft without a hold back or someone you trust holding your aircraft. Also, if using your hand to start your aircraft, wear a safety glove. To quote Dave Harrington, your "bones do chip the carbon fiber props", and, judging by his hand, the props chip your bones. So, when starting your gasser:

1. Tail Restraint.
2. Use a glove. A fantastic one can be found here.
https://www.amazon.com/dp/B089YK72PD?ref=ppx_yo2ov_dt_b_product_details&th=1&psc=1
3. Put your radio on the ground or on the table. Don't hold it or hang it from your neck via lanyard while flipping your engine!

At the end of the day, had the tail been restrained and the throttle set at idle while wearing a glove, the incident would have been a near miss instead of several hours at the hospital.

Starting next month we will have safety meeting topics and discuss for 15 minutes. Ralph will present the topics at the next meeting.

Membership Chairman's Report

Ralph Doyle, membership Chairman

Current membership stands at 112.

Old Business:

We need content for our website. Our website helps drives members which helps keeps our club and field operating. Please consider sharing your videos and images with the club. Send them to me or directly to Stephen Adams.

New Business:

We will start picking out a different safety topic every month to cover and will limit the conversation to 15 minutes or less.

Our Homepage has been updated and looks great. It has been tested on every type of browser and look and works great. If you are having problems, it is probably your cache.

We covered our safety rules during the meeting, and they can be found here:

https://www.spiritsofstl.com/wp-content/uploads/2019/06/SpiritsSafetyRules_2019_06_PG.pdf

Get your Spirits SWAG on here!

<https://spiritsofstl.logosoftware.com/>

The Spirit of St. Louis Air Show & STEM Expo will return to the Spirit of St. Louis Airport June 11-12, 2022 and will be headlined by the US Navy Blue Angels in their made-in-Missouri Boeing F/A-18 Super Hornets.

On May 27th, 2022, Top Gun 2 will be in theaters.

May Meeting Photos

The first aircraft shared was Duraflys great looking BF-109e, known as Emil, and was brought in by Paul Geders. The real aircraft had a Daimler-Benz liquid cooled inverted V12 (DB605) and produced up to 2,000 hp. 3 of the top scoring aces of all time flew 109s for the Germans in World War 2 and the aircraft was used by many nations after the war. Paul's model uses a 4S battery to power a 3736-770kv motor through a 50A ESC. It has a very scale 3 bladed prop and a 1100mm wingspan. There is also a bomb that can be dropped, and it also has retractable landing gear. It also has scale flaps, LED lights, and comes with decals for several different schemes. Very sharp model of a fabulous and historic aircraft. I know I am excited to see how it flies and handles on the ground.





Next was Dan Morrison's Uproar with a custom finish. He wanted a unique scheme for his club racer but was not having success through the usual providers like Callie Graphics and Bande Graphix, so this encouraged him to do out on his own. He created the images in photoshop on his own and had them printed and laminated onto a clear vinyl for about \$125. Size was about 48" by 48". He found that a pink soap that he believes to be Palmolive worked better than Dawn (it would bead up on the Monokote allowing for the



larger sections to stick too quickly). It is awesome that he made it work and now has a great looking aircraft, that is totally unique, to reward for his hard work. The model is from Tower Hobbies and has a 47.6" wingspan and use either glow or electric power. Dan is using a OS engine on his aircraft.



Wayne Nenninger brought in his Tower Super Kaos ARF. He is running a 13 x 12 3 bladed prop though a 80 amp ESC and is powered by a 22.2V (6S) pack. Wayne said he was very happy with the fit and finish of the aircraft.





Next was Stephen Adams Top Flite Corsair. It is modeled after Ira "Ike" Kepford's aircraft from VF-17. Ira had nearly 20 kills and was the Navy's top ace in the Corsair. In 76 days of combat with VF-17 he had 16 confirmed kills. Stephan's model has Robart retracts and is complete with rivet detail and a great sounding Zenoah G-62.



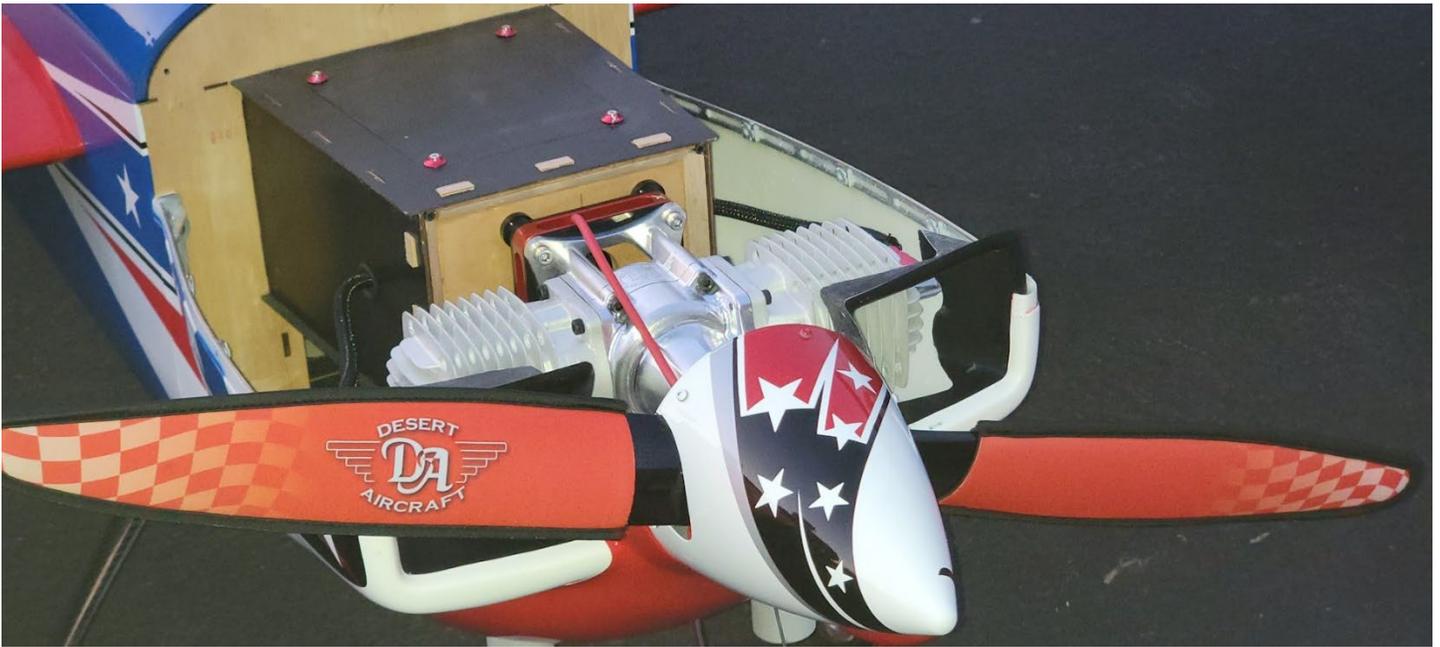
For the finale we had Ralph Grant's 125" (10' 5") wingspan Extreme Flight Laser that he's calling "Captain Marvel" in the Red/White/Blue scheme. It's powered by a 170CC Desert Aircraft gas engine and a 34x11" Falcon CF propeller. Electronics are MKS Servos all the way around (6) HBL-380's in the wings for ailerons and (2) HBL 3850's in the elevators and tail. Those 3850's put out 780 oz-in of torque EACH for a total of almost 1600 oz-in on the rudder alone at 8.4v of power. It's controlled by an advanced radio smoothflite 16 with redundant Futaba 7008 receivers. The plane weighs in at about 42lb's dry and will do about 100mph at full throttle. Its going to be an IMAC machine. The dimension of the wing spar is almost on par with that of a baseball bat. Hopefully we'll maiden her before the end of the week.



Yes it passed the Lincoln Navigator Fit test. The spinner touches the back window and the rudder touches the dash!



Every big bird should have a split cow!!



The Desert Aircraft DA-170 motor and 34x11 propeller with matching spinner.



Carbon Fiber all the way around on the inside.



Other fun pictures from the night!







