



FLIGHT LINES

THE MONTHLY NEWSLETTER FOR MEMBERS OF THE SPIRITS OF ST. LOUIS R/C FLYING CLUB

Club Racing Starts May 5

PRESIDENT'S NOTES

By *Eric Langston*

Many of you are probably wondering why this month's newsletter was mailed to you in an envelope. Well, as you can see, enclosed with this newsletter is our new club Constitution and By-laws. Since our last meeting we were contacted by the lawyers, hired for us by the AMA, that our new Constitution was complete.

At the last meeting all those present were presented with the changes. The vote was unanimous to ratify all the changes and accept this new document as our Constitution. If you are interested, take your old copy and compare the two, page by page. There were some things removed, things added, and old things embellished by the lawyers to make everything proper, in a legal sense. After you have taken the time to compare the old and the new, throw the old copy in the trash. It is not in use as of Wednesday night. Thank you to Don Fitch and Walt Wilson for bringing their projects to the meeting to show. Please keep bringing your latest and greatest projects to the meeting. As Walt took the time to show us at this meeting, it does not always have to have wings to be interesting to us model builders. Until next month, fly if you get the chance. Go work at the field with Anna if you have the time, and keep your fingers out of the CA.

*Serving you,
Eric*

Meeting Minutes: APRIL 11, 2001

By *Walt Wilson*

President Eric Langston called the meeting to order at 7:02 P.M.

Members present: 29. There were four new member applicants and one guest present.

Mike Hritz Guest

Applicants;

Rick Ellis 636-723-5963

Tyler Schild 636-441-3380

Ed Radginski 636-397-6981

Josh Radginski 636-397-6981

The applicants were voted upon and accepted unanimously.

Secretary's Report: The following corrections were noted by the Secretary; A fire extinguisher is mandatory by club and AMA rules, when using gasoline for fuel. The correct name of the AMA representative dealing with our By-laws is Carl Maroney, not Mahoney. Paul Geders pointed out that the July 22 race is on a Sunday, not a Saturday as all the rest of the races are.

The Sunday race starts at Noon, all others at 10:00 A.M. The minutes were accepted as published in the newsletter, with these corrections.

Treasurer's Report: Accepted as presented.

The pursuit of club credit cards has been dropped.

Field Report: Anna Nolle was not present.

Frank Nolle reported in her absence. About 30 to 40 hours of work remain to be done before we are ready for planting grass. At present, due to the almost daily rain, much water is standing on the field. The runway and pits are high and dry. As soon as the field dries sufficiently, help will be needed to complete the dragging, etc.

Field Marshall Anna is facing surgery and will be incapacitated, as far as working on the field, for a while. The neighboring farmer has confronted young people with four-wheeled vehicles who have been hanging out and digging ruts on our field at odd times. They claim that their fathers are members of the Spirits and they have a right to be there. He has been asked to call the Sheriff's Department if he finds anyone at the field who cannot produce a membership card. They don't belong there.

Spectators are always welcome when members are flying, but if you ever confront someone at the field who is doing damage, call the Sheriff's

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Department immediately! Numbers are posted on the frequency board.

Eric has talked with the farmer and smoothed out some problems that were created last year.

The farmer's livelihood comes from the crops in the fields surrounding our field. Stay out of his fields unless it's absolutely necessary to go there to retrieve a plane. If you have to go there, avoid any damage to his plants! Never drive a vehicle into his fields! Keep your kids out of his fields! Last year, it is rumored that one of our members cut down a tree on the other side of the levee to retrieve a plane. That is a felony and will be prosecuted if the farmer finds out who did it or if it happens again!

Safety Report: Doug Thompson was not present, no problems were identified.

Activities Report: Training will be on Saturday mornings from 10:00 A.M. to 1:00 P.M. until the days get a little longer. Then it will move to the usual Tuesday evening format from 5:00 P.M. until dusk.

Race dates, times and class rules are available on our web site at: www.spiritsofstl.com.

There was a brief discussion of the planes involved in Four-Star 40 and Silver Class Warbird racing.

Swap Meet: There was a discussion about the results of the Swap Meet. There is an article about it on page three that covers the particulars.

GSLMA Report: Pat Keebey reiterated items covered in the GSLMA meeting minutes on page five. It should be noted when flying at Buder, you are required to use the "Main Runway" as defined by whoever is flying at the time you are ready to take off, regardless of wind direction.

OLD BUSINESS:

Pavilion: Eric has been in contact with the contractor several times. Big projects have been taking priority over us, but should end by Tuesday, April 17. That's when he has promised to start work on our pavilion. He also had permit problems similar to those encountered by Steve Cross, but they have been resolved. Barring further rain, we should have a pavilion by April 21. Pray for sunshine!

Fuel Storage Locker: Eric purchased a

Rubbermaid container on the day of the meeting. Cost is \$201.99, including tax.

Spirits' Handbook Changes: Paul Geders used viewgraphs to go over the complete Spirits' Handbook, in detail, including the Constitution, By-laws and Safety Rules, for members present at the meeting. Paul and Eric answered all questions regarding the changes and reasons for them. The new Spirits' Handbook was voted upon and passed unanimously. It was noted that our contests and other club events are open to all AMA members in good standing with the Spirits' Club. The legal definition of the term "Good standing" from Ballentine's Law Dictionary is as follows:

"Good Standing. The status of a member of a fraternal order or mutual benefit association or society whose dues and obligations to the order or society have been paid or are not delinquent and whose conduct has not been such as to bring him in bad repute as a member and to subject him to expulsion or suspension."

If anyone doesn't understand the intent of this definition, feel free to call President Eric or Past President Paul Geders for details. Copies of the revised and approved Spirits' Handbook are being mailed to all Spirits' members enclosed with this newsletter.



Don Fitch shows his newly completed Sig Cougar, powered by a Saito 50 four-stroke, and his .15 powered Sig Wonder. Neither had been flown as of the meeting.

Meeting Activity: Don Fitch brought two planes he recently built (see the picture). Walt

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Wilson brought a pair of Tether race cars (see the picture).



Though they're not airplanes, they come close to flying! Walt Wilson brought a pair of seldom-seen Tether cars to the meeting and discussed them. Walt and his father raced them from 1946 through 1959. In 1954, Walt set an absolute world speed record of 151.77 mph which stood for 14 months. The larger one above is his own design "Cheetah" display model which Walt built recently, after selling the last of his collection. He used a McCoy 60 engine and

left-over component parts from various cars to create a style of car that would have been competitive in the 1950's. The smaller car is a unique model Walt built, is 4-1/2" long, has a Cox 0.010 engine and slot-car running gear. The body is molded from carbon fibre and is a miniature replica of a .60 size Tether car the Dooling Brothers manufactured in 1939.

Jim Rawlings brought a video of the Byron Originals annual reenactment of WWII, in Ida Grove, Iowa, with all quarter-scale models and real pyrotechnics. Models used include a 29-foot wingspan, 400 pound B-29, a model of the Japanese carrier Akagi, manned PT boats, tanks and a variety of quarter-scale WWII aircraft types along with a full-scale P-51! It was a very impressive show!

Meeting was adjourned at 8:56 P.M.

SWAP MEET A GREAT SUCCESS



Anna Nolle, Bill Hancock, Frank Nolle and Mel Vistine tend to the admissions desk. Throughout the day several Spirits' members worked the various tasks involved in running the event. Boeing club members ran the concession stand.

By Walt Wilson

Saturday, March 24, was a cold and blustery day, just right for a swap meet. Since flying was very unlikely, hobbyists flocked to the annual Boeing and Spirits R/C Clubs' Swap Meet. The Boeing Company graciously



Les Richman and Phil Abbadessa sell raffle tickets for the eight-channel Futaba radio and Tork-It torque screwdriver. "C.J." at right, eventually won the screwdriver.

provided the Building 33 cafeteria, as in several past years. By opening time, at 12:00 P.M., many items had changed hands while the owners were in line. Soon the room was packed and there was still a line extending across the parking lot. There was a waiting line until around 1:30 P.M.

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More than 500 people crowded into the Boeing Building 33 cafeteria for the Spirits/Boeing R/C Clubs' annual Swap Meet. Many thousands of dollars worth of planes, engines, radios and associated hardware changed hands during the four hours that it was open.

Because of the hepatitis scare recently, the Boeing Club was limited to selling packaged snacks and canned soda rather than the traditional hamburgers and hot dogs to which we all have become accustomed. Though necessary, this was not a popular change! The Spirits will be in charge of this activity next year and plans need to be made to deal with this problem.

Spirits' President Eric Langston persistently drew tickets, and continuously called number after number, trying to give away attendance prizes ranging from pieces of hardware, to fuel, to Monokote, to sets of retracts. Most of the attendance prizes were donated by Mark Twain Hobbies and Schaffers' Hobby Shop. As the day progressed, hundreds of deals were made, both inside and outside of the building.



President Eric tries valiantly to give away dozens of attendance prizes. Frank Nolle assists.

Items ranging from fantastic to junk were sold or traded. I heard that at least one seller set up shop in the parking lot. At about 3:10 P.M. tickets were drawn for the 8-channel Futaba radio, provided by the Spirits, and a Torque-It screw driver graciously donated by John W. Snider of Lilburn, Georgia. Brian Ward of Jerseyville, Illinois won the radio and a local modeler simply identified as "C.J." won the torque screwdriver.

By 4:00 P.M. everyone was pretty well packed up and, after a diligent clean-up effort, another successful Swap Meet became a pleasant memory.

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Field Work Progresses

By Walt Wilson

On Saturday, March 31, Anna Nolle and an eager crew set to work dragging and preparing the field for planting grass. After an hour or so of work, President Eric saw that progress was very slow and decided to try a better way. He contacted Jerry Hackmann, the farmer who is working the fields adjacent to ours. After making amends for some misunderstandings that occurred last year, Eric arranged for him to plow our field.



President Eric puts our Farmall tractor through its paces, dragging the field.



It's a family affair as Cliff Nolle drags Mama Anna and brother Chris, who weigh down the scraper.

Upon arriving at the field Sunday morning, Anna found that Hackmann had plowed the field the night before! Eric and Frank hooked up harrows and panels of chain link fence to the tractors, then serious dragging began. By the end of the day, most of the field looked like it had been raked and was ready for grass. The following week's daily rainfall slowed further progress and brought about a lively e-mail debate about how best to fix "Spirits Pond"

between the pits and runway, on both sides of the taxi way. Even though the taxi ways were under water for a couple of days, the pits and runway remained high and dry. As soon as the field is dry enough work will resume, and action taken, to reduce future flooding so grass may be planted.



Chris Baudler takes the wheel while assisting with the field work.



Lee Volmert pauses while shoveling debris left by the recent major storm and almost daily rainfall, which created "Spirits Pond" (right). Water covered the entire taxi way for a while Wednesday, but was slowly receding. There was an even larger pond on the left side of the taxi way, but it's lower and doesn't spill over the paved areas. Anyone for float planes?

GSLMA MINUTES: APRIL 4, 2001 MEETING

By Pat Keebey

Treasurers Report: Field Fund \$2408.29

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Field Report:

- A. Great flying, field is in good condition.
- B. When parking for special events - make sure the ground is dry. This is for C/L area only. Use your own judgment.
- C. The new fence for R/C area has been finished. Our thanks to the Parks Department.

Old Business:

- A. Air show is now set up for Sept. 8th. Each club should select a representative and do a demo of all types of airplanes. There will be a donation for parking. Pilots will be admitted free, if flying that day. There is a need for volunteers.
- B. April 21st will be a trash pick-up day for around the C/L area and in the woods. Parks Department will provide trash bags. It will start at 10:00 A.M. Saturday. We will also be replacing a couple of pads for the pilots to stand on.

New Business:

- A. Discussed pilots stations and which runways to use. Don't stand on edge of runways. Use only one runway at a time and everybody takes off and lands in the same direction. There are pads for the pilots to stand on when flying, please use them. Do not taxi in the pit area.
- B. A 2001 contest schedule was passed out.

Meeting adjourned. The next meeting will be May 2, 2001 at 6 P.M. at the St. Louis Country Library on South Lindbergh in the East Room. The meetings are open to the public.

The Racing Report

By Don Ware

The first race of the 2001 season is right around the corner! I truly hope everyone is getting ready to support the races this year. We have a great first time opportunity with two clubs working to make a very successful racing season.

The prizes and plaques have been ordered, paid for and are being delivered. We're really hoping for a good turnout! We need everyone who can, to race with us, to make it a great and fun filled day. For more information on the location and other details of the Rolla races, e-mail me at: wardpc@fidnet.com or call at: 1-573-364-1975. The revised 2001 rules for Four-Star 40 and Warbirds are available on the Spirits' web site at: www.spiritsofstl.com.

There are no drastic changes, but some go back a little closer to the original intent of the rules. Paul Geders has helped with this and I really appreciate his help. Thanks again, Paul. We are hosting a practice race on Saturday, April 21st at the Vichy Flying Site. We are having a little "clean-up day" first thing and should be ready to "play" around 11:00 A.M. or so. Everyone is welcome to join us, whether you want to practice the flying starts, turning the pylons or just burn some fuel. We will be having some helpers learning the ropes as well. If you know of someone who is planning on helping this summer, invite them as well.

This column is going to be shorter than usual (I hear some saying thanks!), but I am desperately trying to have my own race planes ready. It seems that I may have a choice of racing a Corsair or two P-51's and if I get a couple of evenings worth of work at the bench, I'll have them ready for next Saturday.

Everyone needs to encourage (or threaten) Jerry G. to race his new P-51. I understand he is about to receive a Stiletto P-51 Reno racer. I hear it started out as a Great Planes P-51 and someone felt that building according to the kit was too boring. It might be fast!

The top five finishers will have a chance at winning a new kit, so be ready!

See you at the races!!!!!!!!!!!!!! Don



Long time, old time, Spirits' member Mel Been (left) joins son Mark who recently rejoined after a several year hiatus. Mark flew his Goldberg Extra 300 powered by a YS 1.20 four-stroke. Just like riding a bicycle....

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The Last Word:

By Walt Wilson

I introduced a type of modeling to the Spirits at the meeting that few had ever seen. Tether race cars were conceived soon after the first model gas engines were invented. Initially, the cars were run on wires, held by hand, like control line planes. Any parking lot was a race track.

They were even run on dirt like most full scale race cars of the day. Cars were started by pushing with a stick, such as a modified broom handle. By the time World War II came along, the cars were approaching 100 mph and could no longer be held in that fashion. Dedicated tracks were built with solidly mounted steel pipe center poles and ball-bearing pivots. The smoother and more level the track was, the faster the cars would run! The standard track allows the .60-size cars to run in a 70 foot diameter circle. They are clocked for six laps, which is a quarter mile. Rail tracks were also built, that allowed four cars to race at once. Rail tracks were relatively expensive to build and not many existed. During the late 40's and 50's, Tether cars were as prevalent as R/C Cars are today. Every up-to-date hobby shop had a variety of brands available in .60 and .29 (Mite) sizes. During the 50's, a few basement-shop race car builders developed Custom cars with a level of precision and design that large manufacturers couldn't match at mass-market prices. The Custom cars ruled the race tracks. Soon, the people who didn't have the machining facilities, or couldn't spend the money to keep up, turned to other hobbies. Interest dwindled to the point where there are probably fewer than 30 people in the U.S.A. who seriously race Tether cars and only three operating Tether car tracks. The nearest track to us is in Anderson, Indiana. Though interest is low in this country at present, Tether cars are built and raced all over the world. Recently, a Russian Tether car was sold

on ebay. From the '50's through the 70's, Cox , AMC Wen-Mac and others, built a variety of .049 powered Tether cars in many shapes and configurations. They were sold in hobby shops and other types of stores. For the most part, they weren't run on proper tracks, when the buyers could get them started, and were quickly destroyed or set aside.

At present, the World Record speed for .60 size cars, is over 207 mph and held by a German racer! Some American racers frequently exceed 200 mph. When at speed, the cars are usually not visible, but the sound is fantastic! All the fastest cars use tuned pipes and some turn close to 30,000 rpms. Today, a new, up-to-date, .60 size race car will cost between \$700.00 and \$2000.00, depending upon how much building you can do yourself. Used current model cars are available for various prices, generally in that range. New parts and complete replicas of vintage-type .60 and .29 cars are available from Dick McCoy today! Recently, a vintage race car brought more than \$5000.00 on ebay. One Florida dealer regularly puts out a catalog of vintage and custom Tether cars of all types and sizes. The prices are breathtaking!

One of the Spirits at the meeting asked why I would bother building a display Tether car. At least three manufacturers currently build mass produced display replica Tether cars which sell as fast as they can be built. There are probably more than 100 collectors of Tether cars for each active racer. Actually, all the component parts in my "Cheetah" are functional. I could replace a few parts and build a runner with reasonable effort.

Don Ware sent a flyer via e-mail with all info about the May race, but it's not compatible with any program in either of my computers (Mac or PC) and I can't open it. E-mail or call him for complete information.

Gotta go build

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FLIGHT LINES is the Spirits of St. Louis R/C Flying Club newsletter and is published on a monthly basis. Club members may submit personal classified ads for inclusion in the newsletter free of charge. Businesses wishing to advertise in the newsletter should contact the editor or an officer of the club for details.

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Newsletter submissions must be in by the Monday following the club meeting in order to make publishing deadlines. The preferred format for article submission is via e-mail. I have Macintosh and PC computers and use QuarkXpress and Microsoft Word, so send the copy as the e-mail message (not an enclosure) to avoid cross-platform or incompatible software problems if you don't have the same equipment and software. Typed or clearly written copy on

paper or, a Word or Word for Windows file on a 3.5 inch 1.44MB floppy disk are acceptable if you don't have access to the internet. Photos are welcome and may be in the form of glossy prints or, if scanned or digital, in jpeg, gif or tif format.

General Membership meetings are held the second Wednesday of each month at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd. (1/4 mi. south of St. Charles Rock Road) at 7:00 P.M.

Membership information can be obtained from:

Bill Lindewirth
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Florissant, MO 63031
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Flying Field: Our new field is located on Amrein Road, off Greens Bottom Road in St. Charles County. Field development is still in work. Grass will be planted shortly.